

DVRPC_FY2011 TIP

TIP

Transportation Improvement Program

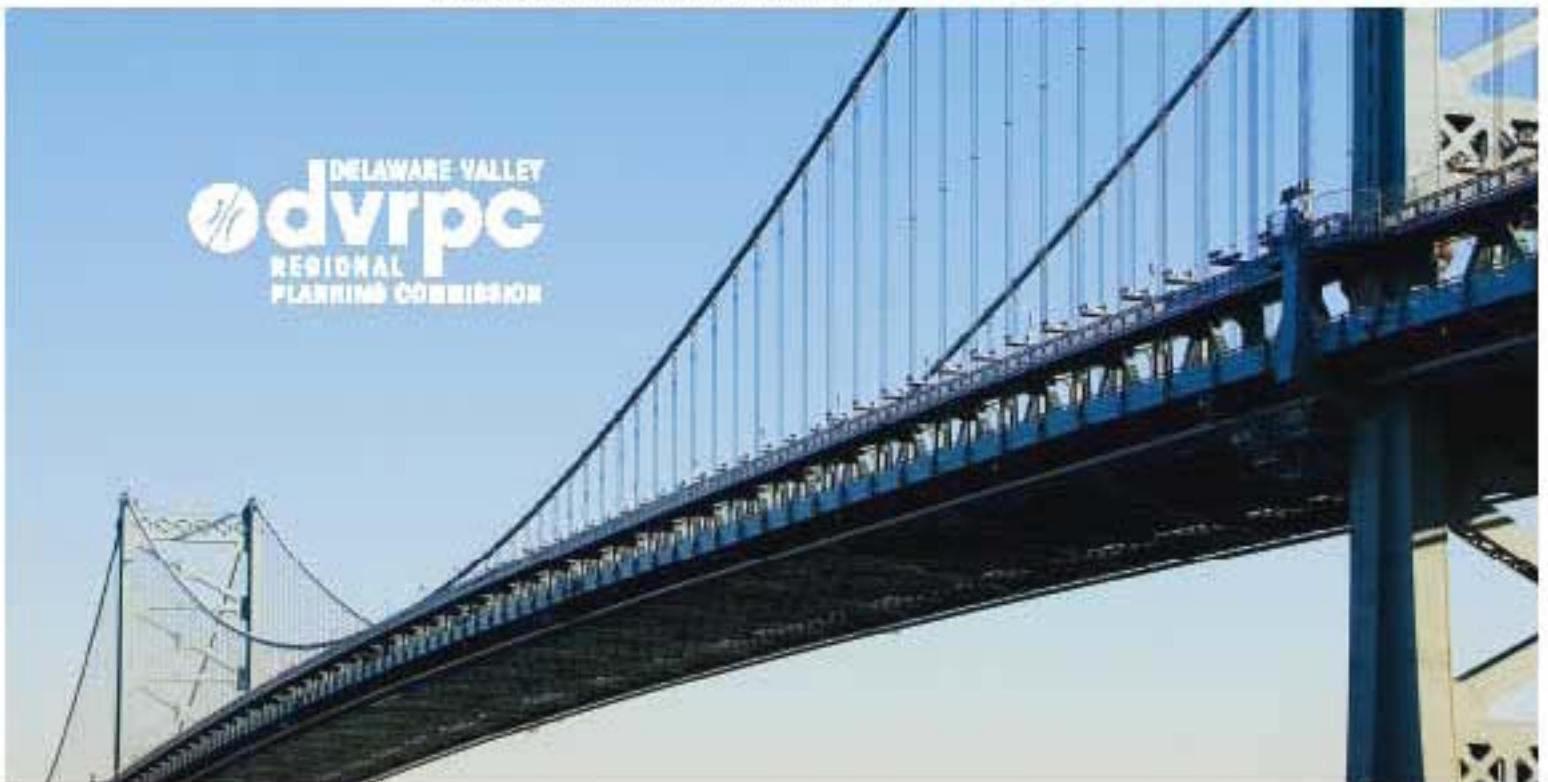
PENNSYLVANIA

Adopted July 2010

DVRPC FY2011 TIP **PENNSYLVANIA (FY2011-2014)**



DELAWARE VALLEY
dvrpc
REGIONAL
PLANNING COMMISSION



The Delaware Valley Regional Planning Commission is dedicated to uniting the region's elected officials, planning professionals and the public with a common vision of making a great region even greater. Shaping the way we live, work and play, DVRPC builds consensus on improving transportation, promoting smart growth, protecting the environment and enhancing the economy. We serve a diverse region of nine counties: Bucks, Chester, Delaware, Montgomery and Philadelphia in Pennsylvania; and Burlington, Camden, Gloucester and Mercer in New Jersey. DVRPC is the federally designated Metropolitan Planning Organization for the Greater Philadelphia Region - leading the way to a better future.



The symbol in our logo is adapted from the official DVRPC seal, and is designed as a stylized image of the Delaware Valley. The circular shape symbolizes the region as a whole. The diagonal line represents the Delaware River and the two adjoining crescents represent the Commonwealth of Pennsylvania and the State of New Jersey.

DVRPC is funded by a variety of funding sources including federal grants from the U.S. Department of Transportation's Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), the Pennsylvania and New Jersey departments of transportation, as well as by DVRPC's state and local member governments. The authors, however, are solely responsible for its findings and conclusions, which may not represent the official views or policies of the funding agencies.

DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. DVRPC's website (www.dvrpc.org) may be translated into multiple languages. Publications and other public documents can be made available in alternative languages and formats, if requested. For more information, please call (215) 238-2871.

DVRPC FY2011 Transportation Improvement Program for Pennsylvania

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General Overview of the TIP

The Delaware Valley Regional Planning Commission (DVRPC) is pleased to present the DVRPC FY2011 Transportation Improvement Program (TIP) for the Pennsylvania portion of the region (FY 2011-2014). DVRPC and its member governments have worked diligently to prepare a program of projects that responds to the needs of the region and at the same time complies with federal and state policies.

In the Pennsylvania Subregion, the TIP contains almost 400 projects, totaling over \$3 billion for the phases to be advanced over the next four years, averaging \$762 million per year. Programmed funds include \$1.659 billion for projects primarily addressing the highway system and \$1.390 billion of transit projects for SEPTA, Pottstown Urban Transit, and the Delaware River Port Authority (DRPA). These PA figures do not include the seven projects in the DVRPC region totaling over \$505 million dollars which are part of the PA Statewide Interstate Management Program. Table 1 presents a funding summary of the DVRPC program by county and transit operator for each of the four TIP years in Pennsylvania. Table 2 presents a funding summary of projects in the DVRPC region which are part of the PA Statewide Interstate Management Program by county for each of the four TIP years in Pennsylvania.

The TIP and Federal Requirements

The TIP is a requirement of federal transportation legislation, most recently the Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) which was enacted August 10, 2005, as Law 109-59. SAFETEA-LU builds on the initiatives established in both the Transportation Equity Act for the 21st Century (TEA-21) and the Intermodal Surface Transportation Efficiency Act of 1999 (ISTEA). Record transportation investment has been prescribed for a balanced approach through a guaranteed commitment to highways and bridges, public transit, safety improvements, intermodal projects, and advanced technologies, such as Intelligent Transportation Systems. SAFETEA-LU promised to spend more than \$286 billion nationally on transportation over the five years

through FY2009 and guaranteed that most of the money would be appropriated.

What this Document Includes

The complete TIP document has been divided into four sections. The first section is a general overview of the TIP and the TIP development process, intended to familiarize you with what the TIP is and is not, how it was developed, and what can be expected for projects in the TIP. The second section contains various summaries of the Pennsylvania programs. The third section describes the TIP Public Involvement process, including issues relating to Environmental Justice. Finally, the fourth section contains an explanation of funding and phasing codes and abbreviations, project maps, project lists, and project descriptions.

At the end of the document, there are five appendices: (a) DVRPC Board Resolutions (b) State DOT Financial and Procedural Guidance used in developing the program, (c) Acknowledgement of the Documentation of the Conformity Finding, (d) Memorandum of Understanding on Procedures to Amend and Modify the TIP, and (e) Compilation of Public and Agency Comments and Responses which is included as an Addendum (E-1) to this document.

Using the Web

The TIP can also be found on the DVRPC website, where you can easily search throughout the TIP or review the current DVRPC TIP for Pennsylvania. The web includes an interactive method for displaying maps and project listings. Using Google maps as a base, projects can be located using either street grid or aerial views. To use the DVRPC TIP web page, go to www.dvrpc.org/TIP/.

What is the TIP?

The TIP is the agreed-upon list of specific priority projects. The TIP lists all projects that intend to use federal funds, along with non-federally funded projects that are regionally significant. The TIP represents the transportation improvement priorities of the region and is required by federal law, the most recent of which is the Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users, or SAFETEA-LU. The list is multi-modal; in addition to the more traditional highway and public transit projects, it includes bicycle, pedestrian, and freight related projects as well.

The TIP shows estimated costs and schedule by project phase. The TIP not only lists the specific projects, but also documents the anticipated schedule and cost for each project phase (preliminary engineering, final design, right-of-way acquisition, and construction). Inclusion of a project phase in the TIP means that it is seriously expected to be implemented during the TIP time period.

The TIP covers four years for the New Jersey portion of the region and is updated annually. In Pennsylvania, the TIP covers a four-year period and is updated every other year.

The TIP may be changed after it is adopted. Under the provisions of federal law and regulation, the approved TIP can be modified or amended in various ways in order to add new projects, delete projects, advance projects into the first year, and accommodate cost and phase of work changes or major scope changes to a project. The criteria and procedures for changing the TIP are outlined in a Memorandum of Understanding (MOU) included as an Appendix D in this document.

The TIP is financially constrained. The list of projects in the TIP must be financially constrained to the amount of funds that are expected to be available. In order to add projects to the TIP, others must be deferred. As a result, the TIP is not a wish list; competition between projects for a spot on the TIP clearly exists. The financial guidance

used to develop each of the programs is included as Appendix A in this document.

The TIP is authorization to seek funding. A project's presence in the TIP represents a critical step in the authorization of funding to a project. It does not, however, represent a commitment of funds, an obligation to fund, or a grant of funds.

The TIP is not a final schedule of project implementation. The timeframe shown in the TIP is the best estimate at the time of TIP development, which is six to nine months prior to the beginning of the first fiscal year of the TIP period. Projects quite often cannot maintain that schedule and get reprogrammed to later years.

The TIP is not a guarantee of project implementation. Unforeseen problems may arise, such as engineering obstacles, environmental permit conflicts, changes in priorities, and additional financial constraints. These problems can slow a project, cause it to be postponed, or even dropped from further consideration.

Regional Consensus

The production of the TIP is the culmination of the transportation planning process, and represents a consensus among state and regional officials as to what near term improvements to pursue. Consensus is crucial because before committing significant sums of money, the federal and state governments want assurances that all interested parties have participated in developing the priorities. A project's inclusion in the TIP signifies regional agreement on the priority of the project and establishes eligibility for federal funding.

How Does the TIP Relate to the Long-Range Plan?

Regionally significant projects must be drawn from the region's Long-Range Plan, and all projects in the TIP must help implement the goals of the plan. The Long-Range Plan, required by federal law, is the document which helps

direct transportation and land use decisions over a minimum 20 year horizon. The plan presents an extensive list of policies and strategies, as well as the actions required to carry them out.

While all projects included in the TIP must be consistent with the Long-Range Plan, projects which add capacity for single occupant vehicles must meet further federal requirements in a region like the Delaware Valley. These projects must result from the region's Congestion Management Process which attempts to meet increasing travel demand through non-capacity adding strategies where practical. All projects included in the TIP have met this requirement.

The TIP represents the translation of recommendations from DVRPC's current long-range transportation plan, *Connections 2035*, into a short-term program of improvements. For further information about policies and strategies of the Long-Range Plan, *Connections 2035*, visit the Long-Range Plan on the Internet at www.dvrpc.org/LongRangePlan/.

How is the TIP Funded?

The major funding source for the projects in the TIP is SAFETEA-LU, administered through the US Department of Transportation's Federal Highway Administration and Federal Transit Administration. In addition, funds are made available by the states of New Jersey and Pennsylvania to match federal funding in varying ratios, and to provide 100 percent financing for selected projects. Local counties, municipalities, and private developers or toll authorities, as well as transit operators may also participate in providing matching funds for federal aid. New funding sources and innovative funding techniques are constantly being sought.

Who are the Players?

Approximately 20 agencies directly participate in the TIP development process. They include member governments, operating agencies, and state and federal agencies. Municipalities within the region participate through their re-

spective county governments. Countless other groups, the business community, and the general public become involved through the DVRPC public participation process in addition to their involvement at the municipal and county level. The multiplicity of jurisdictions and agencies in the region necessitates a high degree of coordination during the TIP development process by DVRPC.

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 precedes a project's inclusion on the TIP. Although there are several ways in which 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 potential improvements based on their needs analyses and citizen complaints and inquiries. Since only DVRPC member agencies are allowed to formally submit candidate TIP projects, the local proposals are in turn reviewed at the county or major city level, often in consultation with locally based state engineers. If the county agrees that a particular idea has merit, it may decide to act as the project sponsor and work toward refining the initial idea and developing clear project specifications. Project proposals are also generated at the county and state level in much the same way.

Once each county and operating agency has developed its own list of projects and priorities, they are brought to DVRPC where the Regional Transportation Committee (RTC) reviews them. The RTC seeks to insure 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 goals. The RTC, composed of state, county, and city planners; transit operators; citizen representatives; and transportation related interest groups make recommendations to the DVRPC Board.

Finally, the DVRPC Board provides the forum through which the elected officials of the region's counties and major cit-

ies and representatives of the states and operating agencies determine each year's TIP projects. After considering the recommendations of the RTC and the comments received from the Regional Citizens Committee and the public, the Board determines the final list of projects to be included in the TIP and adopts it as its selection of projects to be advanced.

What Happens to a Project Once It's on the TIP?

Once a project is on the TIP, a considerable amount of work still remains to be done to bring it to completion. The designated lead agency is responsible for insuring that their project moves forward - the lead agency in most cases is the state DOT or transit operator, and in some cases, a county or city.

Highway projects typically proceed in phases (preliminary engineering, final design, right-of-way acquisition, construction). Each phase is included in the TIP showing funding and anticipated schedule. Transit projects are programmed in the TIP according to the annual grant application cycle under which the funds will be sought. Ideally, a project will advance according to its programmed schedule. In reality, however, projects are often delayed due to unforeseen obstacles such as environmental issues and community concerns. Tracking each project's progress is important so that delays can be identified and remedied as soon as possible, and so that resources can be reallocated as necessary.

Once federal funds have been made available for a project's final construction phase, it will no longer appear in future TIP documents (even though the project may not yet be constructed or completed) .

Why is Municipal and Interest Group Involvement Important?

DVRPC believes that a collaborative process between all levels of government and the public and business communities will insure that the best transportation program is produced. This type of process is one in which state, county,

and local governments and transportation providers become partners in the planning and programming process and interest groups and community leaders have a voice. For this reason, planning efforts for the region's capital improvements exhibit a "bottom-up" approach within the context of a regional plan that gives a top-down perspective.

In What Ways Can the Public Participate?

Public participation occurs during all stages of a project's development. Letters of concern to municipal and county officials and transit company managers is one of the most effective starting points. As local investigations begin, public input may be provided at formal meetings or informal sessions with local and county planning boards and staff. Citizens are also asked to participate in special task forces to review transportation improvement concepts at the corridor, county, and regional level. Finally, once a project is on the TIP and it enters the preliminary engineering phase, the detailed environmental review process affords yet another opportunity for the public to offer input.

The primary vehicles for ongoing public participation in DVRPC's planning and programming activities are the Regional Citizens Committee (RCC) and the Goods Movement Task Force (GMTF). With representatives from the private sector, social service entities, environmental organizations, and other interest groups, these two bodies review and comment on most DVRPC policies and plans. To become a member of the RCC or the GMTF, please contact DVRPC's Public Affairs Office.

The public and other interest groups also have the opportunity to comment on the TIP before it is officially adopted by the DVRPC Board. DVRPC conducts a 30-day public comment period and holds open house meetings to allow the public an opportunity to pose questions about the process and projects to state, county, transit, and DVRPC staff. Copies of the TIP are available on-line as well as at the DVRPC library. The TIP documents are able to be viewed on DVRPC's website at www.dvrpc.org/TIP/.

Program Summaries

The DVRPC FY2011 TIP for Pennsylvania contains almost 400 projects, totaling \$3 billion for the phases to be advanced over the next four years, averaging \$762 million per year. Programmed funds include \$1.659 billion for projects primarily addressing the highway system, and \$1.390 billion for transit projects for SEPTA, Pottstown Urban Transit, and DRPA. Projects in the DVRPC region which are part of the PA Statewide Interstate Management Program total over \$505 million. The following tables and figures summarize the Highway and Transit programs; as well as the PA Statewide Interstate Management Program.

Table 1: TIP Cost Summary by County and Transit Operator in the Pennsylvania Subregion (\$000)

County/Operator	2011	2012	2013	2014	Total 2011-2014
Highway Program					
Bucks	\$28,811	\$50,138	\$53,454	\$66,690	\$199,093
Chester	\$77,734	\$46,703	\$141,211	\$125,114	\$390,762
Delaware	\$33,550	\$46,372	\$21,462	\$18,899	\$120,283
Montgomery	\$120,551	\$58,025	\$20,077	\$41,886	\$240,539
Philadelphia	\$134,517	\$147,749	\$122,643	\$99,237	\$504,146
Various	\$52,812	\$43,306	\$51,072	\$57,805	\$204,401
Total Cost - 4 Year Highway Program Subtotal	\$447,975	\$392,293	\$409,919	\$409,631	\$1,659,818
Transit Program					
DRPA/Pottstown	\$3,055	\$1,755	\$2,255	\$1,827	\$8,892
Other	\$250	\$0	\$0	\$0	\$250
SEPTA	\$352,086	\$344,901	\$340,760	\$343,776	\$1,381,523
Total Cost - 4 Year Transit Program Subtotal	\$355,391	\$346,656	\$343,015	\$345,603	\$1,390,665
Grand Total Cost - 4 Year Highway and Transit Program					
	\$803,366	\$738,949	\$752,934	\$755,234	\$3,050,483

DVRPC, 2010

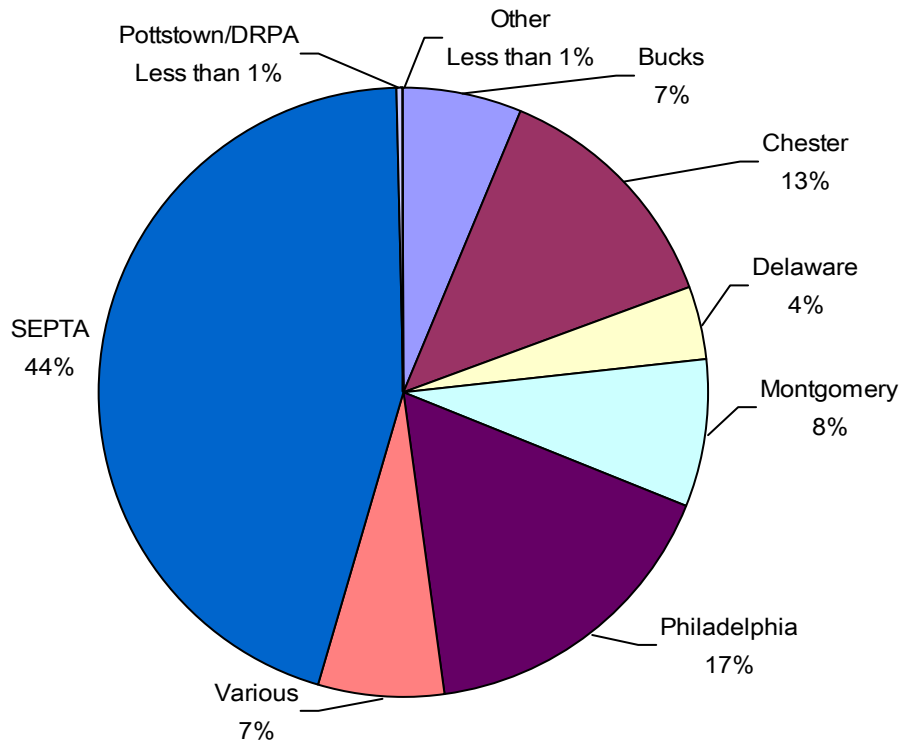
Table 2: Pennsylvania Statewide Interstate Management Program Cost Summary by County in the Pennsylvania Subregion

Interstate Management Program					
Philadelphia	\$115,295	\$105,522	\$141,419	\$143,732	\$505,968
Grand Total Cost - Interstate Management Program					
	\$115,295	\$105,522	\$141,419	\$143,732	\$505,968

DVRPC, 2010

**Figure 1: Cost Summaries for the Pennsylvania Subregion
(Highway and Transit Programs)**

By County and Operator



By Funding Source

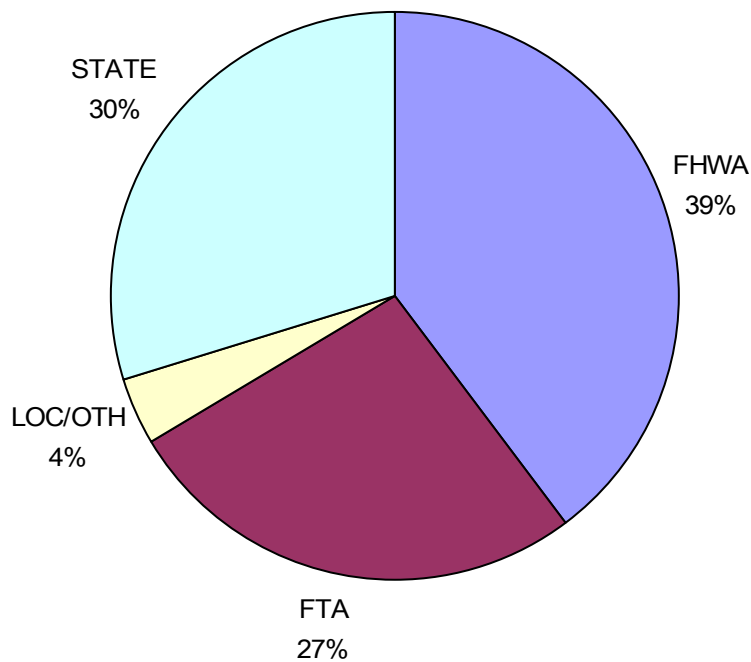


Table 3: Cost by TIP Funding Category (000 's)

Fund	2011	2012	2013	2014	Total 2011-2014	1st LFY 2015-2018	2nd LFYs 2019-2022	Total LFYs 2015 - 2022
Highway Program								
ACT44	\$28,732	\$28,732	\$28,732	\$28,732	\$114,928	\$114,928	\$48,142	\$163,070
ACT44-DS	\$0	\$4,897	\$12,904	\$0	\$17,801	\$0	\$0	\$0
BND	\$22,912	\$21,054	\$19,196	\$17,339	\$80,501	\$50,778	\$0	\$50,778
BRIDGE	\$55,701	\$56,258	\$58,508	\$60,849	\$231,316	\$268,727	\$55,534	\$324,261
B-STATE	\$17,127	\$17,086	\$16,990	\$16,861	\$68,064	\$68,253	\$13,141	\$81,394
CTDG	\$40,885	\$41,294	\$42,946	\$44,664	\$169,789	\$197,248	\$7,890	\$205,138
TIGER	\$11,000	\$6,200	\$0	\$0	\$17,200	\$0	\$0	\$0
DEMO	\$55,296	\$21,039	\$5,616	\$11,630	\$93,581	\$10,771	\$531	\$11,302
FLEX	\$17,558	\$17,083	\$17,083	\$17,083	\$68,807	\$68,332	\$0	\$68,332
HSIP	\$9,923	\$10,023	\$10,423	\$10,840	\$41,209	\$47,875	\$0	\$47,875
H-STATE	\$21,218	\$21,158	\$20,917	\$20,667	\$83,960	\$79,955	\$75,070	\$155,025
H-TE	\$5,950	\$6,010	\$6,250	\$6,500	\$24,710	\$28,706	\$0	\$28,706
H-TED	\$1,000	\$0	\$0	\$0	\$1,000	\$0	\$0	\$0
LOCAL	\$17,238	\$14,855	\$9,360	\$12,411	\$53,864	\$15,596	\$6,194	\$21,790
NHCB	\$248	\$0	\$252	\$0	\$500	\$1,090	\$0	\$1,090
NHS	\$39,595	\$39,991	\$41,591	\$43,254	\$164,431	\$201,068	\$114,392	\$315,460
OTHER	\$2,150	\$0	\$0	\$0	\$2,150	\$0	\$0	\$0
PLHD	\$0	\$0	\$950	\$0	\$950	\$0	\$0	\$0
SPK-FB	\$0	\$0	\$25,958	\$24,003	\$49,961	\$0	\$0	\$0
SPK-SB	\$0	\$0	\$4,502	\$4,013	\$8,515	\$0	\$0	\$0
SPK-SH	\$950	\$978	\$0	\$0	\$1,928	\$0	\$0	\$0
SRTS	\$3,152	\$1,101	\$0	\$0	\$4,253	\$0	\$0	\$0
STATEDISC	\$9,650	\$0	\$0	\$0	\$9,650	\$0	\$0	\$0
STP	\$40,314	\$38,754	\$40,533	\$42,383	\$161,984	\$179,511	\$334,710	\$514,221
STU	\$43,104	\$43,535	\$45,277	\$47,088	\$179,004	\$207,954	\$243,277	\$451,231
STX	\$1,203	\$1,215	\$1,264	\$1,314	\$4,996	\$5,806	\$0	\$5,806
TCSP	\$2,039	\$0	\$667	\$0	\$2,706	\$222	\$0	\$222
TOLL-MATCH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TPK	\$1,030	\$1,030	\$0	\$0	\$2,060	\$0	\$0	\$0
Program Subtotal	\$447,975	\$392,293	\$409,919	\$409,631	\$1,659,818	\$1,546,820	\$898,881	\$2,445,701
Transit Program								
1514B	\$79,865	\$83,997	\$80,680	\$82,445	\$326,987	\$80,527	\$0	\$80,527
1516	\$4,534	\$4,560	\$0	\$0	\$9,094	\$0	\$0	\$0
1517	\$9,211	\$9,402	\$9,637	\$9,723	\$37,973	\$0	\$0	\$0
5307	\$96,481	\$95,805	\$97,962	\$104,490	\$394,738	\$308,061	\$0	\$308,061
5307TE	\$1,006	\$1,035	\$1,066	\$1,098	\$4,205	\$0	\$0	\$0
5309	\$95,791	\$99,890	\$102,852	\$98,253	\$396,786	\$134,774	\$0	\$134,774
5309-B	\$9,335	\$0	\$0	\$0	\$9,335	\$0	\$0	\$0
ACT44-T	\$34,788	\$34,597	\$34,361	\$34,276	\$138,022	\$34,080	\$0	\$34,080
DEMO	\$1,200	\$0	\$0	\$0	\$1,200	\$0	\$0	\$0
FLEX	\$1,904	\$0	\$0	\$0	\$1,904	\$0	\$0	\$0
FREE	\$1,168	\$1,347	\$0	\$0	\$2,515	\$0	\$0	\$0
JARC	\$3,172	\$2,700	\$0	\$0	\$5,872	\$0	\$0	\$0
LOCAL	\$16,389	\$12,876	\$13,111	\$13,244	\$55,620	\$19,168	\$0	\$19,168
PTAF	\$100	\$0	\$500	\$72	\$672	\$0	\$0	\$0
T-BOND	\$447	\$447	\$2,846	\$2,002	\$5,742	\$12,714	\$0	\$12,714
Program Subtotal	\$355,391	\$346,656	\$343,015	\$345,603	\$1,390,665	\$589,324	\$0	\$589,324
Grand Total Cost - 4 Year Highway and Transit Program								
DVRPC, 2010	\$803,366	\$738,949	\$752,934	\$755,234	\$3,050,483	\$2,136,144	\$898,881	\$3,035,025

Financial Constraint

At the beginning of each TIP update, the State DOT develops "financial guidance" for use by DVRPC and their other Metropolitan Planning Organizations (MPOs). The financial guidance establishes highway and transit funding levels which may be reasonably anticipated by the MPO over the TIP period from appropriate federal and state resources. Each region must develop its TIP within the funding levels established by this guidance, thus maintaining the "fiscal constraint" of the TIP. The guidance explains how each of the various federal and state varieties of funds are distributed to the regions. The PennDOT Financial Guidance is included in Appendix B. It should be noted that actual levels of federal and state transit funding are determined annually through the budget development and appropriations processes, so the amounts actually applied to projects during a given year will vary (generally lower) from what is shown in the TIP. Since the TIP has been developed according to the state guidance, it meets the federal requirement of being financially constrained.

You will also note that the TIP makes information available for project costs which cannot be included in the four-year constrained period of the TIP. It may be because projects will take several years until they reach the point of advancing to a particular phase such as construction. In any case, project costs that show in the TIP under "Later Fiscal Years" (LFY) do not have identifiable funding as part of the 4 year constrained, federally required DVRPC TIP. The LFY and costs are noted to indicate the full anticipated cost of a project. "1st LFYs" indicates years FY2015 - 2018, and "2nd LFYs" indicates years FY2019 - FY2022.

The Interstate Maintenance Program (IMP), as part of the Pennsylvania Statewide Transportation Improvement Program (STIP) was created to pro-actively address the maintenance and reconstruction of the state's aging interstate infrastructure. An average of \$455 million per year (FY 2011 - 2014) will be used statewide, funded by all Interstate Maintenance Funds as well as a portion of NHS and

Bridge funds that these miles/bridges represent, including the appropriate state match, so those funds have been removed from what has previously represented the region's share for fiscal constraint purposes. DVRPC has seven projects in the region totaling over \$505 million that are included in the IMP over the four years FY2011-2014. Those highway projects are listed separately from the standard PA highway program.

A new Pennsylvania revenue source called Act 44 was signed into law by the Pennsylvania Legislature in July 2007. The Act established an inflation-sensitive, long-term funding stream to address Pennsylvania's transportation funding crisis by generating additional income to help pay for the repair and maintenance of local roads and bridges and to help fund the states 73 transit agencies. Pennsylvania has more structurally deficient bridges than any state in the nation. DVRPC has over 33 highway projects in the region totaling over \$132 million that are funded by Act 44 funds. The recent ruling to prohibit tolling of I-80 in Pennsylvania undoes a key lynchpin of the funding mechanism for Act 44, and will have a severely negative impact on revenues. Without full funding of Act 44, the DVRPC region will experience a reduction in funding of close to \$725 million over the next 4 years: \$57 million annually for PennDOT, plus an additional estimated \$50 million for specially selected projects, all of which would have been directed toward bridge repairs; and \$110 million annually for SEPTA capital transit projects.

Federal regulations also require transit operators that receive federal funds for new capital facilities to prepare a Transit Financial Capacity Analysis, showing that the agency is capable of maintaining its existing operations, as well as taking on new capital projects and new services.

For SEPTA, Certification of Financial Capacity is included in the annual list of certifications and assurances, under Category XII. SEPTA certifies to these Certifications and Assurances in FTA's Transportation Electronic Award and

Management (TEAM) database system each year. The Triennial Review includes FTA review of SEPTA's compliance in 23 different areas, including Financial. The final report for the last Triennial Review for SEPTA, from the FTA dated August 2008, found no deficiencies with FTA requirements for financial responsibilities. This documentation is on file at the transit operators, as well as with the FTA. In addition, the complete SEPTA Financial Analysis is included in Appendix B as part of the Financial Guidance.

Project Selection and Evaluation Process

During this most recent TIP update period from August 2009-June 2010, the TIP project selection process was consensus based. Due to severe funding constraints and overwhelming needs that far outreach the region's resources, the decision was made not to select new projects for the program. Existing projects are consistent with and have been drawn from DVRPC's long range plan: *Connections 2035*. Program development occurs through a TIP Subcommittee comprised of regional stakeholders and was determined by schedule and cost of existing projects, constrained by the level of funding available. Bridge projects received the highest priority for scheduling given newly adopted bridge targets and state bond and Act 44 funding for repairing or replacing structurally deficient state bridges. All project costs and schedules were updated by PennDOT project managers and stakeholder subcommittee members. Subcommittee members met individually with PennDOT District 6 staff to review projects and identify highest priorities. A series of subcommittee meetings were held where costs and schedules were further reviewed, and concerns vetted and negotiated. A constrained draft program was put out for a 30 day public comment period, and the program with some recommended changes was adopted by the DVRPC Board on July 22, 2010.

Investing in the Region's Planning Areas Characterized in *Connections, the Regional Plan for a Sustainable Future*

The Delaware Valley Region is a complex mosaic of 353 townships, boroughs and cities. The *Connections* Plan characterizes the region's municipalities as core cities, developed communities/mature suburbs, growing suburbs, or rural areas as a means of categorizing and simplifying the types of communities, and defining the corresponding long-range planning policies appropriate for each type. Many municipalities have, within their boundaries, areas that fit the characteristics of more than one of these types. The intent of the Plan is to assign to each municipality the planning area type associated with the long-range planning policies that will be most beneficial to the entire community. The key policies per planning area are: Core Cities: redevelopment and renewal; Developed Communities/Mature Suburbs: stabilization and revitalization; Growing Suburbs: growth management and enhanced community design; and Rural Areas: preservation and limited development.

As the implementation tool of the long-range plan, the TIP funds a variety of projects that address the transportation needs of all four categories of planning areas. Projects listed in Table 4 illustrates a sampling of projects in the TIP that invest in each of the different planning areas, promote economic development where appropriate, and optimize our transportation network and infrastructure. A more complete discussion and illustration of planning areas can be found in the *Connections* Long-Range Plan on the DVRPC website at www.dvrpc.org/LongRangePlan/.

Investing in Centers Designated in *Connections, the Regional Plan for a Sustainable Future*

A key principle of *Connections* is the concept of centers. Centers provide a focal point in the regional landscape that can reinforce or establish a sense of community for

local residents, while recognizing their regional and local significance. Centers serve as a basis for organizing and focusing the development landscape, while coordinating the more efficient provision of supportive infrastructure systems, including water, sewer, and transportation. By concentrating new growth around and within centers, the region can both preserve open space and reduce infrastructure costs. The densities and mixed uses inherent within centers can enhance the feasibility of walking, bicycling, and public transit as alternatives to the automobile.

The *Connections* Plan identifies a hierarchy of centers, shown on the Planning Area and Centers Map (located at the beginning of the document), based on their role within the region. *Connections* contains policies to invest in centers, including restoring and maintaining the existing infrastructure in identified centers; and targeting infrastructure expansions to manage growth, curtail sprawl, and encourage a more sustainable, center-based regional development pattern. As the implementation tool of the long-range plan, the TIP funds a variety of projects that support these policies by investing transportation funding in centers. Table 5 shows a sampling of such projects. For a complete discussion of centers in the long range plan see: www.dvrpc.org/LongRangePlan/ .

**Table 4: Projects that Invest in the Five Planning Areas
 Characterized in *Connections: The Regional Plan For a Sustainable Future*, DVRPC 's Long Range Plan for the
 Year 2035**

Benefit	Project	County
Supporting Core Cities		
Frankford Avenue Improvement HTSSRS	73012	Philadelphia
City of Chester Commercial Business District HTSSRS	72913	Delaware
Supporting Developed Communities and Mature Suburbs		
Lincoln Avenue Renaissance Project in Prospect Park Borough	77460	Delaware
Bristol Road Intersection Improvements	13727	Bucks
Ambler Streetscape/Station Landscaping	65910	Montgomery
Supporting Growing Suburbs		
Cowpath Road/Godshall Rd/Broad Street	57864	Montgomery
Chester Valley Trail	14663	Chester
Supporting Rural Areas		
Sadsbury Village Enhancement Plan	71197	Chester
Clay Ridge Road Bridge	13014	Bucks
Supporting Projects of Regional Significance		
Fare Collection System/New Payment Technologies	60611	Various
Regional Rail Signal Modernization Program	60255	Various
DVRPC, 2010		

**Table 5: Projects that Invest in Centers Designated in
*Connections: The Regional Plan for a Sustainable
 Future*, DVRPC ' s Long Range Plan for the Year 2035**

Benefit	Project	Designated Center and County
Supporting the Metropolitan Center		
Avenue of the Arts Revitalization and Streetscape (TCSP)	87937	Center City/University City, Philadelphia
Supporting Metropolitan Sub-Centers		
Valley Forge Loop Trail – Missing Link (TCSP)	87939	King of Prussia/Valley Forge, Montgomery
Philadelphia Naval Shipyard Access	46958	International Airport/ Navy Yard/Sports Complex, Philadelphia
Supporting Suburban Centers		
I-476 Roadway Reconstruction/ MidCounty Expressway	80479	Plymouth Meeting, Montgomery
US 202, Exton Bypass to Rt 29 (Sec. 330 – Mainline)	64498	Great Valley, Chester
Oxford Valley Road	13635	Oxford Valley, Bucks
Supporting Town Centers		
Broad Street Corridor Streetscape in Lansdale	77461	Lansdale, Montgomery
Swarthmore Borough Ped/Access Upgrade (SRTS)	87109	Swarthmore, Delaware
Phoenixville Streetscape Project	77459	Phoenixville, Chester
Broad and Main Street Streetscape Quakertown HTSSRS	72908	Quakertown, Bucks
Supporting Rural Centers		
West Grove Community Streetscape HTSSRS	72912	West Grove, Chester
US 322, Main Street at PA 10 Intersection Improvements in Honeybrook	72603	Honey Brook, Chester
DVRPC, 2010		

Congestion Management Process

A Congestion Management Process (CMP) is a systematic process for managing congestion that provides information on transportation system performance. It recommends a range of strategies to minimize congestion and enhance the mobility of people and goods. These multimodal strategies include, but are not limited to, operational improvements, travel demand management, policy approaches, and additions to capacity. The CMP advances the goals of the DVRPC Long-Range Plan and strengthens the connection between the Plan and the TIP.

In coordination with other management systems, the CMP serves the following purposes:

- It provides technical information for consideration in updating the TIP as to what may be the most efficient subcorridors and transportation strategies for investment of the limited dollars available.
- It helps with reviewing and prioritizing the list of existing New Jersey study and development proposals and with feeding new ones into the pipeline.
- It is used in selecting corridor studies for DVRPC, which later results in study and development proposals along with other means of follow-through.

The CMP evaluates all new or amended TIP projects proposed for federal funding and, where Major Single-Occupancy Vehicle (SOV) capacity is consistent, the CMP includes ideas for the required supplemental strategies to reduce travel demand and get the most value from the investment. Project managers are encouraged to contact DVRPC to check whether project alternatives are consistent early in planning phases for the most effective coordination.

The CMP category of Major SOV Capacity-adding Projects refers to projects that add capacity in a way that impacts regional or corridor travel patterns. The projects

are noted as such in their TIP descriptions. This review considers, though is not determined by, projects modeled for air quality conformity purposes and studies considered likely to result in non-exempt projects. Being categorized as Major SOV makes a project eligible for some additional support from CMP staff to help it have the most long-term positive effect possible in an environment of limited funding. Further information about the CMP can be obtained from DVRPC's website at www.dvrpc.org/CongestionManagement/, or from the DVRPC library.

Goods Movement and Economic Development

The SAFETEA-LU federal transportation legislation contains specific provisions to incorporate goods movement and economic development (or, more simply - freight) considerations in the MPO planning process. Through its long-range transportation planning, TIP development, and the conduct of technical studies (e.g., Intermodal Management System and corridor studies), DVRPC has proactively sought to fulfill the federal requirement to include freight as a primary planning consideration. DVRPC's goal is to serve the region's manufacturers, businesses, ports, freight railroads, truckers, air cargo interests, and developers, and to maintain the Philadelphia region as an international freight center.

At the forefront of DVRPC's freight planning program is the Delaware Valley Goods Movement Task Force (DVGMTF). This broad-based committee provides a forum for private and public sector freight stakeholders to interject their recommendations on regional plans and specific projects. Since there is no special funding category for freight-related projects, the input of the committee is central to assuring the advancement of eligible projects which facilitate the flow of goods and promote economic development.

Projects listed in Table 6 illustrate a sampling of projects in the TIP that promote goods movement and eco-

conomic development, and some of the benefits they provide to the freight industry. The identified projects have a direct, significant, and positive association with the flow of goods at intermodal facilities, near manufacturing, office, or commercial locations, or along strategic corridors. The projects improve intermodal connectivity, National Highway System (NHS) connector routes, operating conditions for commercial vehicles, and access to economic activity centers. The benefits of the projects can be expressed in terms of increasing safety and efficiency, spurring economic activity, creating jobs, protecting the environment and the region's quality of life, and promoting DVRPC's adopted Delaware Valley Freight Corridors.

Table 6: Projects that Facilitate Goods Movement and Promote Economic Development

Benefit	Project	County
<i>Advances Safety</i>		
PA 13 at PA Turnpike Safety Improvements	47131	Bucks
<i>Balances Freight Operational Needs with Community Goals</i>		
PA 41 Study	14484	Chester
PA 309 Connector Project	16438	Montgomery
<i>Eliminates Bottlenecks</i>		
PA 252 Underpass and US 30 Intersection	85062	Chester
<i>Fortifies Central Business Districts</i>		
Chester Commercial Business District	72913	Delaware
<i>Preserves Vital Infrastructure</i>		
I-95 Reconstruction	79686	Philadelphia
<i>Improves Distribution Patterns</i>		
I-95/PA Turnpike Interchange	13347	Bucks
<i>Maximizes Railroads</i>		
CSX Trenton Line Clearance	48197	Various
<i>Promotes Commerce and Tourism</i>		
River Crossing Complex: Valley Forge National Historic Park	66952	Montgomery
<i>Provides Increased Capacity</i>		
US 202, Johnson Highway to Township Line Road	63486	Montgomery
<i>Serves Ports</i>		
PRPA Access project	74841	Philadelphia
<i>Speeds Deliveries</i>		
Baltimore Avenue/Pike Signalization Improvements	57750	Delaware
DVRPC, 2010		

Toll Authority Highway and Port-Related Projects

The toll authorities with facilities in the Pennsylvania Subregion (Pennsylvania Joint Toll Bridge Commission and Pennsylvania Turnpike Commission) undertake numerous significant highway and port related projects utilizing their own funds. Although not included in the project listings or funding summaries, it is important to identify toll authority projects to provide a more complete picture of the transportation issues being addressed throughout the region. The projects are listed along with their associated costs in Table 7.

Selected Studies

Environmental Impact Statements (EIS), Transportation Investment Studies (TIS) (formerly known as Major Investment Studies), and sub-area studies currently underway are likely to generate future TIP projects. An EIS is an in-depth technical analysis of the significant environmental impacts of a project which identifies alternatives that would avoid or minimize the adverse impacts. The purpose of a TIS is to provide policy level information about the impacts of alternative transportation investments in order to ensure cost-effective decisions when major new facilities are contemplated. DVRPC's Unified Planning Work Program, also known as the Work Program, identifies ongoing studies. Selected studies, including those from the DVRPC Work Program, are listed in Table 8. Not included in Table 8 are studies that already appear in the FY2011 TIP for Pennsylvania.

Table 7: Toll Authority Highway and Port Related Projects

Project Description	Schedule	Total Cost
Delaware River Joint Toll Bridge Commission Authority		
Specific Bridge Projects		
Trenton - Morrisville Toll Bridge Rehabilitation + One Auxiliary Northbound Lane	2011 to 2014	\$5,300,000
Calhoun Street Toll Supported Bridge Rehabilitation	2008 to 2010	\$15,800,000
I-95/Scudder Falls Bridge Improvement Projects	2011 to 2014	\$287,700,000
Washington Crossing Toll Supported Bridge Rehabilitation	2011	\$713,000
Lumberville - Raven Rock Toll Supported Bridge Rehabilitation	2011 to 2012	\$2,600,000
Upper Black Eddy - Milford Toll Supported Bridge Rehabilitation	2011	\$7,500,000
Riegelsville Tolls Supported Bridge Rehabilitation	2011	\$0
System-Wide Projects		
Substructure & Scour Remediation (Only Mercer County Bridges)	2011	\$2,000,000
Pennsylvania Turnpike Commission		
Specific Bridge Projects		
I-76, Roadway and Bridge Reconstruction, SR 29 to Valley Forge, MP. 319-326	Design Ends 2012	\$190,000,000
I-76, Roadway and Bridge Reconstruction, Downingtown to SR 29, MP. 312-319	Design Currently on Hold	\$150,000,000
I-76, All Electronic E-ZPASS Interchange at SR 29	Design Complete; Construction Start On-Hold	\$70,000,000
I-76, Replacement of Overhead Bridge Carrying T-489 over the Turnpike	Design Ends 2013; Construction Ends 2014	\$4,000,000

DVRPC, 2010

Table 7: Toll Authority Highway and Port Related Projects.....Continued

Project Description	Schedule	Total Cost
Pennsylvania Turnpike Commission		
I-76, Replacement of Overhead Bridge Carrying SR 1021 over the Turnpike	Design Ends 2012; Construction Ends 2013	\$4,000,000
I-76, Replacement of Overhead Bridge Carrying T-470 over the Turnpike	Construction Ends 2010;	\$4,000,000
I-276, Replacement of Mainline Bridge over US 611	Design Ends 2010; Construction Ends 2014	\$13,000,000
I-276, All Electronic E-ZPASS Interchange at Street Road	Construction Ends 2011	\$9,814,000
I-276/I-95 Interchange	Design Ends 2013	\$435,000,000
I-476, Roadway and Bridge Reconstruction, Mid-County to Lansdale	Design Ends 2010; Construction Ends 2014	\$195,000,000
I-476, Roadway and Bridge Reconstruction, Mid-County to Lansdale	Design Ends 2013; Construction Ends 2017	\$160,000,000
I-476, Roadway and Bridge Reconstruction, Wambold Road	Design Ends 2011; Construction Ends 2015	\$30,000,000
I-476, Roadway and Bridge Reconstruction, Lansdale to Quakertown	Design Ends 2015	\$200,000,000
Delaware River Port Authority		
Specific Bridge Projects		
Betsy Ross Bridge - Express E-Z Pass	2011 to 2012	\$3,800,000
Commodore Barry Bridge - Express E-Z Pass	2011 to 2012	\$2,800,000
Ben Franklin Cable Investigation	2011 to 2014	\$5,000,000
Walt Whitman Bridge Deck Replacement	2010 to 2014	\$140,000,000
<i>DVRPC, 2010</i>		

Table 7: Toll Authority Highway and Port Related Projects.....Continued

Project Description	Schedule	Total Cost
Delaware River Port Authority		
System-Wide Projects		
System-Wide Security Improvements	2011 to 2014	\$30,000,000
Specific Transit Related Projects		
Woodcrest Transfer Station	2010 to 2012	\$10,000,000
Transit DEIS-PA	2010 to 2011	\$6,000,000
<i>DVRPC, 2010</i>		

Table 8: Selected Transportation Studies

Studies Currently Underway	Sponsor(s)
52nd Street to Center City Via City Branch Corridor	SEPTA
R6 Extension	Montgomery County
Quakertown /Stony Creek Rail Restoration	TMA Bucks
PATCO Philadelphia Waterfront Transit Expansion	DRPA
Philadelphia South Port Terminal Expansion	PRPA
Route 100 Extension to King of Prussia	SEPTA
<i>DVRPC, 2010</i>	

Special Programs

Special programs are often established that set aside funding for projects that will be selected at a future date, or that earmark funds for specific types of projects. Examples are the Congestion Mitigation and Air Quality Improvement Program (CMAQ), Transportation Enhancement Program (TE), and the Home Town Streets/Safe Routes to School Program (HTSSRTS).

DVRPC Competitive CMAQ Program

The Congestion Mitigation and Air Quality Improvement Program (CMAQ) was established by ISTEA and has continued under TEA-21 and SAFETEA-LU. CMAQ funds are allocated to the states for use in air quality non-attainment and maintenance areas for projects that contribute to the attainment of the Clean Air Act standards by reducing emissions from highway sources. The types of projects that are eligible for CMAQ funding include public transit improvements, bicycle and pedestrian facilities and outreach efforts; traffic flow improvements; ridesharing and other demand management programs; alternative fuel vehicles; and projects that will reduce idling emissions. In addition to the projects that use CMAQ funds and are selected through the regular TIP development process, DVRPC periodically sets aside a specific amount of CMAQ funds for a DVRPC Competitive CMAQ Program. Projects may be submitted by any public agency or any public-private partnership. A CMAQ Subcommittee of the RTC evaluates the projects and makes recommendations to the Board for final selection. Since 1994, DVRPC has conducted three rounds of the competitive program. The most recent round concluded in April of 2003. The next round is expected to take place in calendar year 2011.

Transportation Enhancements Program and Hometown Streets/Safe Routes to School

The Transportation Enhancements (TE) program focuses on non-traditional projects designed to enhance the experience of transportation, mitigate the impacts of transportation facilities on communities and the environment, and en-

hance community character through transportation-related improvements. This program, mandated by Congress, is funded through ten percent of each state's highway Surface Transportation Program (STP) dollars that have been set aside. The Safe Routes to School program (SRTS) is designed to work with both school districts and pedestrian and bicycle safety advocates to make physical improvements that promote safe walking and biking passages to schools. The Home Town Street (HTS) program provides for streetscape improvements to help revitalize defined downtown and commercial centers.

PennDOT suballocates the TE funds by region according to a formula based in part on population. DVRPC is empowered to select projects directly, resulting in a program which more closely reflects the regional priorities. The counties, the City of Philadelphia, and the Regional Citizens Committee are involved in project evaluation and formulating recommendations for the DVRPC Board. In addition, SEPTA offers its transit TE funds (a one percent set aside of the FTA urbanized Area Formula Grants) to the region's highway TE suballocation, effectively merging the two TE programs. Much like the Competitive CMAQ Program, projects are subjected to a rigorous evaluation process before the priority list of projects is selected.

Responding to Environmental Justice Concerns

The TIP, as the agreed-upon list of priority projects for the region, serves to manage the construction, improvement, and expansion of the region's transportation system, a system which affects every resident of the Delaware Valley. Title VI of the Civil Rights Act of 1964 and the 1994 President's Executive Order on Environmental Justice (#12898) states that "no person or group shall be excluded from participation in or denied the benefits of any program or activity utilizing federal funds". The principle of Environmental Justice (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.

Each federal agency is required to identify any disproportionately high and adverse health or environmental effects of its programs on minority populations and low-income populations. In turn, MPOs as part of the United States Department of Transportation's certification requirements, are charged with evaluating their plans and programs for Title VI and EJ sensitivity, including expanding their outreach efforts to low-income and minority populations.

As the MPO for the nine-county, bi-state Philadelphia-Camden-Trenton region, DVRPC is committed to responding to the federal guidance on Title VI and EJ, and has designated the Planning Division and Public Affairs Office to address technical and public involvement activities, respectively, as they relate to Title VI and EJ. To meet the requirements of these laws, the Commission must:

- ⇒ Enhance its analytical capabilities to ensure that the Long-Range Plan and the TIP comply with Title VI;
- ⇒ Identify residential, employment, and transportation patterns of low-income and minority populations so that their needs can be identified and addressed, and the benefits and burdens of transportation can be fairly distributed; and

- ⇒ Evaluate and, where necessary, improve the public outreach process to eliminate barriers and engage minority and low-income populations in regional decision-making.

DVRPC's technical work program involves the evaluation of EJ issues through quantitative and qualitative analysis and mapping. In 2001, DVRPC developed an EJ technical assessment to identify direct and disparate impacts of its plans, programs, and planning process on defined environmental justice populations in the Delaware Valley region. This assessment, called the Degrees of Disadvantage (DOD) Methodology, is utilized in a variety of DVRPC plans and programs, including the TIP. DVRPC publishes an annual update, *Environmental Justice at DVRPC*, which summarizes EJ and public outreach activities of the previous year, and describes the methodology for evaluating the agency's Long-Range Plan, TIP, and other projects and programs. In 2007, the DVRPC Board approved the Commission's Title VI Compliance Plan, which establishes a framework for DVRPC's efforts to ensure compliance with Title VI, as well as with other EJ and non-discrimination mandates. The Plan outlines how Title VI and EJ considerations are reflected in the Commission's Work Program, publications, communications, public involvement efforts, and general way of doing business.

DVRPC believes that effective public outreach is a dynamic and ongoing process that is essential to meeting the future transportation and land use needs of all residents of the Delaware Valley. Further, effective planning cannot be achieved without the consideration, cooperation, and consent of residents and stakeholders throughout the region. In 2008, the DVRPC Board adopted an updated Public Participation Plan, which is designed as a resource for DVRPC's Board, staff, and the general public to better understand the Commission's overall public participation strategy and procedures, as well as the federal mandates that inform DVRPC's public participation efforts. A primary outlet for public participation in DVRPC is the Regional Citizens Committee (RCC). The RCC was established to provide an

open avenue of communication from the public to DVRPC and meets monthly to review issues and make recommendations to the DVRPC Board.

Environmental Justice and the TIP

DVRPC's Transportation Improvement Program (TIP) for both Pennsylvania and New Jersey is an important component of the agency's EJ public involvement and technical work program activities. New EJ analysis and mapping are conducted and public comment is received for each TIP update.

EJ analysis and mapping of the TIP is based upon EJ methodology outlined in *Environmental Justice at DVRPC*. Census data from 2000 is analyzed at the census tract level and used to identify factors that may contribute to disparities between different populations in the region. The eight population groups currently analyzed are: households in poverty, non-Hispanic minority, Hispanic, elderly 75 years and over, carless households, persons with a physical disability, limited English proficiency, and female head of household with child. Beginning in 2008, the EJ analysis lowered the elderly age threshold from 85 years and over to 75 years and over. Each population group may present specific planning-related challenges.

Data is gathered at the regional level, combining populations from each of the nine counties for each indicator. The total number of persons in each demographic group is divided by the appropriate universe for the nine county region providing a regional average for that population group. Any census tract that meets or exceeds the regional average level, or threshold, is considered an EJ-sensitive tract for that group. For example, if a census tract meets or exceeds the regional threshold for elderly and physically disabled populations, then that census tract is said to have two degrees of disadvantage (DOD). Each census tract can be mapped to evaluate the number and percent of census tracts. Those with one to four DODs are considered moder-

ately disadvantaged, and those with five to eight DODs are considered highly disadvantaged.

The location of transportation investment can greatly influence the level of mobility and accessibility for the surrounding population. Figures illustrating TIP locations are utilized to help determine the equitable distribution of projects. While a TIP project may not occur in an EJ sensitive area, the proposed project can still impact disadvantaged populations, especially if the project occurs on a highway or within a transit project that is used by a particular disadvantaged population.

For the Fiscal Year (FY) 2011 to 2014 TIP for Pennsylvania, 36 highway and 16 transit programs have not been mapped; thus, these 52 projects have not been included in this analysis.

In the Pennsylvania counties' 288 most highly disadvantaged census tracts (those with five to eight DODs), 145 tracts (50.3 percent), have a TIP Highway project. Additionally, 248 (53.3 percent) out of the 465 moderately disadvantaged census tracts (with one to four DODs) have a TIP Highway project. For the FY 2011-2014 Pennsylvania Transit TIP 42 tracts (14.6 percent) of the 288 most highly disadvantaged tracts have a TIP project, while 32 (6.9 percent) of the 465 moderately disadvantaged tracts contain a TIP project.

Public Involvement

DVRPC firmly believes in the principle of public participation by reaching out to and satisfying as many populations as possible in an equitable and timely manner. Public participation is the only real way to ascertain the interests of a wide variety of citizens, including the under-involved and often unconcerned, the private sector, special interest activists, mature citizens, educators and parents, public officials, and the physically and economically disadvantaged. While today's citizens are far more sophisticated and modern standards are more all-inclusive, the need for public involvement is inherent to sound decision-making.

It is the responsibility of each citizen to become involved in regional issues and to play a role in the decision-making process, but it is also the responsibility of DVRPC to provide as many opportunities as possible for residents to be informed and aware of the decisions that will affect the future of this region.

The public comment period for the DVRPC FY2011 TIP for Pennsylvania was opened on June 1, 2010, and extended through June 30, 2010, at 5:00 p.m. (EST) There was a meeting held at the following location:

JUNE 10, 2010

4:00 p.m. - 6:00 p.m.

American College of Physicians Building

DVRPC 8TH Floor Conference Center

190 N. Independence Mall West

Philadelphia, PA 19106

DVRPC's website, www.dvrpc.org was a vital tool in public outreach, and continues to serve a useful purpose during this TIP update cycle. The entire TIP document was posted on the DVRPC website, including the dates and locations of the public meetings, and other general information. Individuals could download and/or access TIP materials during the public comment period or any other time. In addition, tip-plan-comments@dvrpc.org an email address link was

provided, to facilitate the submission of comments during the public comment period.

Written Comments via US Mail were to be forwarded to:

TIP Comments
DVRPC Public Affairs Office
8th Floor
190 N. Independence Mall West
Philadelphia, PA 19106

Comments could also be faxed to: 215-592-9125.

Additionally, for the first time, comments could be made online as part of DVRPC 's brand new web-based TIP public comment application located at www.dvrpc.org/TIP. Users could click on the "Submit a comment on the DVPRC FY2011 TIP for Pennsylvania" button to make general and project specific comments.

For those without access to the internet, TIP documents were available at selected area libraries (see Table 9), including the DVRPC library at the DVRPC office in the American College of Physicians Building in downtown Philadelphia. Call 215-592-1800 for more information.

Public Comment Guidance

In an effort to facilitate the public comment process, we offered extended guidance. Listed below are issues that we asked people to consider when they reviewed the TIP documents.

- ⇒ Given the projects in the TIP, are we headed in the right direction? Are we meeting the needs of the region?
Are we following the intent of SAFETEA-LU?
- ⇒ For example, does the TIP contain the appropriate mix of projects with regard to (a) the amount of investment in highway projects versus the amount in transit projects or (b) the types of improvements, such as maintenance and reconstruction of the existing system versus new capacity adding projects; or non-traditional projects (like pedestrian, bicycle, smart technology, Transporta-

tion Enhancement, and Congestion Mitigation and Air Quality projects) versus the traditional highway and transit projects?

- ⇒ Is this region getting its fair share of resources compared to other regions in the state or nation?
- ⇒ Is the current transportation project development process, including environmental reviews and public input, effective?
- ⇒ Given financial constraints, are we spending money on the right types of projects?
- ⇒ Is the TIP document easy to use? How could it be improved?

Of course, comments were not limited to these broader issues of concern. DVRPC, as always, welcomed opinions on specific projects contained in the TIP, the TIP development process, or on any other topic of concern.

However, we reminded those intending to recommend new projects for the TIP, that in order to earn a place on the TIP, projects must first progress through the screening and planning processes described earlier. As a result, requests for totally new projects were generally referred to the appropriate agency for further investigation through their respective pre-TIP study efforts. These study efforts may lead to the project winning a place on the TIP in some future year.

Table 9: Libraries Displaying the FY2011 TIP for Pennsylvania

Pennsylvania Libraries		
Philadelphia City Institute Library 1905 Locust Street Philadelphia, PA 19103	Independence Branch Library 18 South 7th Street Philadelphia, PA 19106	Ramonita G. Derodriquez Branch Library 600 W. Girard Avenue Philadelphia, PA 19123
Joseph E. Coleman Regional Library 68 W. Cheltenham Avenue Philadelphia, PA 19144	Lucien E. Blackwell Regional Library 125 S. 52nd Street Philadelphia, PA 19139	Northeast Regional Library 2228 Cottman Avenue Philadelphia, PA 19149
Free Library of Philadelphia 1901 Vine Street Philadelphia, PA 19103	McPherson Square Branch Library 601 E. Indiana Avenue Philadelphia, PA 19134	Bucks County Free Library 150 S. Pine Street Doylestown, PA 18901
Levittown Regional Library 7311 New Falls Road Levittown, PA 19055	Indian Valley Public Library 100 E. Church Avenue Telford, PA 18969	Newtown Public Library 3544 West Chester Pike Newtown Square, PA 19073
Chester County Library 450 Exton Square Parkway Exton, PA 19341	Coatesville Area Public Library 501 E. Lincoln Highway Coatesville, PA 19320	Cheltenham Township Library 215 S. Keswick Avenue Glenside, PA 19038
J. Lewis Crozer Library 620 Engle Street Chester, PA 19013	LaMott Free Library 7420 Sycamore Avenue LaMott, PA 19027	Ardmore Library 108 Ardmore Avenue Ardmore, PA 19003
Library for the Blind & Physically Handicapped Free Library of Philadelphia 919 Walnut Street Philadelphia, PA 19107		

DVRPC, 2010

Codes and Abbreviations

Various codes and abbreviations are used in the project descriptions for the phase of work and source of funds. These codes and abbreviations are explained below.

Air Quality Codes

An alphanumeric air quality (AQ) coding scheme has been developed for all projects. The AQ code is applied by DVRPC for the conformity determination and exempt eligibility identification purposes.

For non-exempt projects, the first conformity analysis year following the project's opening or projected completion is listed - 2013, 2020, 2030, or 2035. The letter following the year indicates whether the project was modeled (M) in the regional simulation or if the project was analyzed using an off-model technique (O).

The Clean Air Act regulations also provide for projects that may be exempt from the conformity analysis. An exempt project is defined as a project listed in table 2 or 3 of the final conformity rule (40 CFR 93) that primarily enhances safety or aesthetics, maintains mass transit, continues current levels of ridesharing, or builds bicycle and pedestrian facilities. There are several categories of exempt projects, and DVRPC is now indicating the specific exempt code in the project descriptions. In cases where multiple codes apply, the most representative code is assigned. Exempt projects in design phases are classified under the planning and technical studies category. Table 10 is a complete list of exempt and non-exempt categories and corresponding air quality codes.

Projects that have been determined not to be regionally significant as defined in the final conformity rule and that do not fit into an exempt category have been labeled "NRS".

CMP Notation

Projects that have been determined to be major capacity or operational improvements are consistent with DVRPC'

s CMP and are noted as such in the TIP description with indications of whether supplemental strategies for addressing congestion are required, and in which subcorridor. The CMP category of Major SOV Capacity Projects refers to projects that add capacity or improve operations in a way that impacts regional travel patterns.

This review considers, though is not determined by, projects modeled for air quality conformity purposes and studies considered likely to result in non-exempt projects.

Freight Corridor Initiative

Projects that have a direct, significant impact on the flow of goods along strategic freight corridors, or that improve National Highway System connector routes to intermodal facilities are noted as integral to the Delaware Valley Freight Corridors Initiative.

ITS Notation

Projects that contain ITS elements or that may be suitable for ITS treatments based on a preliminary screening are also noted. ITS treatments include traveler information systems, variable message signs, automated traffic signal systems, and other applications of electronic transportation technologies.

Phase of Work

CAL (Capital Acquisition Lease) - Involves lease payments attributable to the acquisition, through financial leasing arrangements for various capital assets for transit operator.

CAP (Capital Asset Construction) - Involves construction of buildings, structures, equipment, or intellectual property for transit operator.

CON (Construction) - Involves the actual building of a project.

DS (Debt Service) - Involves scheduled payments due for principal and interest on bonds for transit operator.

ENG (Engineering) - Funding can be used for engineering and design costs.

ERC (Engineering/Right-of-Way/Construction) - Funding can be used for design, right of way, and construction costs.

FD (Final Design) - The refinement of the Initial Preferred Alternative (IPA) based upon environmental studies, community input and the needs of the traveling public; this is the last step in project development prior to construction

OP (Operations Phase)- Funding can be used for any activity required for the operation of a transit system.

PE (Preliminary Engineering) - Involves the preparation of drawings, specifications, and bid documents required for awarding the individual construction contracts.

PRA (Planning, Research and Administration) - Involves planning, research, or administrative projects.

PUR (Purchase of Equipment) - Involves the purchasing of equipment.

ROW Right-of-Way Acquisition - Involves purchasing the land needed to build a project.

STDY (Study) - Involves analysis and evaluation of a proposed project area in order to determine various project solutions.

UTL (Utilities) - Utility relocation work associated with a project.

Federal Highway Funding Sources

Note: In the TIP project listings section, an “*” after a fund code indicates that the phase has been initiated as Advance Construct using State funds, and will be “converted” to federal funds. This is a technique which allows PennDOT to initiate a project using non-federal funds while preserving eligibility for future Federal-aid funds.

BOF / BOO (Federal Bridge Program) - Federal funding for the rehabilitation or replacement of bridges defined as structurally deficient and/or functionally obsolete.

BOO-IM (Federal Bridge Program) - Federal funding for the rehabilitation or replacement of bridges defined as structurally deficient and/or functionally obsolete within the Interstate Management Program.

CAQ / CMAQ (Congestion Mitigation and Air Quality Improvement Program) - Federal funding for projects that improve air quality and/or relieve congestion without adding new highway capacity.

CTDG ((Competitive TIGER (Transportation Investment Generating Economic Recovery) Discretionary Grants)) - Special federal economic recovery funding used to spur a national competition for innovative, multi-modal and multi-jurisdictional transportation projects that promise significant economic and environmental benefits to an entire metropolitan area, a region or the nation.

DEMO / SXF (Demonstration Funds/Special Federal Earmarked Funds) - Special federal funding from congressional earmarks provided under ISTEA, TEA-21, and SAFETEA-LU.

FERRY (Federal Ferry Funds) - Federal funding for the rehabilitation and/or development of ferry facilities throughout the State.

FLEX (Flexible funds) - Federal funding anticipated to be flexed from FHWA to FTA, or from FTA to FHWA in support of a transit or highway project.

HSIP (Highway Safety Improvement Program) - Federal funding for projects or strategies included in the State strategic highway safety plan that corrects or improves a hazardous road location or features or addresses a highway safety problem.

IM (Interstate Maintenance) - Federal funding for projects that promote resurfacing, rehabilitation, and preventive maintenance on the interstate system.

NHCB (National Historic Covered Bridge Preservation Program) - Federal funding to preserve, rehabilitate, or restore historic covered bridges eligible for listing on the National Register for Historic Places.

NHS (National Highway System) - Federal funding for projects that improve and support the interstate highway system and other key highway links.

NHS-IM (National Highway System) - Federal funding for projects that improve and support the interstate highway system and other projects within the Interstate Management Program.

PLHD (Public Lands Highway Discretionary Program) - Federal discretionary funding for projects related to transportation planning, research, engineering, construction of the highways, roads, parkways, and transit facilities within the Federal public lands.

RRX (Rail Highway Grade Crossing) - Federal funding for safety improvement projects to reduce the number and severity of crashes at public highway-rail grade crossings.

SPK-FB/FH (Spike Funds-Federal Bridge/Federal Highway) - Discretionary funds set aside by the Pennsylvania

Secretary of Transportation for regional projects which are beyond a region's fund allocation. Spike funds may be federal or state funds, and they may be highway or bridge funds.

SRTS (Federal-Aid Safe Routes to School) - Federal funding that can be used for programs and projects that encourage children and their parents to walk and bicycle safely to school.

STP (Surface Transportation Program) - Federal flexible funding that may be used on any federal aid highway, bridge project, public road, transit capital project, and intracity and intercity bus terminals and facilities.

STU (Surface Transportation Program-Urban Allocation) - Federal funding previously made available under various smaller federal aid categories, as well as a broad, flexible component that is allocated based on federal formulas to areas with population over \$200,000.

STE (Surface Transportation Program-Transportation Enhancement Program) - Federal funding for pedestrian and bicycle infrastructure and safety programs, scenic and historic highway programs, landscaping and scenic beautification, historic preservation, environmental mitigation, rehabilitation of historic facilities related to transportation, renovated streetscapes, rail-trails and other transportation trails, transportation museums, and scenic and historic highway program visitor centers.

TCSP (The Transportation, Community, and System Preservation Program) - Federal funding for planning grants, implementation grants, and research to investigate and address the relationships among transportation, community, and system preservation plans and practices and identify private sector-based initiatives to improve those relationships.

State Highway Funding Sources

179 (Act 26) - State funding which can be applied to local bridge projects in place of a local match in Act 26 eligible counties.

183 (Appropriation 183) - State funding which can be applied to local bridge projects.

185 (Appropriation 185) - State funding which can be applied to state bridge projects.

185-IM (Appropriation 185) - State funding which can be applied to state bridge projects in the Interstate Management Program.

581 (Appropriation 581) - State funding which can be applied to highway projects on the state highway system.

581D (Appropriation 581/Discretionary) - State discretionary funding which can be applied to highway projects on the state highway system

581ED (Appropriation 581/Economic Development) - State Economic Development funding which can be applied to highway projects on the state highway system

581-IM (Appropriation 581) - State funding which can be applied to highway projects on the state highway system within the Interstate Management Program.

582 (Appropriation 582) - State funding which can be applied to the operations of various maintenance activities such as resurfacing projects maintenance personnel, and other maintenance operations.

916 (Act 44) - State funding to be used for the preservation and restoration of roadways and structurally deficient bridges as well as operations and maintenance of the system.

916D (Act 44 Discretionary) - State discretionary funding to be used for the preservation and restoration of roadways and structurally deficient bridges as well as operations and maintenance of the system.

BND (Bond Funds) - State funding made available from the sale of state bonds and is applied to resurfacing projects, structurally deficient bridge projects, safety and capacity management projects.

PCTI (Pennsylvania Community Transportation Initiative) - State funding provided for the support of projects that exhibit Smart Transportation principles.

SPK-SB/SH (State Funds-State Bridge/State Highway) - Discretionary funds set aside by the Pennsylvania Secretary of Transportation for regional projects which are beyond a region's fund allocation. Spike funds may be federal or state funds, and they may be highway or bridge funds.

STED (Statewide Discretionary Transportation Enhancement Funds) - Statewide discretionary funding for Transportation Enhancement projects.

STP-D (Statewide Discretionary Funds) - Statewide discretionary funding that may be used on any federal aid highway, bridge project, public road.

Other Funds

LOCAL - Funding provided by counties, municipalities, or other non-federal sources to be used to match State of Federal funds.

OTH (OTHER) - Potential federal earmarks or unidentified nontraditional transit funds.

TBD (To Be Determined)- Type of funding will be determined at a later date.

TOLL (Toll Credit Match) - State toll credits that may be used to match Federal funds

TPK (Turnpike Funds) - Funds provided the Pennsylvania Turnpike Commission

Federal Transit Funding Sources

3037 (Job Access and Reverse Commute (JARC) Program) - Federal funding for selected municipal plans that either increase job accessibility for the most disadvantaged members of the population, or facilitate reverse commute movements.

CMAQ (Congestion Mitigation and Air Quality Improvement Program) - Federal funding for support projects that improve air quality and/or relieve congestion without adding new highway capacity.

DEMO (Demonstration Funds) - Special federal funding from congressional earmarks provided under ISTEA, TEA-21, and SAFETEA-LU.

FREE (NEW FREEDOM - FTA 5317 Formula Program) - Federal Transit Administration formula funding for operating and capital costs for new transportation services and public transportation alternatives beyond those required by the Americans with Disabilities Act of 1990 (ADA) to assist persons with disabilities.

FTA FERRY (Federal Ferry Funds-FTA) - Federal funding for the rehabilitation and/or development of ferry facilities throughout the state.

SEC 5307 (FTA Urban Area Formula Program) - Federal Transit Administration Urbanized Area Formula Program funding for use on public transportation capital investments.

SEC 5307TE (FTA Urban Area Formula Program - Transportation Enhancement Program) - Federal Transit Admini-

stration Urbanized Area Formula Program funding for use on public transportation capital investments awarded through the Transportation Enhancements Program

SEC 5309 (FTA Capital Assistance Program) - Federal Transit Administration Capital Investment Program funding that provides for transit capital projects that meet specific criteria either by earmarks (5309-D - 5309 Discretionary/ 5309-B - 5309 Bus) or by apportionment under a formula. Capital Investment categories include Fixed Guideway Modernization, New Starts, and Bus and Bus Facilities programs.

SEC 5309-B (FTA Capital Assistance Program/Bus and Bus Facilities) - Federal Transit Administration Capital Investment Program funding that provides funding for new and replacement buses, related equipment, and facilities. It is a discretionary program to supplement formula funding in both urbanized and rural areas.

SEC 5310 (Elderly and Persons with Disabilities Program) - Federal Transit Administration formula funding provided to states for capital costs of providing services to elderly persons and persons with disabilities.

SEC 5311 (Nonurbanized Area Formula Program) - Federal Transit Administration formula funding provided to states for capital and operating assistance for rural and small urban programs.

T-TE (Transit - Transportation Enhancement Program) - Federal funding for historic preservation, rehabilitation, and related activities; bus shelters; landscaping and other scenic beautification including street lights; public art; pedestrian access and walkways; bicycle access including storage facilities and installation of equipment for transporting bicycles on transit vehicles; transit connections to parks; signage; and enhanced access to transit for persons with disabilities.

State Transit Funding Sources

Act 26 (Public Transportation Trust Fund) - State funding provided by the Public Transportation Trust Fund.

CB (Capital Bonds) - State funding used to match federal grants and support State funded initiatives.

PTAF 44 (Public Transportation Trust Fund) - State funding provided by the Public Transportation Trust Fund.

SEC 1514 BOND (Act 44 - Asset Improvement Program) - State Act 44 funding that is distributed to transit agencies based on their demonstrated need. Funding can be used for debt service payments, asset improvement projects, and acquisition of new assets.

SEC 1516 (Act 44 - Programs of Statewide Significance) - State Act 44 funding that fund programs such as Persons With Disabilities, Welfare to Work, Job Access and Reverse Commute, intercity passenger rail and bus services, community transportation capital and service stabilization.

SEC 1517 (Act 44 - Capital Improvement Program) - State Act 44 funding that is distributed on a formula based on the number of passengers carried so that transit agencies will have a steady reliable stream of capital funding.

Other Funds

DRPA (Delaware River Port Authority) - Funding provided DRPA 's capital program.

LOCAL - Funding provided by counties, municipalities, or other non-federal sources to be used to match State of Federal funds.

OTH (OTHER) - Potential federal earmarks or unidentified nontraditional transit funds.

Codes & Abbreviations

TBD (To Be Determined)- indicates a funding type will be determined at a later date.

Table 10: Air Quality Codes for DVRPC Project Categories

	<i>Exempt Project Category¹</i>	<i>DVRPC AQ Code</i>		<i>Exempt Project Category¹</i>	<i>DVRPC AQ Code</i>	
Safety Projects	Railroad/highway crossing	S1	Air Quality Projects	Continuation of ride-sharing and van-pooling promotion activities at current levels	A1	
	Hazard elimination program	S2		Bicycle and pedestrian facilities	A2	
	Safer non-Federal-aid system roads	S3		Other Projects	Specific activities which do not involve or lead directly to construction, such as: Planning and technical studies	X1
	Shoulder improvements	S4			Grants for training and research programs	X2
	Increasing sight distance	S5			Planning activities conducted pursuant to title 23 and 49 U.S.C.	X3
	Safety improvement program	S6			Federal-aid systems revisions	X4
	Traffic control device and operating assistance other than signalization projects	S7			Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action	X5
	Railroad/highway crossing warning devices	S8			Noise attenuation	X6
	Guardrails, median barriers, crash cushions	S9			Advance land acquisitions (23 CFR 712 or 23 CFR 771)	X7
	Pavement resurfacing and/or rehabilitation	S10			Acquisition of scenic easements	X8
	Pavement marking demonstration	S11	Plantings, landscaping, etc.		X9	
	Emergency relief (23 U.S.C. 125)	S12	Sign removal		X10	
	Fencing	S13	Directional and informational signs		X11	
	Skid treatments	S14	Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)		X12	
	Safety roadside rest areas	S15	Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational, or capacity changes		X13	
	Adding medians	S16	No Regional Emissions Analysis Required	Intersection channelization projects	R1	
	Truck climbing lanes outside the urbanized area	S17		Intersection signalization projects at individual intersections	R2	
	Lighting improvements	S18		Interchange reconfiguration projects	R3	
	Widening narrow pavements or reconstructing bridges (no additional travel lanes)	S19		Changes in vertical and horizontal alignment	R4	
	Emergency truck pullovers	S20		Truck size and weight inspection stations	R5	
		Bus terminals and transfer points		R6		
Mass Transit Projects	Operating assistance to transit agencies	M1	<i>Non-Exempt Project Category</i>	<i>DVRPC AQ Code</i>		
	Purchase of support vehicles	M2				
	Rehabilitation of transit vehicles ²	M3				
	Purchase of office, shop and operating equipment for existing facilities	M4				
	Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.)	M5				
	Construction or renovation of power, signal, and communications systems	M6				
	Construction of small passenger shelters and information kiosks	M7				
	Reconstruction or renovation of transit buildings and structures	M8				
	Rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way	M9				
	Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet	M10				
	Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR part 771	M11				
	<i>Not Regionally Significant Project Category¹</i>	<i>DVRPC AQ Code</i>				
Non Regionally Significant Projects	Projects determined to be "Not Regionally Significant" and do not fit into an exempt category	NRS	Projects modeled using DVRPC's travel demand model	Regionally significant, non-exempt projects included in the 2010 and all subsequent analysis years	2010M	
				Regionally significant, non-exempt projects included in the 2020 and all subsequent analysis years	2020M	
				Regionally significant, non-exempt projects included in the 2030 and all subsequent analysis years	2030M	
			Projects modeled using an off-network analysis technique	Regionally significant, non-exempt projects included in the 2010 and all subsequent analysis years	2010O	
				Regionally significant, non-exempt projects included in the 2020 and all subsequent analysis years	2020O	
				Regionally significant, non-exempt projects included in the 2030 and all subsequent analysis years	2030O	
	<i>Study & Development Project Category</i>	<i>DVRPC AQ Code</i>				
Study & Development Projects				Resulting project of which is likely to be an exempt kind	SDX	
				Resulting project of which is likely to be a non-exempt kind	SDN	

Note: ¹ 40 CFR 93 Sections 126 and 127.

² In PM₁₀ non-attainment or maintenance areas, such projects are exempt only if they are in compliance with control measures in the applicable implementation plan.

³ 40 CFR 93.101 as amended by 62 FR 43780, 438303

Project Maps and Listings

Project Maps

The maps on the following pages show the location of the projects included in the TIP. Highway projects are shown on individual county maps, while transit projects are shown on a regional map. Projects are identified on the maps by their state MPMS project number (MPMS#).

The different types of projects, such as intersection improvements, bridge replacements, or new transit facilities, are shown using various colors and symbols. Each map has its own legend and a companion index showing the project titles in MPMS# order.

Certain types of projects, such as roadway landscaping, lease payments for the use of railroad tracks, or preliminary studies, are not mapped. These projects are listed on the appropriate map by their MPMS# reference number under the heading "TIP Projects not Mapped".

The Internet version of the TIP, found on the DVRPC website at www.dvrpc.com/TIP/ includes an interactive method for displaying the maps and the project listings, as well as a method for commenting on specific projects.

Project Listings

This document includes various project listings. The project listings include the Pennsylvania Highway, Transit, and Interstate Management programs which are thoroughly explained in the following paragraphs.

A project index exists in the next section of this document to assist in quickly locating a project within the document. The project index is arranged alphabetically by project title and includes the appropriate MPMS#, agency or county, program, and page number.

Also, a sample TIP project listing has been provided in an effort to assist in identifying various types of information reflected in a project listing. See Figure 2 for an explanation of data found in the project listings.

Pennsylvania Region Highway and Transit Projects

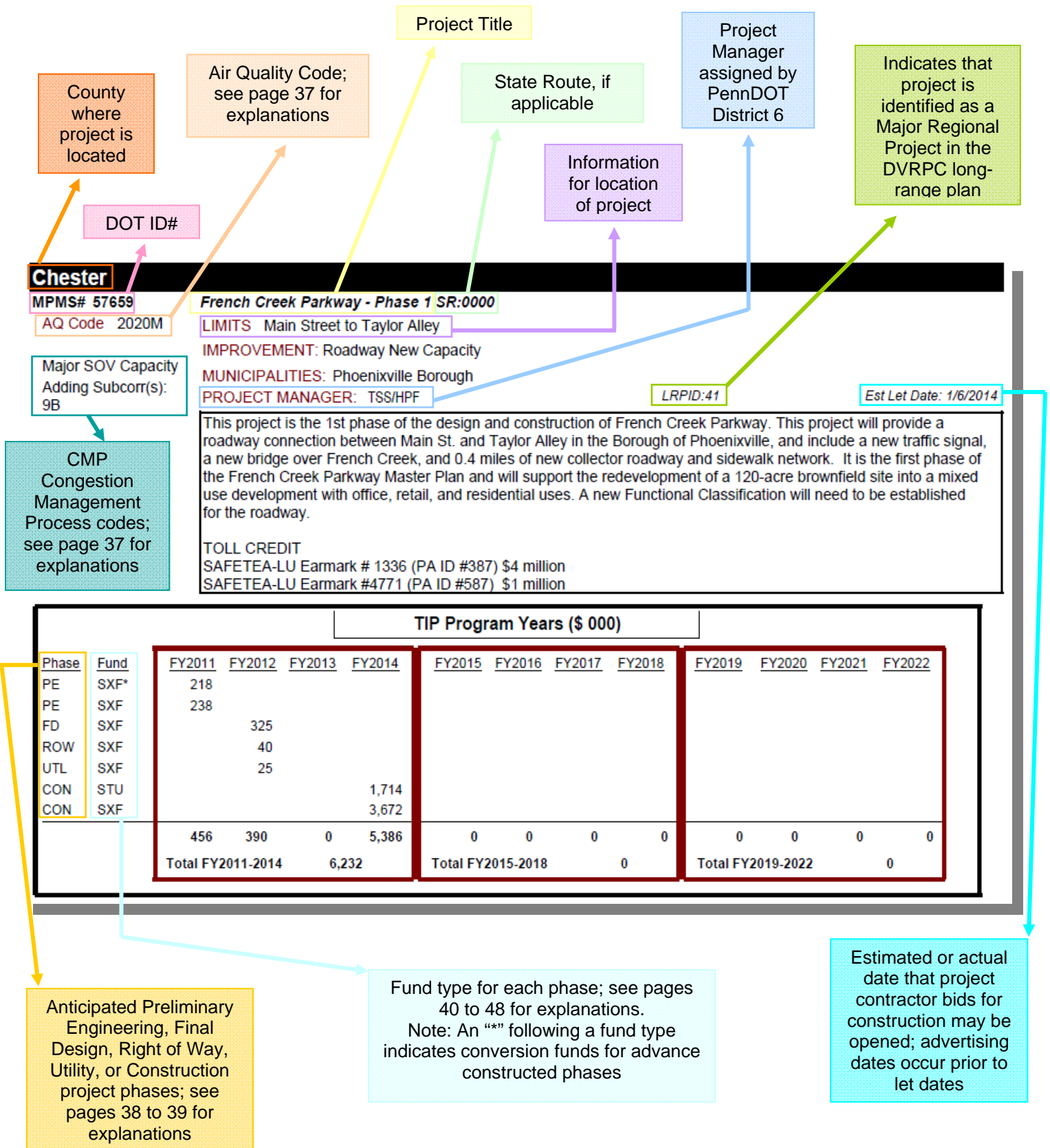
The project listings are grouped by county and transit operator. The first group includes highway projects for Bucks, Chester, Delaware, Montgomery, and Philadelphia counties, a listing of projects that apply to various counties, and transit projects for PennDOT, Pottstown Urban Transit, DRPA, and SEPTA.

Within each county grouping, individual highway and transit projects are listed alphabetically by project title. Each project listing provides information on total program period cost, cost by fiscal year, phase of work, and funding source. Costs are shown in millions of dollars. Also included are project location, project description, and air quality code. To assist in quickly locating a project within the document, each county or transit section begins with an index of projects arranged alphabetically by project title and includes the appropriate MPMS #.

Statewide Interstate Management Program

The Statewide Interstate Management Program (IMP) is a program which took effect in FY 2007. PennDOT and Planning Partners across the state agreed to become more proactive in maintaining our state's highway aging interstate infrastructure by effectively pooling highway fund resources to repair it. An average of \$455 million per year from the state's highway resources has been made available for this program. System preservation projects selected according to engineering criteria developed by PennDOT for roadway and bridges included in the IMP have been programmed centrally by PennDOT. DVRPC has over \$2 billion in funding needs for eligible projects in this program. Projects selected for funding as part of the IMP are listed in a separate project list following the traditional list for the highway program.

Figure: 2 Sample TIP Project Listing



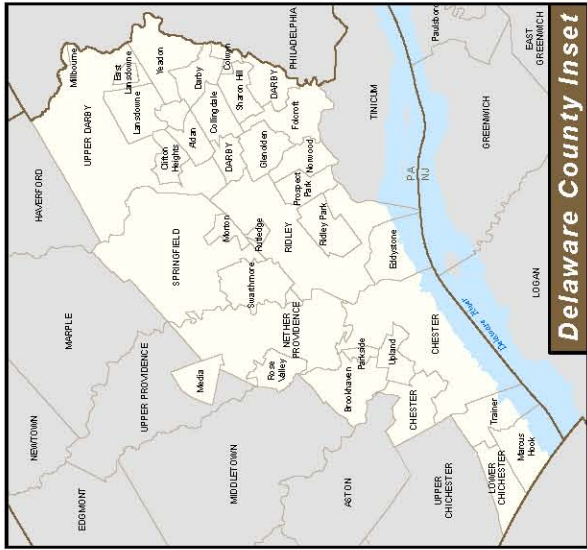
DVRPC FY2011
Transportation Improvement
Program for Pennsylvania

Pennsylvania
TIP Project Maps

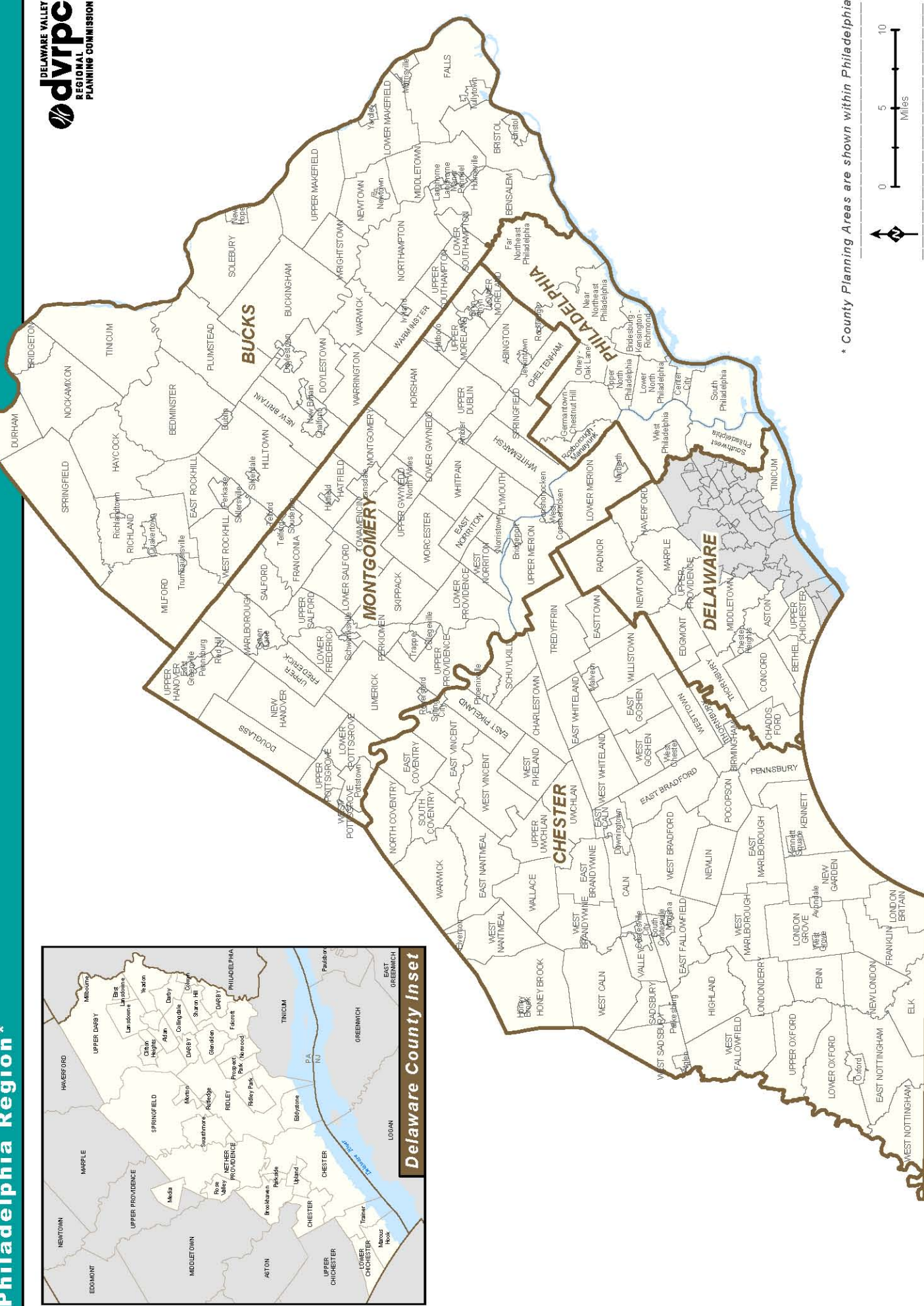
Indexes Listed in MPMS# Order



Pennsylvania Municipalities within the Greater Philadelphia Region *



Delaware County Inset



* County Planning Areas are shown within Philadelphia



DVRPC FY 2011-2014 TIP for PA Correspondence Index

Projects below and those listed in the TIP document are in MPMS# order.

MPMS# Project

Bucks








13014 Clay Ridge Road Bridge Over Beaver Creek (CB #30)
 13167 Geigel Hill Road Bridge Over Tinicum Creek
 13236 Butler Avenue Bridge Over West Branch of Neshaminy Creek
 13240 Old Bethlehem Road Bridge Over Kimples Creek
 13242 Pineville Road Bridge Over Pidcock Creek
 13248 Walnut Street Bridge Over Perkiomen Creek (CB #13)
 13296 Rickert Road Bridge Over Morris Run Creek (CB #21)
 13342 Delaware Road Bridge Over Delaware Canal
 13347 I-95, PA Turnpike Interchange (TPK)
 13440 Allentown Road and PA 663 Bridges (2) Over Licking Creek
 13477 Lower State Road Bridge Over Neshaminy Creek
 13576 PA 413, New Rodgers Road Corridor Improvements
 13606 Hulmeville Avenue Bridge Over Conrail
 13607 Upper Ridge Road Bridge Over Unami Creek
 13609 PA 313/US 202, East State Street to Mechanics Road Intersection Improvements
 13635 Oxford Valley Road/Lincoln Highway Intersection Improvements
 13661 Jugtown Hill Road Bridge Over PA Canal (CB# 204)
 13716 Headquarters Road Bridge Over PA Canal
 13727 Bristol Road Intersection Improvements
 13742 Hellertown Road Bridge Over Cooks Creek (Cooks Crossing)
 13762 West Maple Avenue Bridge Over Neshaminy Creek
 17918 I-95, Transit Improvements/FLEX (Cornwells Heights)
 47131 PA 13/PA Turnpike/Green Lane Road Interchange and Safety Improvements
 47392 Route 13/Bristol Pike, PA 413 to Levittown Parkway Restoration
 50633 PA 263, Old York Road Concrete Rehabilitation and Overlay
 50634 County Line Road Restoration (3R)
 57619 Route 313 Corridor Improvements
 57624 Woodbourne Road/Lincoln Highway Intersection Improvements
 57625 Route 232, Swamp Road Safety Improvements
 57635 Quakertown Joint Closed Loop Signal System
 57639 Newtown-Yardley Road Intersection Improvements
 57641 Buselton/Bridgetown Pike Closed Loop Signal System
 61682 Old Route 13 Pedestrian Improvements
 64779 County Line Road Widening
 64781 Swamp Road/Pennswood Road Bridge Over Branch of Neshaminy Creek
 65922 Route 13, East Coast Greenway Bicycle/Pedestrian Bridge (North) - Phase 1
 69824 Rabbit Run Canal Bridge Over PA Canal
 69826 Steinburg Road Bridge Over Molasses Creek
 69912 River Road Bridge Over Tohickon Creek
 70218 Delaware Canal Pedestrian Tunnel
 71159 Route 13, East Coast Greenway Bicycle/Pedestrian Bridge
 72906 Afton Avenue Streetscape (HTSSRS)
 72908 Broad and Main Streets Quakertown Borough Streetscape (HTSSRS)
 74827 Delaware Canal Enhancement
 77448 Lindenfield Pedestrian Bridge/Fairview Park Pedestrian Trail
 77449 Route 13, East Coast Greenway Bicycle/Pedestrian Bridge (South) - Phase 2

Bucks

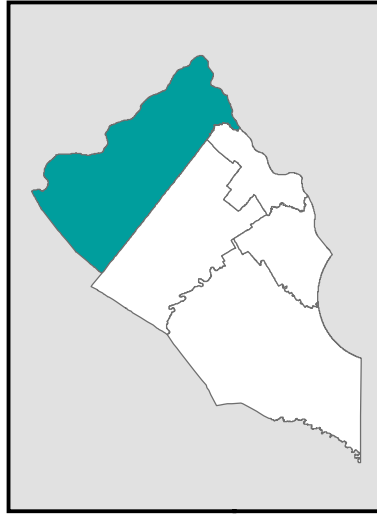
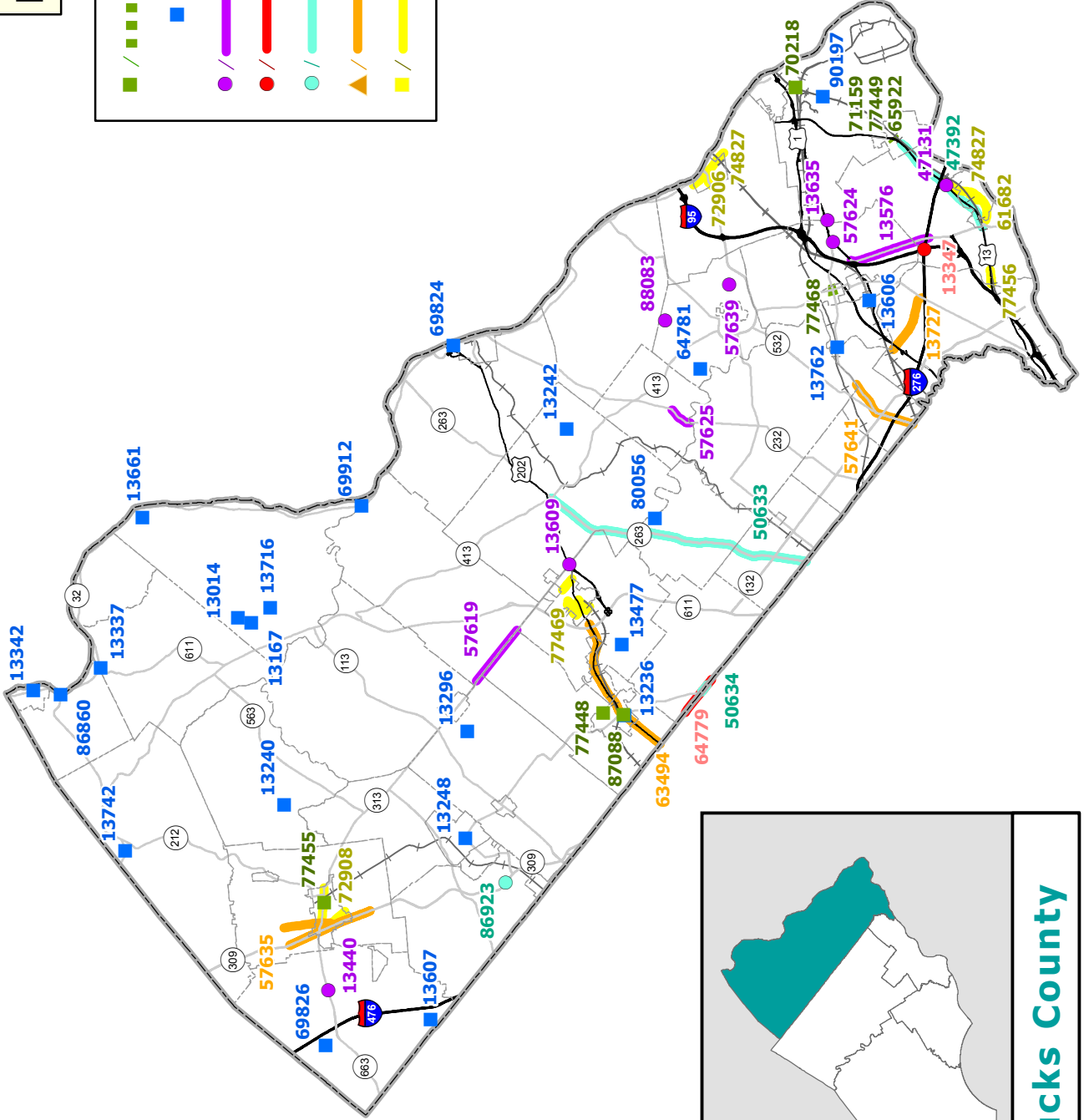
77455 Broad/Main/Front Streets Streetscape - Phase III
 77456 Route 13, Redevelopment Project, Croydon
 77468 PA 413, Langhorne Borough Streetscape - Phase I (HTSSRS)
 77469 Doylestown Borough Safe Routes to School
 80056 Mill Road Bridge Over Neshaminy Creek
 86860 PA 611 Bridge Over Cooks Creek
 86923 PA 309, Sellersville Bypass, Resurfacing (PM1)
 87088 Chalfont Pedestrian Facilities (SRTS)
 88083 Stoopville Road Improvements - Phase 2
 90197 Tyburn Road Bridges (1) Over Amtrak/Conrail

FY 2011 - 2014 Transportation Improvement Program

Highway Program

-  Bicycle/Pedestrian Improvement
-  Bridge Repair/Replacement
-  Intersection/Interchange Improvement
-  Roadway New Capacity
-  Roadway Rehabilitation
-  Signal/TTS Improvement
-  Streetscape

projects not mapped
17918



Bucks County

September 2010



DELAWARE VALLEY
dvrpc
REGIONAL
PLANNING COMMISSION

DVRPC FY 2011-2014 TIP for PA Correspondence Index

Projects below and those listed in the TIP document are in MPMS# order.

MPMS# Project

Chester

14134 West Bridge Street Bridge Over Amtrak
14236 Little Washington Road Bridge Over Culbertson Road
14251 Chandler Mill Road Bridge Over West Branch of Red Clay Creek
14261 Church Road Bridge Over Valley Creek
14327 PA 926 Bridge Over Brandywine Creek
14351 Rudolph and Arthur Covered Bridge On Camp Bonsul Road over Big Elk Creek
14354 Chestnut Street Bridge Over Amtrak/SEPTA R5 Rail Line
14484 PA 41 Study
14515 PA 100, Shoen Road to Gordon Drive (02L)
14532 US 30, Coatesville Downingtown Bypass Reconstruction Design
14541 US 1, Baltimore Pike Widening
14613 PA 41, Gap Newport Road Intersection Improvements
14663 Chester Valley Trail (Sec 1/3) - Phase 1
14675 Chester Valley Trail (Sec 2/3) - Phase 2
15385 US 202, Section 100 (ES1) - Design
47979 Paoli Transportation Center Road Improvements
57659 French Creek Parkway - Phase 1
57664 Newark Road Intersection Improvement
57683 Old Gap/Newport Pike Bridge Over Valley Creek
57684 PA 82 Bicycle/Pedestrian Trail
59434 Schuylkill River Trail (Q20)
60687 Southern Chester County Rail Corridor Improvements (Q26)
61690 Uwchlan Township Trails - Phase II
61885 Schuylkill River Trail (Q42)
64222 US 422 Expressway Reconstruction, Chester and Montgomery (M1A)
64494 US 202, Swedesford Road to PA 29 (Section 320)
64498 US 202, Exton Bypass to Route 29 (Section 330-Mainline)
65903 Park Road Pedestrian Bridge Over PA Turnpike
69647 US 322, Brandywine Creek Avenue Bridge Over Brandywine Creek
69911 Harmonyville Road Bridge
69917 PA 41, Gap Newport Pike Bridge Over Valley Creek
69918 PA 41, Gap Newport Pike Bridge Over Officers Run
69919 PA 372, Lower Valley Road Bridge Over Officers Run
70227 PA 29, Intersection Improvements - Phase III
70241 Kennett Square Closed Loop Signal System
71193 Route 322, PA Bicycle Route L, Realignment & Safety
71195 Coatesville Train Station Rehabilitation
71197 Sadsburyville Village Enhancement Plan (HTSSRS)
71198 Park Road Trail
72910 Coatesville Third Avenue Train Station (HTSSRS)
72911 Phoenixville Streetscape (HTSSRS)
72912 West Grove Community Streetscape (HTSSRS)
77457 Church Street Streetscape
77459 Phoenixville Streetscape (HTSSRS)
77470 Operation Safe Kids - Phoenixville
77476 Kennett Pike Bikeway
80042 PA 100, Corridor Safety Improvements
80049 Walker Road Bridge Over Trout Run Creek (Thompson's Bridge)
80050 Pusey Mill Road Bridge Over Big Elk Creek (Quimbry's Bridge)
80060 London Track Bridge Over White Clay Creek

Chester

80101 PA 52, Wawaset/Unionville Road South Roundabout
83710 Boot Road Extension Bridge Over Brandywine Creek
84410 US 202, Section 300 CMP Commitments (Transit)
84961 Yellow Springs Parking & Street Enhancement (TCSP)
84989 PA 100, South Pines Community Noisewalls
85062 PA 252 Underpass/US 30 Intersection
86064 Hadfield Road Bridge Over Beaver Creek (CB #244)
86696 Watermark Road Bridge Over Muddy Run (CB #21)
86698 Osborne Road Bridge Over Beaver Creek
87281 Grove Road Drainage Improvements
87939 Valley Forge Loop Trail - Missing Link (TCSP)

FY 2011 - 2014 Transportation Improvement

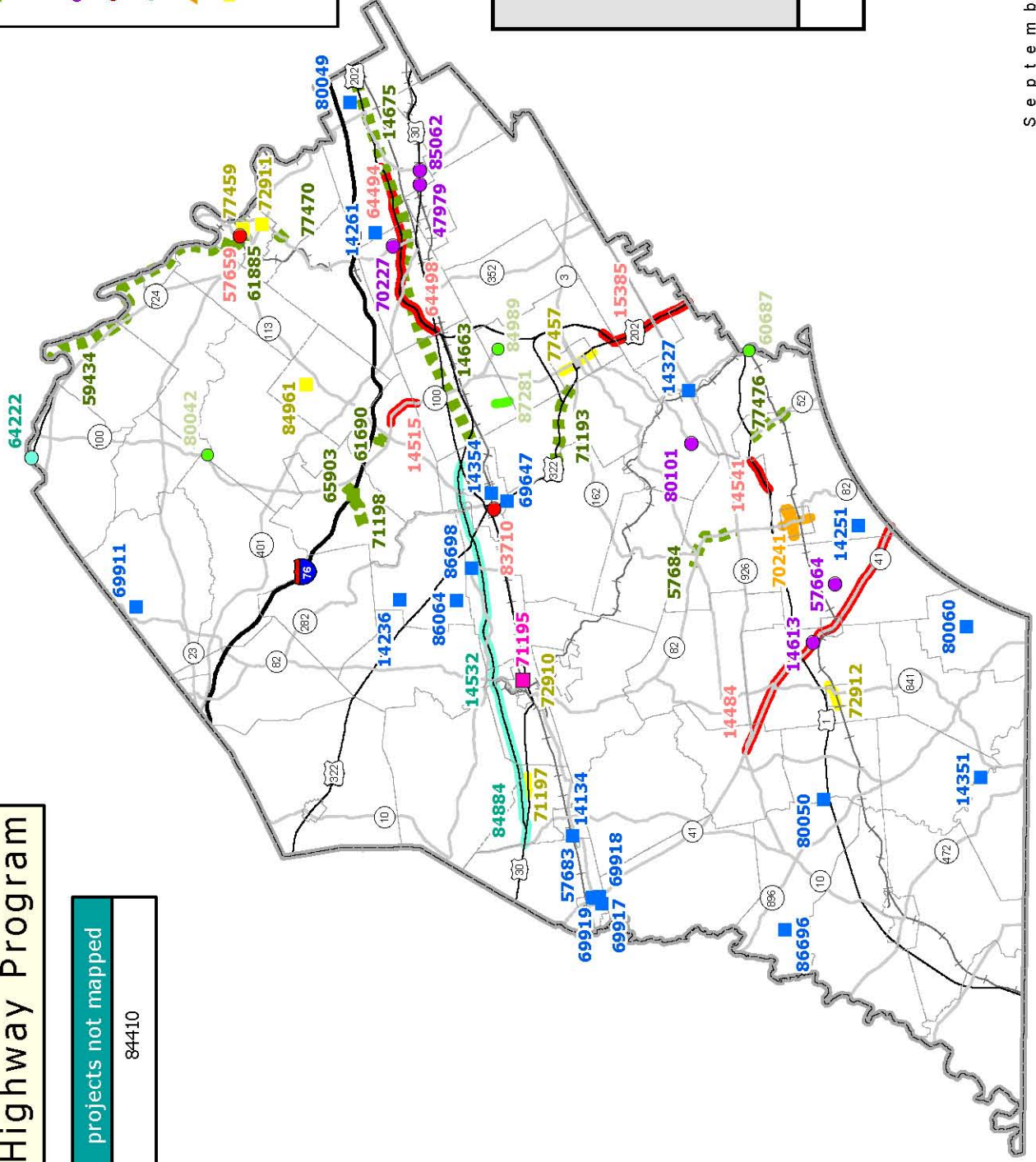
Program

Highway Program

projects not mapped

84410

- Bicycle/Pedestrian Improvement
- Bridge Repair/Replacement
- Intersection/Interchange Improvement
- Roadway New Capacity
- Roadway Rehabilitation
- Signal/ITS Improvement
- Streetscape
- Transit Improvement
- Other



Chester County

0 1 2 3 Miles

dvrpc
DELAWARE VALLEY
REGIONAL
PLANNING COMMISSION

DVRPC FY 2011-2014 TIP for PA Correspondence Index

Projects below and those listed in the TIP document are in MPMS# order.

MPMS# Project

Delaware

14767 US 30, Lancaster Avenue Closed Loop Signals
14891 Darby Road/Paoli Road Bridges (2) Over Little Darby Creek and Wigwam Run
15008 Folcroft Avenue Bridge Over Amtrak/SEPTA R2 Rail Line
15183 Station Road Bridge Over Chester Creek (CB #234)
15185 Old Forge Road Over Rocky Run (CB #209)
15225 Ardmore Avenue Bridge Over SEPTA and Cobbs Creek
15251 US 1, Baltimore Pike Interchange Improvements
15298 US 1, Township Line Road Bridge Over SEPTA Route 100 Rail Line
15299 Concord Road Bridge Over SEPTA Chester Creek Branch Line
15306 Sellers Avenue Bridge Over Amtrak and SEPTA R2 Rail Line
15345 PA 252, Providence Road Widening
15406 PA 452, Market Street Bridge Over Amtrak/SEPTA R-2 Rail Line
15468 Concord Road Bridge Over Baldwin Run
47147 3rd Street Dam Over Broomall Lake
47409 Route 291, Governor Printz Boulevard Bridge Over Darby Creek (Essington Bridge)
47986 Chester Creek Bicycle/Pedestrian Trail
47992 New Road Over West Branch of Chester Creek (Crozierville Bridge)
47993 7th Street Bridge Over Chester Creek
47994 US 13, Chester Pike/MacDade Boulevard
48168 Baltimore Pike Signals
50520 Nether Providence Sidewalks and Trail
57750 Baltimore Pike Closed Loop Signals
57757 Morton Avenue Intersection Improvements
57770 Grant Avenue Bridge Over Muckinipates Creek
57772 Convent Road Bridge Over Chester Creek (CB# 6)
57773 Lloyd Street Bridge Over Amtrak/SEPTA R2 Rail Line (CB)
61695 Oakland Road Corridor Easement
62299 Bicyclists' Baltimore Pike
64790 MacDade Boulevard Closed Loop Signal System
64791 PA 420 Kedron Avenue
65127 Chester Waterfront Development Streetscape Improvements
65911 Marcus Hook Streetscape
65914 Sharon Hill Train Station Rehabilitation
68027 Route 1, Upper Darby Township Closed Loop Signals
69665 South Creek Road Bridge Over Brandywine Creek
69815 US 322, Environmental Mitigation (MIT)
69816 US 322, US 1 to Featherbed Lane (Section 101)
69817 US 322, Featherbed Lane to I-95 (Section 102)
70219 PA 291, East Coast Greenway
70228 I-476, MacDade Boulevard Ramp Improvements
70245 Chester City Access Improvements II
71200 PA 291, East Coast Greenway/Industrial Heritage Highway
71202 East Coast Greenway/Chester Riverfront Improvements, Phase II
72913 Chester Commercial Business District (HTSSRS)
75800 College Avenue Bridge Over SEPTA Norristown High Speed Line
77085 Ruth Bennett House
77450 Lansdowne Gateway Park & Pedestrian/Bike Trail

Delaware

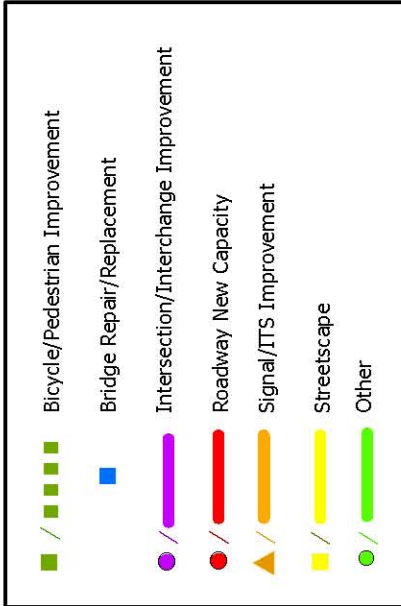
77460 Lincoln Avenue Renaissance Project
77471 Amtrak Footbridge, Rosemont Avenue and Hinckley Avenue
77472 Knowles Avenue Sidewalk and Underpass
80051 Rosemont Avenue Bridge Over Darby Creek (CB #73)
86368 Mount Alverno Road Bridge Over Chester Creek (CB #9)
86370 Tribbitt Avenue Bridge Over Hermesprot Creek (CB #237)
87109 Swarthmore Borough Pedestrian Access Upgrade (SRTS)
87119 Nether Providence Township Sidewalks (SRTS)
87120 Upper Darby Township Sidewalks (SRTS)
87940 Pedestrian and School Children Safety (TCSP)

FY 2011 - 2014 Transportation Improvement Program

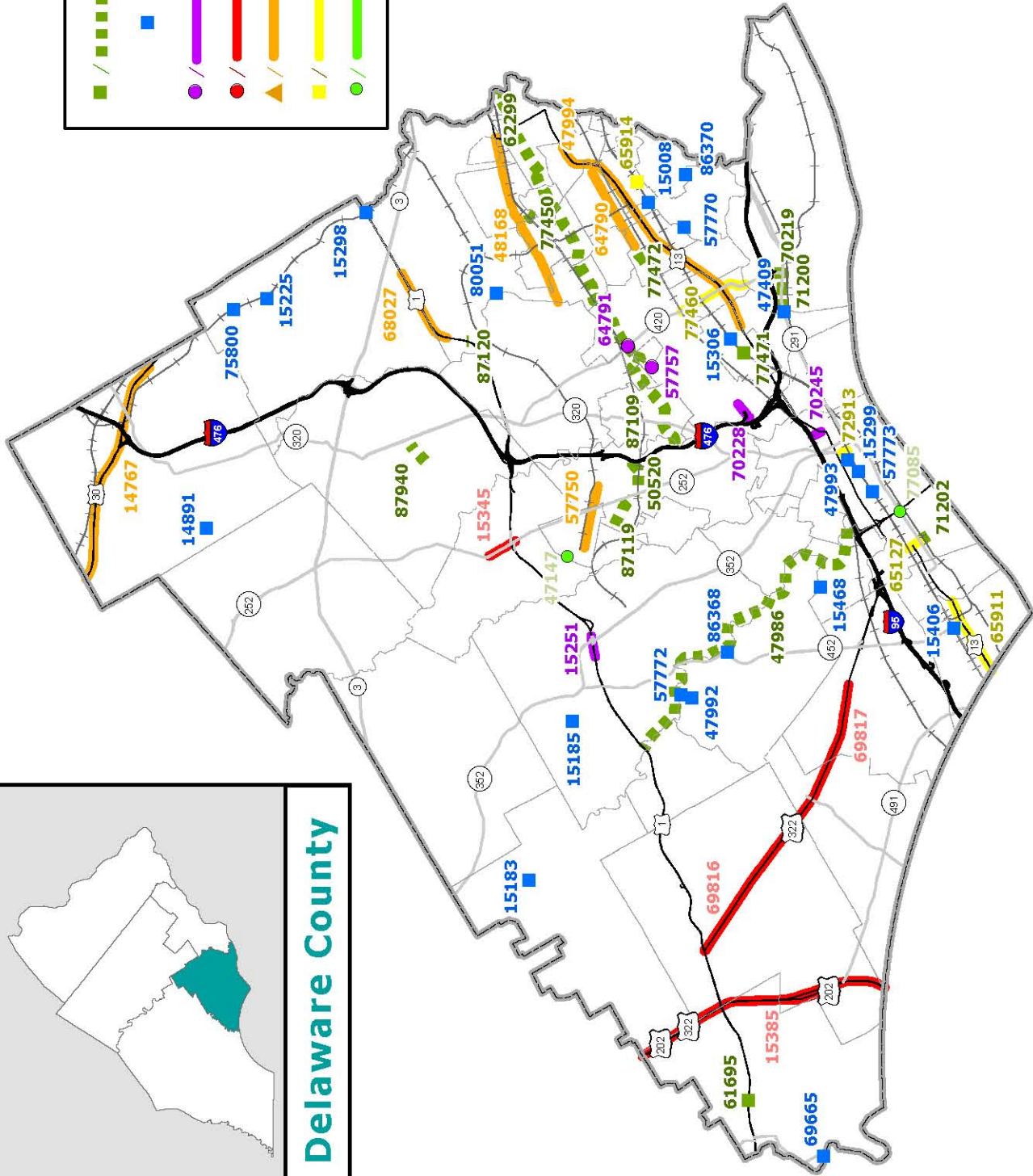


Delaware County

Highway Program



projects not mapped
69815



September 2010

0 1 2 3 Miles



DVRPC FY 2011-2014 TIP for PA Correspondence Index

Projects below and those listed in the TIP document are in MPMS# order.

MPMS# Project

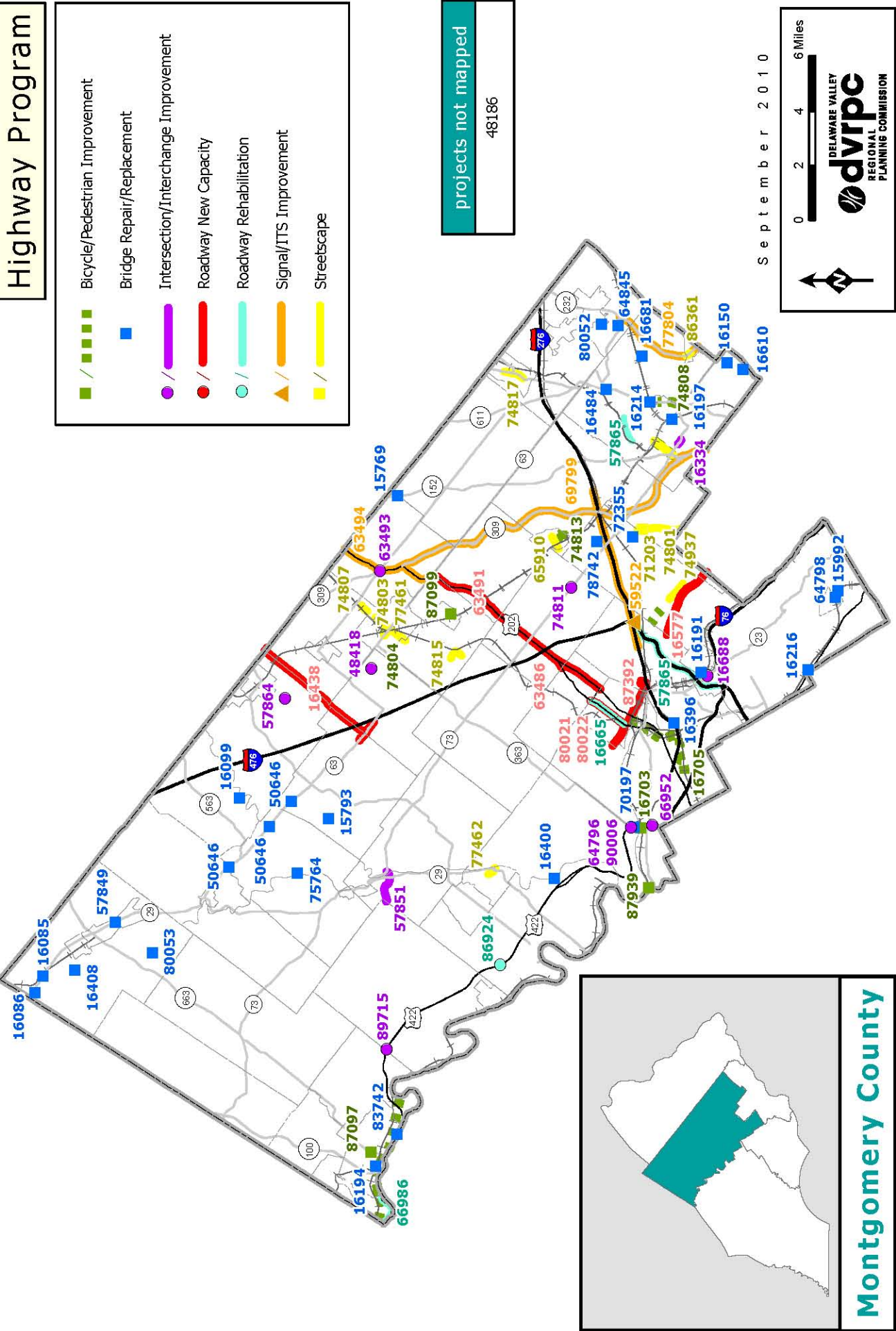
Montgomery

15769 Limekiln Pike Bridge Over Little Neshaminy Creek
 15793 Salfordville Road Bridge Over East Branch of Perkiomen Creek
 15992 Rockland Avenue Bridge Over Amtrak's Harrisburg Line (Removal)
 16085 PA 29, Gravel Pike Bridge Over Hosensack Creek
 16086 PA 29, Gravel Pike Bridge Over East Branch of Perkiomen Creek
 16099 Camp Road Bridge Over East Branch of Perkiomen Creek
 16150 Tookany Creek Parkway Bridge Over Tookany Creek (CB)
 16191 Elm Street Bridge Over Plymouth Creek
 16194 High Street Bridge Over Manatawny Creek
 16197 Greenwood Avenue Bridge Over SEPTA Mainline Commuter Rail
 16214 PA 611, Old York Road Over SEPTA R3
 16216 Pennswood Road Bridge Over Amtrak/SEPTA R5 Rail Lines
 16334 PA 73, Church Road Intersection and Signal Improvements
 16396 Church Road Bridge Over Norristown High Speed Line (CB)
 16400 Arcola Road Bridge Over Perkiomen Creek (CB# 155)
 16408 Fruitville Road Bridge Over Perkiomen Creek (CB #232)
 16438 PA 309, Connector Project - Phase I
 16484 Edgehill Road Bridge Over Old York Road
 16577 Ridge Pike, Butler Pike to Philadelphia Reconstruction and Signal Upgrade
 16610 Ashmead Road Bridge Over Tookany Creek (CB)
 16665 US 202, Markley Street Southbound (Section 500)
 16681 Mill Road Bridge Over Branch of Meadow Brook Road
 16688 PA 23, River Road Intersection Improvement
 16703 Old Betzwood Bridge Bicycle/Pedestrian Trail (C047) - Part 5 of River Crossing Complex
 16705 Chester Valley Trail Extension (C036)
 16755 US 202, Morris Road to PA 309 Design (Section 650)
 48186 Pottstown Area Signal System Upgrade
 48418 Allentown Road Intersection Improvements
 50646 PA 63 Bridges (3) Over Unami Creek and East Branch of Perkiomen
 57849 PA 29, Main Street Bridge Over Reading Railroad Tracks (Removal)
 57851 Plank Road/Otts Road/Meyers Road/Seitz Road Intersection Improvements
 57858 Lafayette Street Extension (MG1)
 57864 Cowpath Road/Godshall Road/Broad Street Improvements
 57865 Edge Hill Road Reconstruction
 59522 I-476, PA Turnpike Northeast Extension/PA 309 Corridor Incident Traffic Management
 63486 US 202, Johnson Highway to Township Line Road (61S)
 63490 US 202, Township Line Road to Morris Road (61N)
 63491 US 202, Morris Road to Swedesford Road (65S)
 63493 US 202, 5-Points Intersection Improvements (71A)
 63494 US 202, Section 700 ITS
 64796 US 422/PA 363 Interchange Reconstruction (4TR) - Part 2 of River Crossing Complex
 64798 North Narberth Avenue Bridge Over Amtrak/SEPTA (CB)

Montgomery

64845 Terwood Road Bridge Over Branch of Pennypack Creek
 65910 Ambler Streetscape/Station Landscaping
 66952 PA 23/Valley Forge Road and North Gulph Road Relocation (2NG) - Part 1 of River Crossing Complex
 66986 US 422, Schuylkill River Bridge Over Schuylkill River (M2A)
 69799 PA 309, ITS Integration
 70197 US 422, (New) Expressway Bridge Over Schuylkill River (SRB) - Part 3 of River Crossing Complex
 71203 Flourtown-Erdenheim Community Gateways
 72355 Valley Green Road Bridge Over Wissahickon Creek
 72977 Butler Pike Pedestrian Walkway Improvements (HTSSRS)
 72978 Norristown Main Street Streetscape - Phase III (HTSSRS)
 72994 PA 263, York Road Hatboro Revitalization (HTSSRS)
 74801 Bethlehem Pike Streetscapes
 74803 Main Street in Lansdale Pedestrian
 74804 Mill Street Improvements
 74807 North Broad Streetscape Improvements
 74808 Old York Rd Street Improvements
 74811 PA 73, Skippack Pike at Narcissa Road Improvements
 74813 Ambler Pedestrian Sidewalk Improvements
 74815 Upper Gwynedd Streetscape Improvements
 74817 PA 263, York Road Hatboro Revitalization
 74937 Whitemarsh Township Street Improvements
 75764 Salford Station Road Bridges (2) Over Mill Race and Perkiomen Creek
 77461 Broad Street Corridor Streetscape (HTSSRS)
 77462 Collegeville Main Street Revitalization - Phase II (HTSSRS)
 77804 Huntingdon Pike Traffic Signal Upgrade
 78742 Lafayette Avenue Bridge Over Wissahickon Creek
 79863 Lafayette Street, Ford Street to Conshohocken Road Extension (MGP)
 79864 Lafayette Street, Barbados Street to Ford Street Widening (MGN)
 80021 US 202, Markley Street Improvements (Section 510)
 80022 US 202, Markley Street Improvements (Section 520)
 80052 Feters Mill Bridge Over Pennypack Circle
 80053 Knight Road Bridge Over Green Lane Reservoir
 80479 I-476, Mid County Expressway Roadway Reconstruction
 83742 Keim Street Bridge Over Schuylkill River
 86361 Rockledge Streetscape Improvements, Rockledge - Phase III
 86924 PA 422 Resurfacing (PM2)
 87097 Pottstown Borough Improvements (SRTS)
 87099 Upper Gwynedd Township Improvements (SRTS)
 87392 Lafayette Street Extension (MGL)
 87938 Bethlehem Pike Roadway Streetscape Improvements (TCSP)
 89715 US 422, Sanatoga Interchange Ramp Improvements
 90006 Trooper Road Closed Loop (TCSP)

FY 2011 - 2014 Transportation Improvement Program



DVRPC FY 2011-2014 TIP for PA Correspondence Index

Projects below and those listed in the TIP document are in MPMS# order.

MPMS# Project

Philadelphia

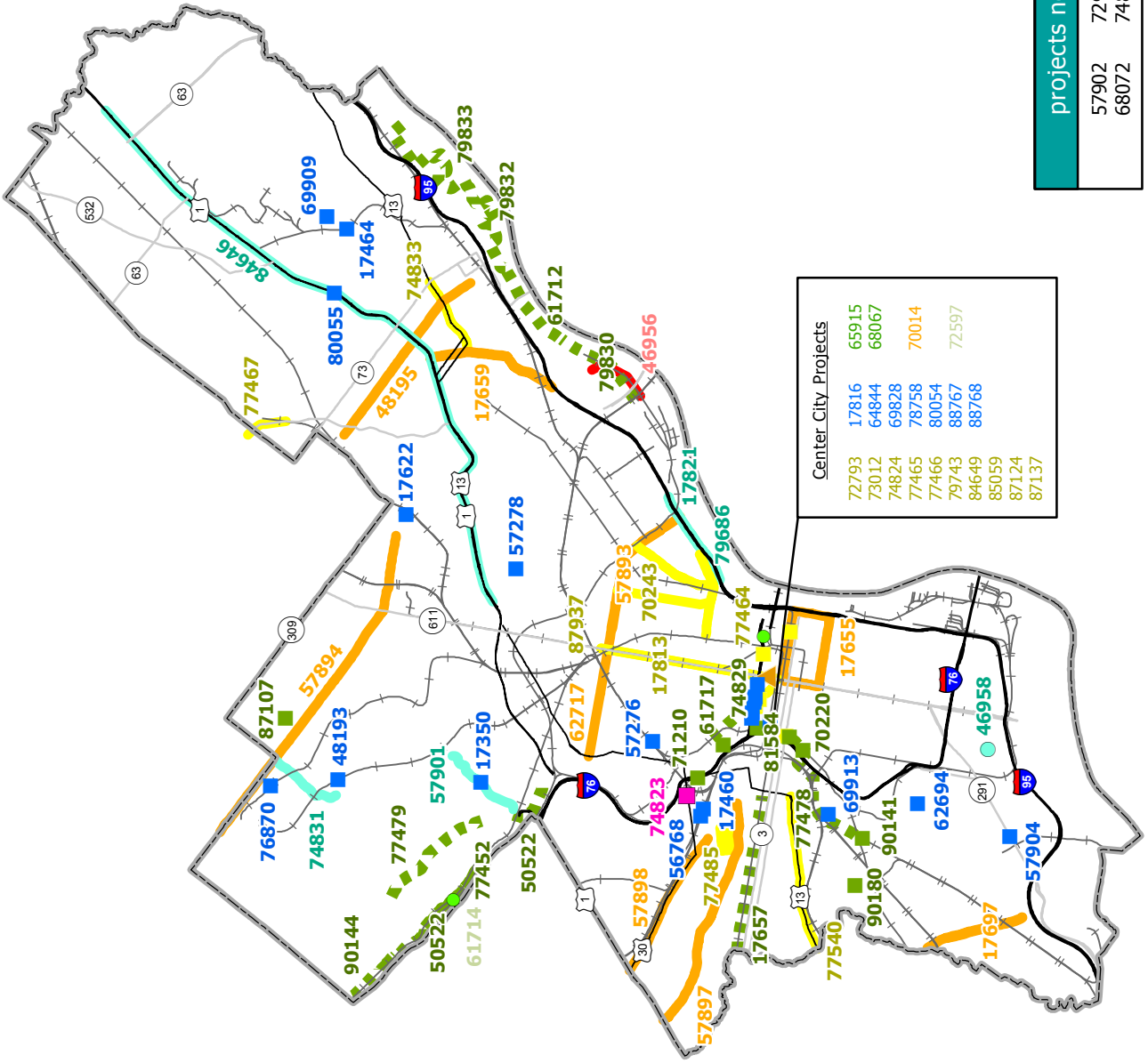
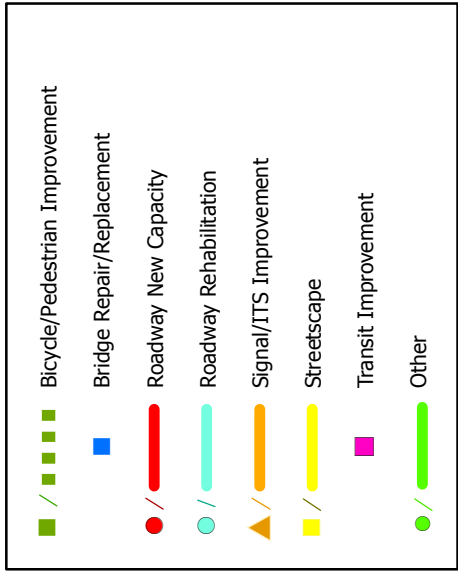
17350 Henry Avenue Bridge Over Wissahickon Creek
17460 40th Street Bridge Over Amtrak/SEPTA
17464 Holme Avenue Bridge Over Conrail
17622 Adams Avenue Bridge Over Tacony Creek
17655 Center City Traffic Systems (South) - Phase II
17657 Market Street Signal and Pedestrian Improvements
17659 Harbison Avenue/Aramingo Avenue Safety Improvements (C048)
17697 Island Avenue Signal Upgrade
17813 North Broad Street/Avenue of the Arts Study
17816 Chestnut Street Bridges (4) at 30th Street
17821 I-95, Shackamaxon Street to Ann Street (GIR) - Design
46956 North Delaware Avenue Extension
46958 Philadelphia Naval Shipyard Access
48193 Allen's Lane Bridge Over SEPTA R8 Rail Line
48195 Tyson Avenue Signal Improvement
50522 Manayunk Recreational Path/Fairmount Bikeway - Phase 2
56768 41st Street Bridge Over Amtrak's Harrisburg Line (CB)
57276 Montgomery Avenue Bridge over Amtrak at 30th Street (CB)
57278 Rising Sun Avenue Over Conrail at 2nd Street (CB) - Removal
57893 Lehigh Avenue East Signal Modernization
57894 Stenton Avenue and Godfrey Avenue Signal Modernization
57897 Haverford Avenue Signal Modernization
57898 Lancaster Avenue Signal Modernization
57901 Lincoln Drive (3R)
57902 City Wide 3R Betterments
57904 PA 291, Platt Bridge Over Schuylkill River
61712 North Delaware Riverfront Greenway/Heritage Trail/K&T Line Item
61714 Manayunk Canal Restoration
61717 Fairmount Water Works Dock
62694 Passyunk Avenue Drawbridge Over the Schuylkill River
62717 Lehigh Avenue West Signal Modernization
64844 30th Street Bridges (6) Over Amtrak's Northeast Corridor Rail Lines
65915 Pennsylvania Avenue Bicycle/Pedestrian Improvements
68067 Tidal Schuylkill River Greenway & Trail/Boardwalk (TIGER)
68072 PATCO Directional Signage, Philadelphia
69828 Market Street Bridges (2) Over Schuylkill River and CSX Railroad (MSB)
69909 Willits Road Bridge Over Wooden Bridge Run
69913 Grays Ferry Avenue Bridge Over Schuylkill River
70014 Center City Signal Improvements (North) - Phase III
70220 Schuylkill River Park Bicycle/Pedestrian Ramp
70243 American Street Streetscape
71210 West Bank Greenway/Philadelphia Zoo Multipurpose Trail
72597 Ben Franklin Bridge Philadelphia Operational Improvement
72793 Market Street Bridge Over Schuylkill River Enhancement
72996 Philadelphia School Zone Safety Improvements (HTSSRS)

Philadelphia

73012 Frankford Avenue Streetscape Improvements (HTSSRS)
74823 Philadelphia Zoo Intermodal Transportation Center
74824 Walnut Street Gateway Improvements (TIGER)
74828 American Cities/Safe Routes to School - Phase 3
74829 Schuylkill River Park Rail Crossings
74831 Cresheim Valley Drive Revitalization
74833 Frankford Avenue/Mayfair Streetscape Improvements
74841 PRPA Access Project
76870 Willow Grove Avenue Bridge Over SEPTA R8 Rail Line (CB)
77452 Manayunk Canal Restoration - Phase III
77464 Chinatown Plaza Revitalization
77465 Frankford Avenue Improvement Plan (HTSSRS)
77466 Mid-East Girard Avenue Streetscape
77467 Fox Chase/Rockledge Streetscape, Philadelphia - Phase III
77475 Philadelphia School Zone Safety Improvements (HTSSRS) - Phase 2
77478 Schuylkill Trails/Dupont Crescent Bicycle & Pedestrian Trail (HTSSRS)
77479 Roxborough Streetscape Improvements (HTSSRS)
77485 Mill Creek Safe Routes to School
77540 Baltimore Avenue Pedestrian Lighting
78758 JFK Boulevard Bridges (3) Over 21st/22nd/23rd Streets
79686 I-95, Columbia Street to Ann Street (GR1)
79743 Logan Square, 20th/Winter/Parkway Improvements
80054 Vine Street Expressway Bridges (7) Over I-676 Expressway (PAB) - Part 2
80055 Holme Avenue Bridges (2) Over Roosevelt Boulevard
81584 Schuylkill River Park/Banks Park Pedestrian Bridge (TIGER)
84646 Roosevelt Boulevard Safety Improvements - Phase II
84649 Parkway Streetscape Improvements
85059 Shakespeare Park Renovation
87107 School District of Philadelphia Improvement (SRTS)
87124 Sister Cities Plaza Renovation - Phase I
87937 Avenue of the Arts Revitalization and Streetscape (TCSP)
88767 Vine Street Expressway Bridges (2) Over I-676 Expressway (PAA) - Part 1
88768 Vine Street Expressway Bridges (3) Over I-676 Expressway (PAC) - Part 3
90141 Schuylkill River Trail at Bartram's Garden (ECG) (TIGER)
90144 Schuylkill River Trail, Shawmont Avenue to Montgomery County Line (TIGER)
90180 East Coast Greenway/58th Street Connector Greenway (TIGER)
90482 North Delaware Riverfront Greenway (TIGER)

FY 2011 - 2014 Transportation Improvement Program

Highway Program



Center City Projects

72793	17816	65915
73012	64844	68067
74824	59828	70014
77465	78758	70014
77466	80054	72597
79743	88767	72597
84649	88768	
85059		
87124		
87137		

projects not mapped

57902	72996	74841
68072	74828	77475



Philadelphia County

September 2010



Scale: 0 1 2 3 Miles

DVRPC FY 2011-2014 TIP for PA Correspondence Index

Projects below and those listed in the TIP document are in MPMS# order.

MPMS# Project

DRPA

74835 Rebuild PATCO Cars - DRPA
74840 Commodore Barry Bridge Security Improvements - DRPA

Montgomery

90680 Ardmore Transit Center Line Item

Pottstown

59935 Capital/Operating Assistance - Pottstown Urban Trans

SEPTA

15407 Villanova Intermodal Station Accessibility
59966 Capital Asset Lease Program
59973 Utility Fleet Renewal Program - Non Revenue Vehicles
60255 Regional Rail Signal Modernization Program
60271 Station Accessibility Program - ADA Compliance
60275 Debt Service
60286 SEPTA Bus Purchase Program - 40'
60317 Federal Preventive Maintenance
60557 System Improvements
60571 Environmental Cleanup and Protection Program
60574 Paoli Transportation Center
60582 Vehicle Overhaul Program
60599 Paratransit Vehicle Purchase
60611 Fare Collection System/New Payment Technologies
60629 Job Access and Reverse Commute (JARC) and New Freedom
60651 Regional Rail Substation Improvement Program
60655 Levittown Intermodal Facility Improvements (B)
77180 State of Good Repair
77183 Transit and Regional Rail Station Program
84642 Jenkintown Platform and Garage Project
84643 Malvern Station and Pedestrian Tunnel Improvements
87176 69th Street Intermodal Parking Garage
90497 Infrastructure Safety and Renewal Program - Tracks
90509 Infrastructure Safety and Renewal Program - Building and Bridges
90512 SEPTA Bus Purchase Program - 60'
90515 Infrastructure Safety and Renewal Program - Communication and Signals
90528 Infrastructure Safety and Renewal Program - Power

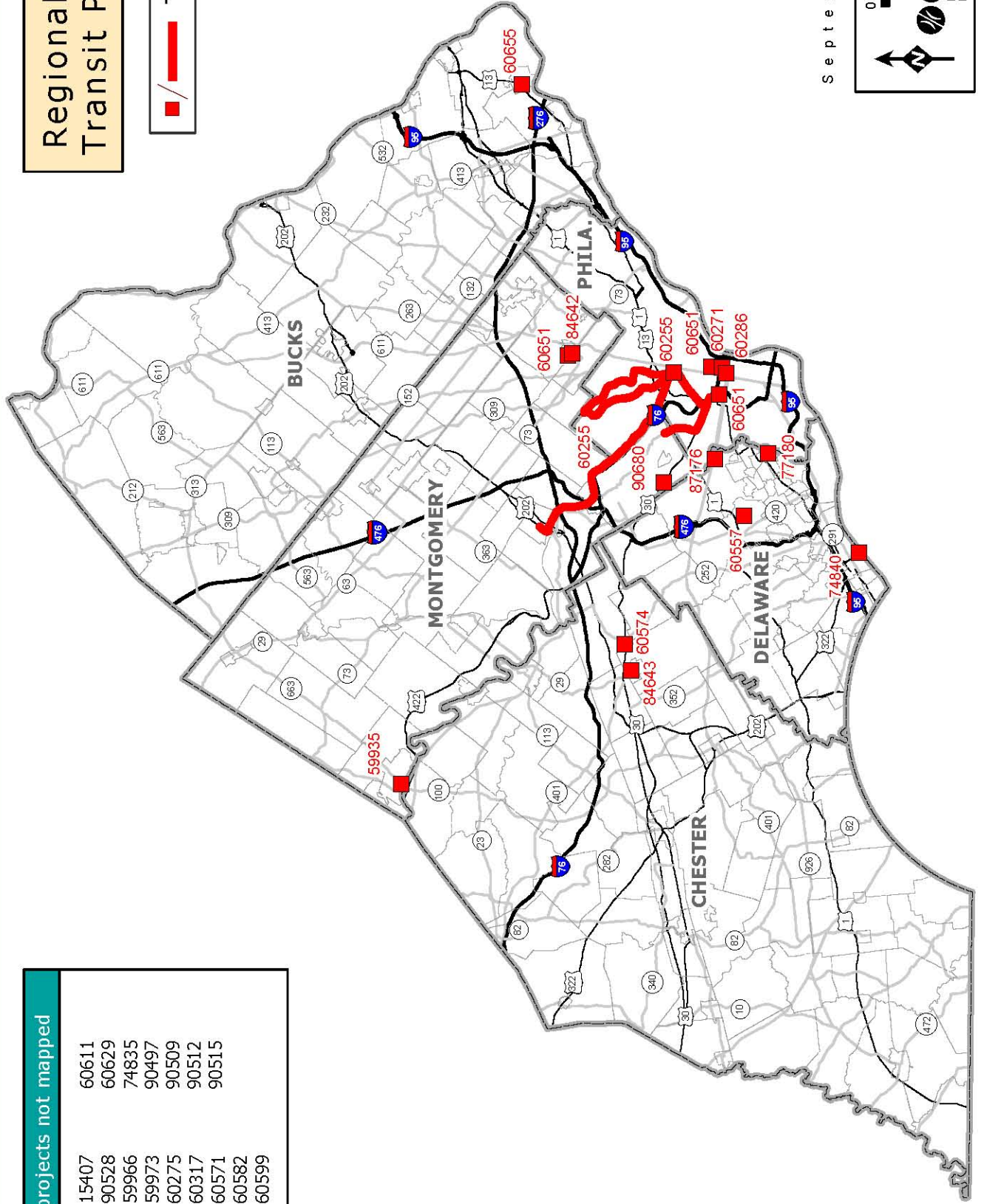
FY 2011 - 2014 Transportation Improvement Program

projects not mapped

- 15407
- 90528
- 59966
- 59973
- 60275
- 60317
- 60571
- 60582
- 60599
- 60611
- 60629
- 74835
- 90497
- 90509
- 90512
- 90515

Regional Public
Transit Program

Transit Project

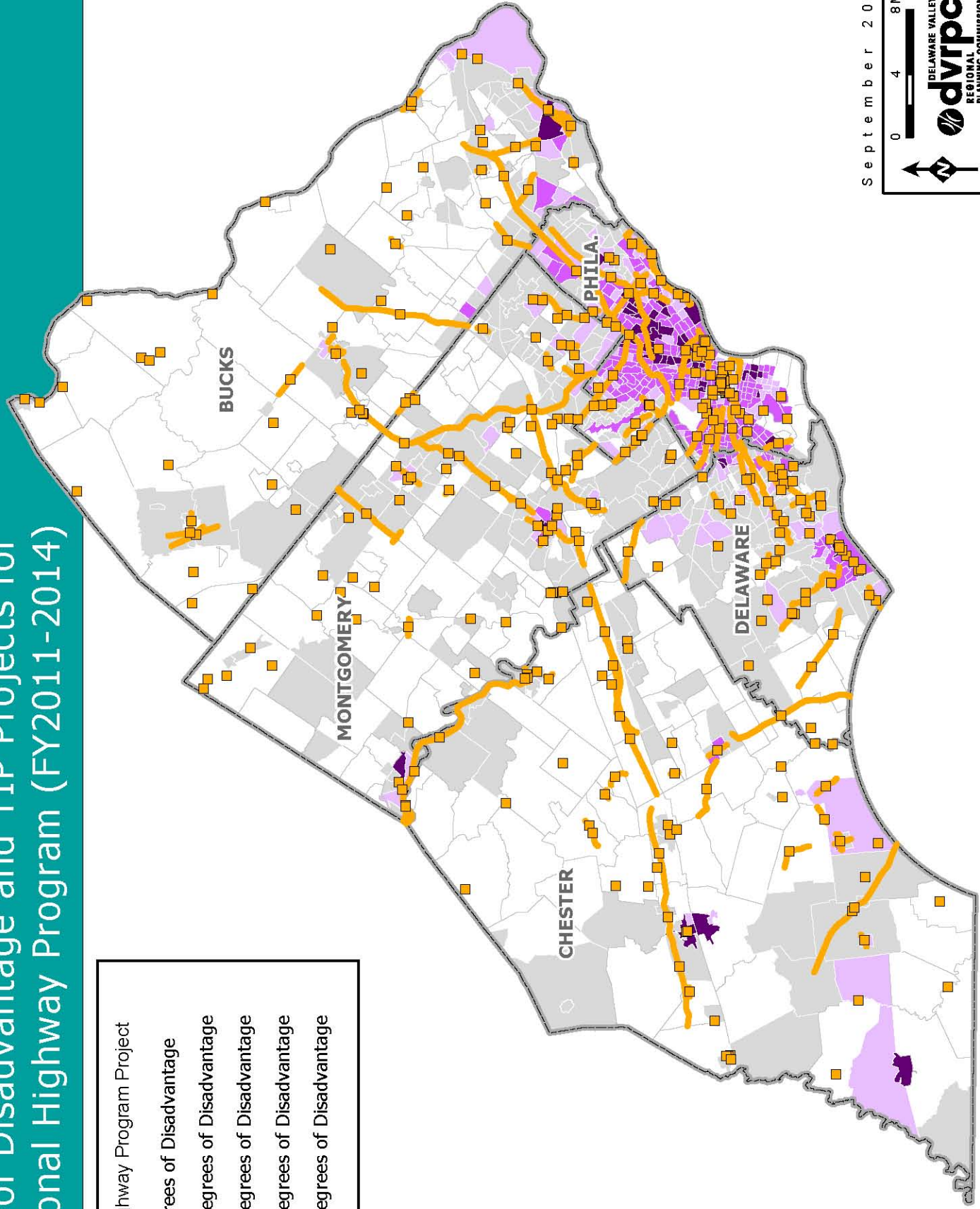


September 2010

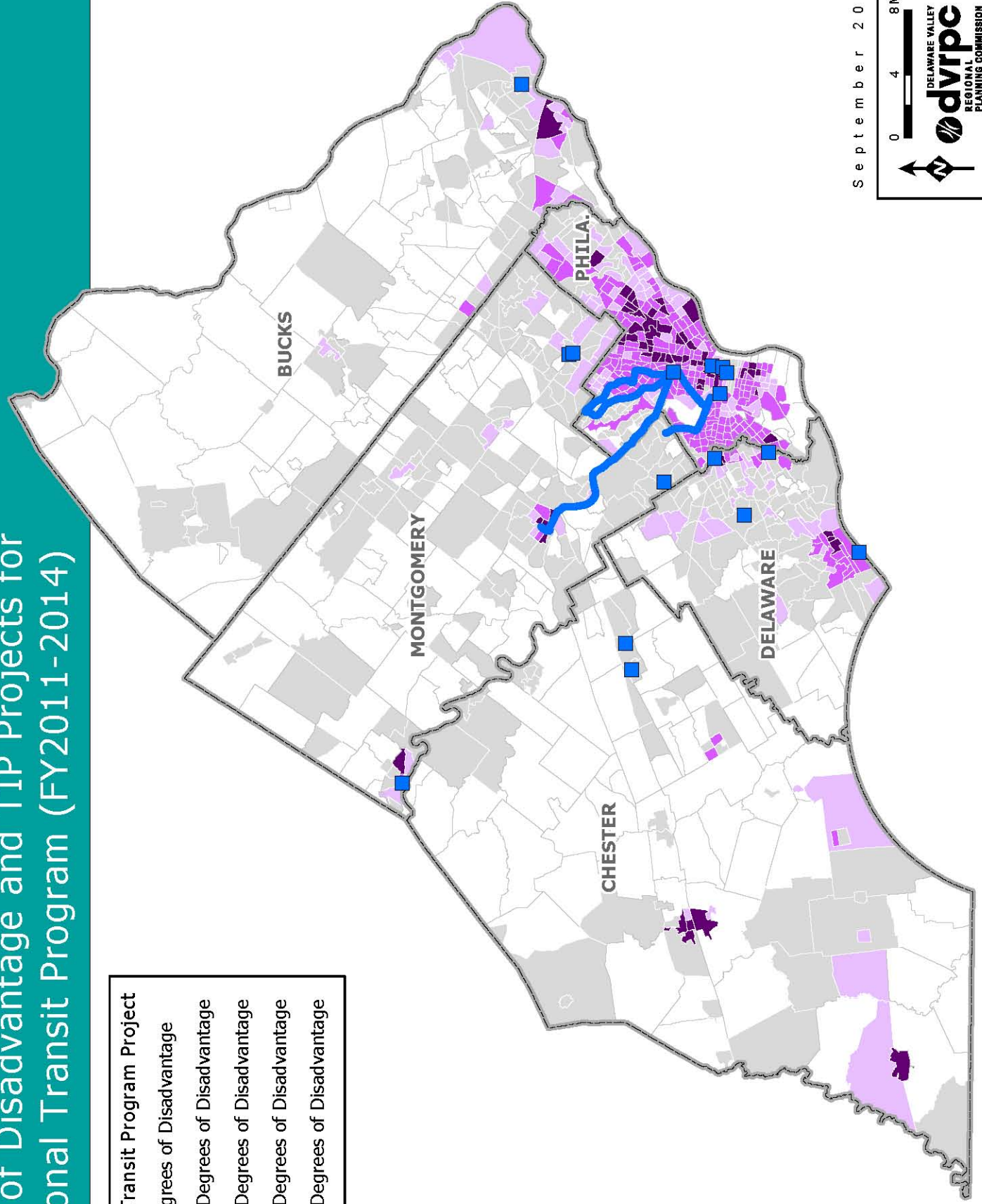
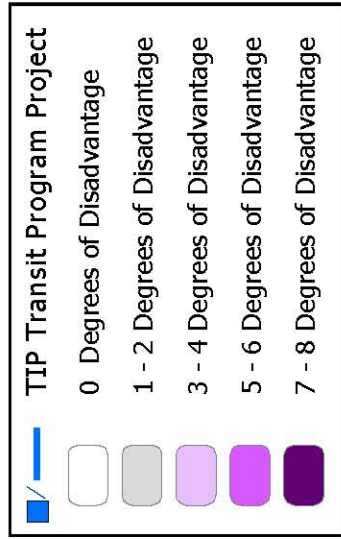
0 2 4 6 Miles

DELAWARE VALLEY
dvrpc
REGIONAL
PLANNING COMMISSION

Degrees of Disadvantage and TIP Projects for the Regional Highway Program (FY2011-2014)



Degrees of Disadvantage and TIP Projects for the Regional Transit Program (FY2011-2014)



September 2010

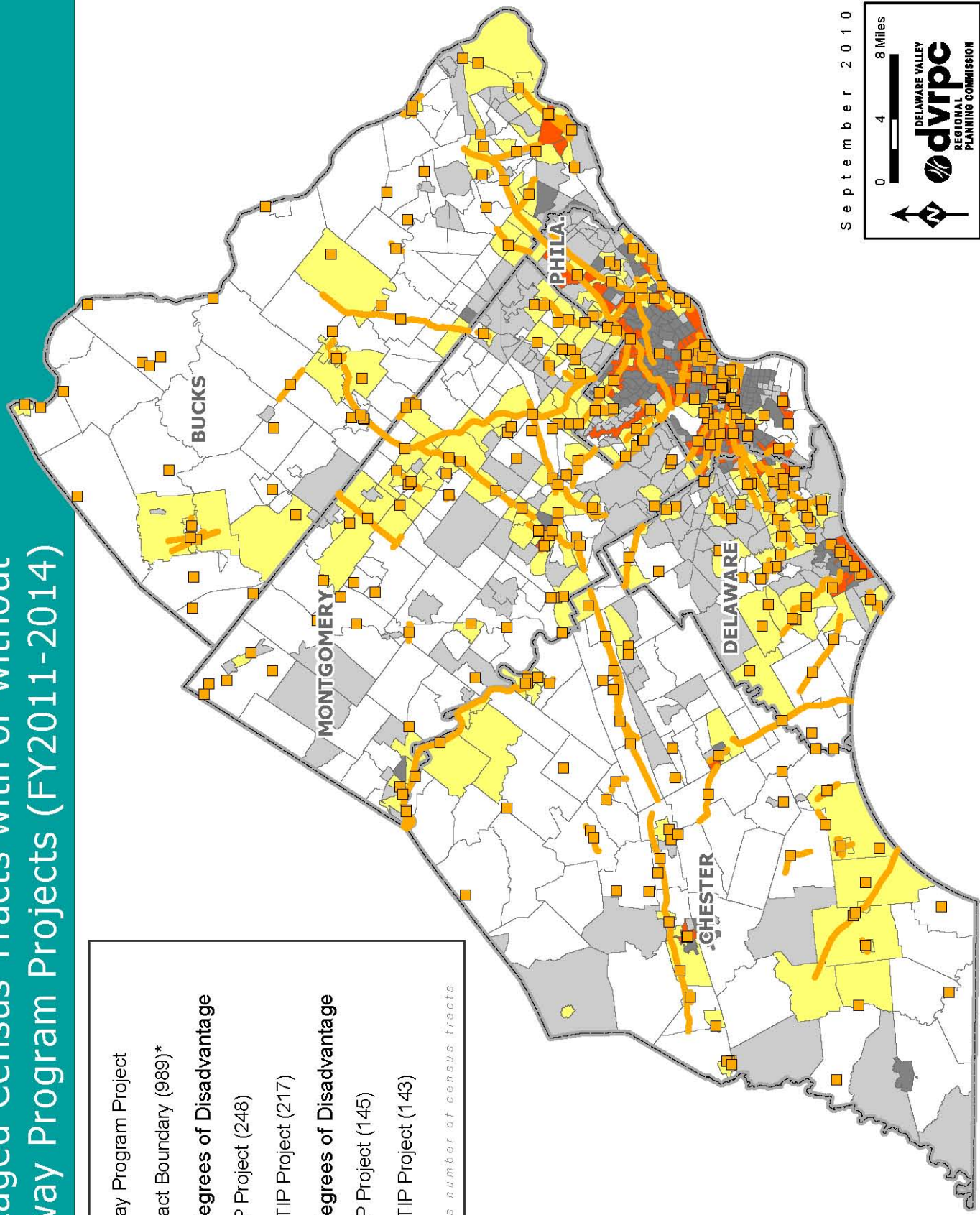
0 4 8 Miles

dvrpc
DELAWARE VALLEY
REGIONAL
PLANNING COMMISSION

Disadvantaged Census Tracts with or without TIP Highway Program Projects (FY2011-2014)

TIP Highway Program Project
 Census Tract Boundary (989)*
Tracts with 1 - 4 Degrees of Disadvantage
 Have a TIP Project (248)
 Without a TIP Project (217)
Tracts with 5 - 8 Degrees of Disadvantage
 Have a TIP Project (145)
 Without a TIP Project (143)

* (###) indicates number of census tracts

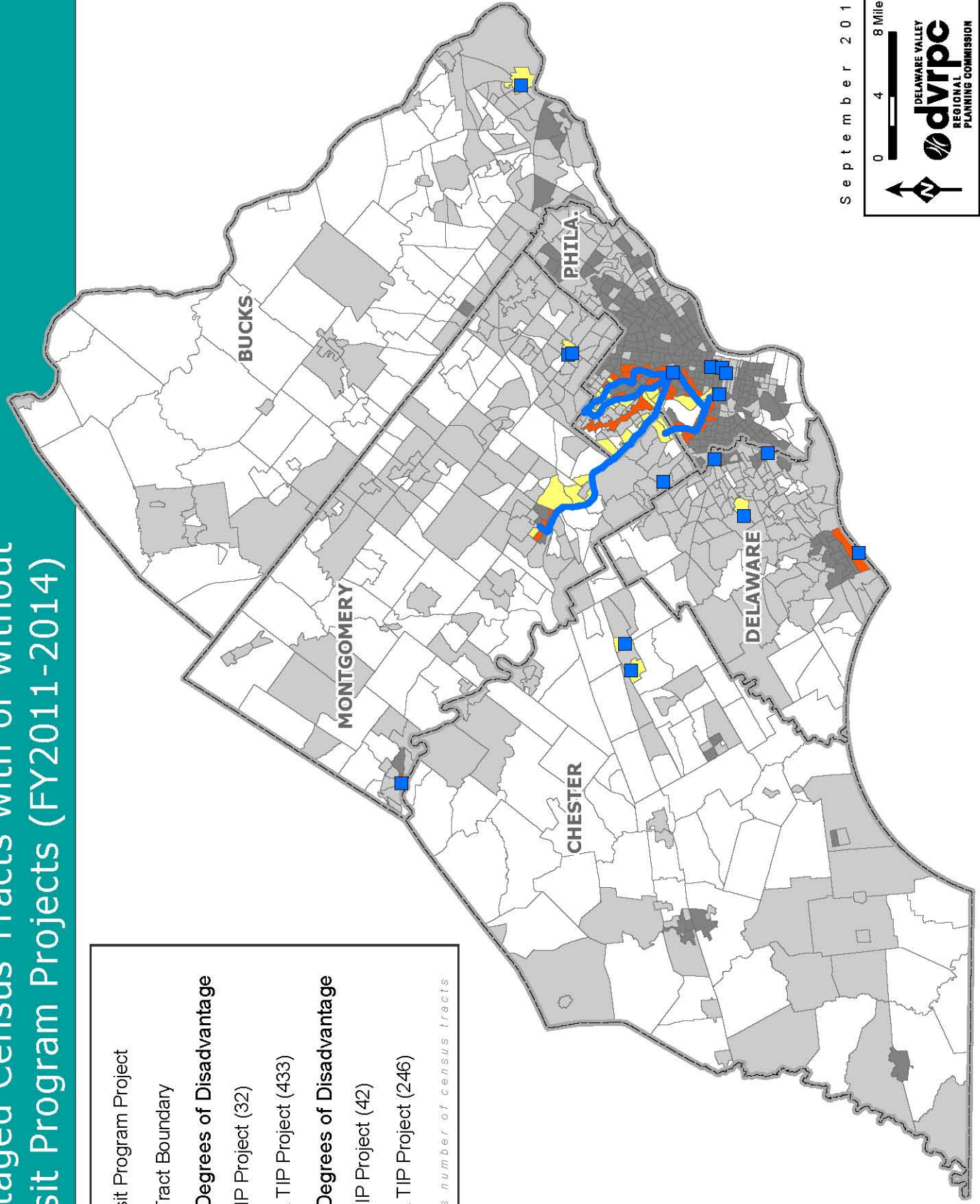
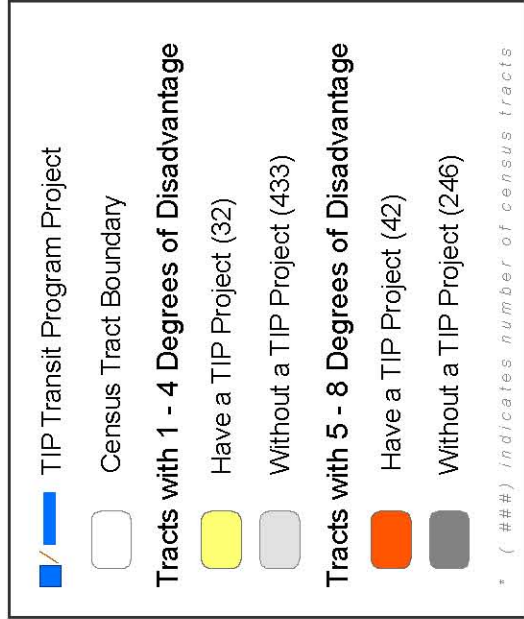


September 2010

0 4 8 Miles

dvtrpc
 DELAWARE VALLEY
 REGIONAL
 PLANNING COMMISSION











Disadvantaged Census Tracts with or without TIP Transit Program Projects (FY2011-2014)

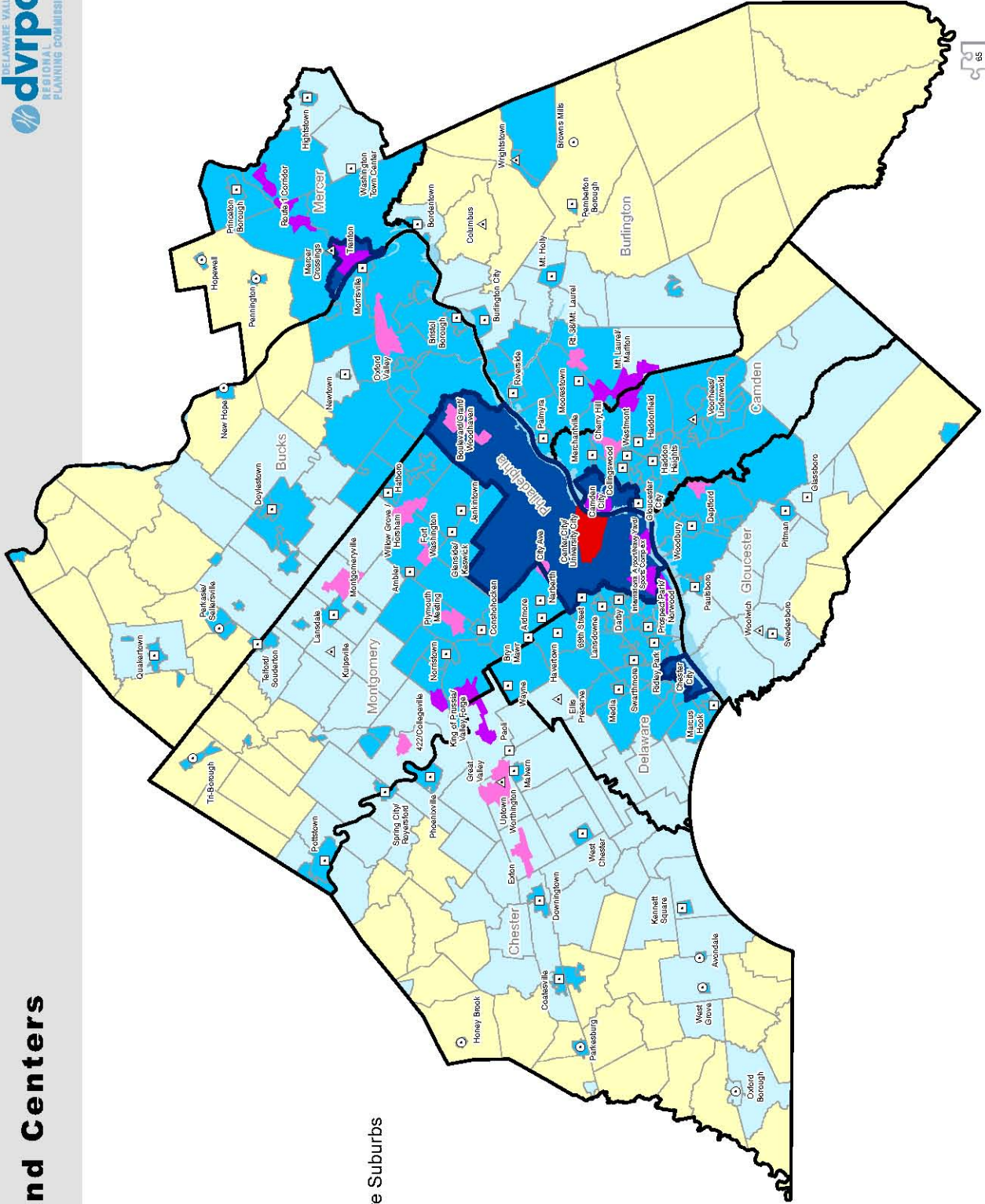


September 2010



Planning Areas and Centers

-  Metropolitan Center
-  Metropolitan Sub-Center
-  Suburban Center
-  Town Center
-  Rural Center
-  Planned Town Center
-  Core Cities
-  Developed Communities/Mature Suburbs
-  Growing Suburbs
-  Rural Areas



DVRPC FY2011
Transportation Improvement
Program for Pennsylvania

Pennsylvania
TIP Project Index

Listed by Project Title



DVRPC FY2011 Transportation Improvement Program for Pennsylvania

Project Listing and Index (Listed by project title)

Highway, Transit, and Interstate Management Programs

MPMS	County/ Agency	Project Title	State Route	Program	Page
64844	Philadelphia	30th Street Bridges (6) Over Amtrak's Northeast Corridor Rail Lines	8012	Highway	267
47147	Delaware	3rd Street Dam Over Broomall Lake		Highway	169
17460	Philadelphia	40th Street Bridge Over Amtrak/SEPTA	7301	Highway	247
56768	Philadelphia	41st Street Bridge Over Amtrak's Harrisburg Line (CB)	7301	Highway	258
87137	SEPTA	5th and Market Street Transportation Improvements		Highway	299
87176	SEPTA	69th Street Intermodal Parking Garage		Transit	346
47993	Delaware	7th Street Bridge Over Chester Creek	7023	Highway	171
82395	Various	ACT 44 Reserve Line Item		Highway	317
17622	Philadelphia	Adams Avenue Bridge Over Tacony Creek	1002	Highway	248
72906	Bucks	Afton Avenue Streetscape (HTSSRS)		Highway	116
48193	Philadelphia	Allen's Lane Bridge Over SEPTA R8 Rail Line	4003	Highway	256
13440	Bucks	Allentown Road and PA 663 Bridges (2) Over Licking Creek	0663	Highway	95
48418	Montgomery	Allentown Road Intersection Improvements	1001	Highway	212
74813	Montgomery	Ambler Pedestrian Sidewalk Improvements		Highway	233
65910	Montgomery	Ambler Streetscape/Station Landscaping	0309	Highway	224
74828	Philadelphia	American Cities/Safe Routes to School - Phase 3		Highway	279
70243	Philadelphia	American Street Streetscape		Highway	274
77471	Delaware	Amtrak Footbridge, Rosemont Avenue and Hinckley Avenue		Highway	190
16400	Montgomery	Arcola Road Bridge Over Perkiomen Creek (CB# 155)	7046	Highway	203
15225	Delaware	Ardmore Avenue Bridge Over SEPTA and Cobbs Creek	1018	Highway	164
90680	Montgomery	Ardmore Transit Center Line Item		Transit	324
16610	Montgomery	Ashmead Road Bridge Over Tookany Creek (CB)	7102	Highway	206
87937	Philadelphia	Avenue of the Arts Revitalization and Streetscape (TCSP)		Highway	294
77540	Philadelphia	Baltimore Avenue Pedestrian Lighting	0013	Highway	287
57750	Delaware	Baltimore Pike Closed Loop Signals	2016	Highway	173
48168	Delaware	Baltimore Pike Signals	2016	Highway	172
72597	Philadelphia	Ben Franklin Bridge Philadelphia Operational Improvement		Highway	276
87938	Montgomery	Bethlehem Pike Roadway Streetscape Improvements (TCSP)		Highway	245
74801	Montgomery	Bethlehem Pike Streetscapes		Highway	230
62299	Delaware	Bicyclists' Baltimore Pike	2010	Highway	177
83710	Chester	Boot Road Extension Bridge Over Brandywine Creek		Highway	155
79929	Various	Bridge Reserve Line Item		Highway	315
13727	Bucks	Bristol Road Intersection Improvements	2025	Highway	101
72908	Bucks	Broad and Main Streets Quakertown Borough Streetscape (HTSSRS)		Highway	116
77461	Montgomery	Broad Street Corridor Streetscape (HTSSRS)	2004	Highway	236
77455	Bucks	Broad/Main/Front Streets Streetscape - Phase III		Highway	118
57641	Bucks	Buselton/Bridgetown Pike Closed Loop Signal System	0213	Highway	110
13236	Bucks	Butler Avenue Bridge Over West Branch of Neshaminy Creek	0202	Highway	90
72977	Montgomery	Butler Pike Pedestrian Walkway Improvements (HTSSRS)		Highway	229
16099	Montgomery	Camp Road Bridge Over East Branch of Perkiomen Creek	1021	Highway	198
59966	SEPTA	Capital Asset Lease Program		Transit	327
59935	Pottstown	Capital/Operating Assistance - Pottstown Urban Transit		Transit	325
70014	Philadelphia	Center City Signal Improvements (North) - Phase III		Highway	273
17655	Philadelphia	Center City Traffic Systems (South) - Phase II	0291	Highway	249
87088	Bucks	Chalfont Pedestrian Facilities (SRTS)		Highway	122
14251	Chester	Chandler Mill Road Bridge Over West Branch of Red Clay Creek	7015	Highway	126

MPMS	County/ Agency	Project Title	State Route	Program	Page
70245	Delaware	Chester City Access Improvements II	2028	Highway	186
72913	Delaware	Chester Commercial Business District (HTSSRS)		Highway	188
47986	Delaware	Chester Creek Bicycle/Pedestrian Trail		Highway	170
14663	Chester	Chester Valley Trail (Sec 1/3) - Phase 1	3070	Highway	132
14675	Chester	Chester Valley Trail (Sec 2/3) - Phase 2		Highway	133
16705	Montgomery	Chester Valley Trail Extension (C036)		Highway	210
65127	Delaware	Chester Waterfront Development Streetscape Improvements		Highway	179
14354	Chester	Chestnut Street Bridge Over Amtrak/SEPTA R5 Rail Line	7205	Highway	129
17816	Philadelphia	Chestnut Street Bridges (4) at 30th Street	0003	Highway	252
77464	Philadelphia	Chinatown Plaza Revitalization	2676	Highway	283
16396	Montgomery	Church Road Bridge Over Norristown High Speed Line (CB)	7220	Highway	202
14261	Chester	Church Road Bridge Over Valley Creek		Highway	127
77457	Chester	Church Street Streetscape		Highway	151
57902	Philadelphia	City Wide 3R Betterments		Highway	262
13014	Bucks	Clay Ridge Road Bridge Over Beaver Creek (CB #30)		Highway	89
66461	Various	CMAQ Project Engineering and Management - DVRPC		Highway	311
84318	Various	CMAQ Reserve Line Item		Highway	318
72910	Chester	Coatesville Third Avenue Train Station (HTSSRS)		Highway	149
71195	Chester	Coatesville Train Station Rehabilitation	0030	Highway	148
75800	Delaware	College Avenue Bridge Over SEPTA Norristown High Speed Line		Highway	188
77462	Montgomery	Collegeville Main Street Revitalization - Phase II (HTSSRS)		Highway	236
74840	DRPA	Commodore Barry Bridge Security Improvements - DRPA		Transit	323
15468	Delaware	Concord Road Bridge Over Baldwin Run	3007	Highway	168
15299	Delaware	Concord Road Bridge Over SEPTA Chester Creek Branch Line	3004	Highway	166
57772	Delaware	Convent Road Bridge Over Chester Creek (CB# 6)	7023	Highway	145
79683	Philadelphia	Cottman-Princeton Local Street Improvements and Ramps (CP1)		Interstate	357
79685	Philadelphia	Cottman-Princeton Main Line and Ramps (CP2)		Interstate	358
50634	Bucks	County Line Road Restoration (3R)	2038	Highway	105
64779	Bucks	County Line Road Widening	2038	Highway	112
57864	Montgomery	Cowpath Road/Godshall Road/Broad Street Improvements	1012	Highway	216
74831	Philadelphia	Cresheim Valley Drive Revitalization		Highway	280
48197	Various	CSX Trenton Line		Highway	304
14891	Delaware	Darby Road/Paoli Road Bridges (2) Over Little Darby Creek and Wigwam Run	1015	Highway	161
60275	SEPTA	Debt Service		Transit	331
74827	Bucks	Delaware Canal Enhancement		Highway	117
70218	Bucks	Delaware Canal Pedestrian Tunnel		Highway	115
13342	Bucks	Delaware Road Bridge Over Delaware Canal	1016	Highway	93
75854	Various	District Program Management Services "A"		Highway	312
75855	Various	District Program Management Services "B"		Highway	313
77469	Bucks	Doylestown Borough Safe Routes to School		Highway	120
48201	Various	DVRPC Competitive CMAQ Program		Highway	306
90180	Philadelphia	East Coast Greenway/58th Street Connector Greenway (TIGER)		Highway	297
71202	Delaware	East Coast Greenway/Chester Riverfront Improvements, Phase II	0291	Highway	187
57865	Montgomery	Edge Hill Road Reconstruction	2034	Highway	217
16484	Montgomery	Edgehill Road Bridge Over Old York Road	2034	Highway	205
16191	Montgomery	Elm Street Bridge Over Plymouth Creek	3013	Highway	199
60571	SEPTA	Environmental Cleanup and Protection Program		Transit	335
61717	Philadelphia	Fairmount Water Works Dock		Highway	265
60611	SEPTA	Fare Collection System/New Payment Technologies		Transit	339
60317	SEPTA	Federal Preventive Maintenance		Transit	333

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80052	Montgomery	Fetters Mill Bridge Over Pennypack Circle		Highway	241
71203	Montgomery	Flourtown-Erdenheim Community Gateways	2018	Highway	228
15008	Delaware	Folcroft Avenue Bridge Over Amtrak/SEPTA R2 Rail Line	7410	Highway	162
77467	Philadelphia	Fox Chase/Rockledge Streetscape, Philadelphia - Phase III	0232	Highway	284
77465	Philadelphia	Frankford Avenue Improvement Plan (HTSSRS)		Highway	283
73012	Philadelphia	Frankford Avenue Streetscape Improvements (HTSSRS)		Highway	277
74833	Philadelphia	Frankford Avenue/Mayfair Streetscape Improvements	0013	Highway	281
57659	Chester	French Creek Parkway - Phase 1		Highway	135
16408	Montgomery	Fruitville Road Bridge Over Perkiomen Creek (CB #232)	7046	Highway	204
13167	Bucks	Geigel Hill Road Bridge Over Tinicum Creek	1014	Highway	89
57770	Delaware	Grant Avenue Bridge Over Muckinipates Creek	7023	Highway	174
69913	Philadelphia	Grays Ferry Avenue Bridge Over Schuylkill River	3021	Highway	272
16197	Montgomery	Greenwood Avenue Bridge Over SEPTA Mainline Commuter Rail	2054	Highway	200
87281	Chester	Grove Road Drainage Improvements		Highway	159
86064	Chester	Hadfield Road Bridge Over Beaver Creek (CB #244)		Highway	158
17659	Philadelphia	Harbison Avenue/Aramingo Avenue Safety Improvements (C048)	2009	Highway	250
69911	Chester	Harmonyville Road Bridge	4018	Highway	144
57897	Philadelphia	Haverford Avenue Signal Modernization		Highway	261
13716	Bucks	Headquarters Road Bridge Over PA Canal	1012	Highway	100
13742	Bucks	Hellertown Road Bridge Over Cooks Creek (Cooks Crossing)	0412	Highway	102
17350	Philadelphia	Henry Avenue Bridge Over Wissahickon Creek	4001	Highway	247
16194	Montgomery	High Street Bridge Over Manatawny Creek	4031	Highway	200
79927	Various	Highway Reserve Line Item		Highway	314
64984	Various	Highway Transportation Enhancements Line Item		Highway	309
17464	Philadelphia	Holme Avenue Bridge Over Conrail	1016	Highway	248
80055	Philadelphia	Holme Avenue Bridges (2) Over Roosevelt Boulevard		Highway	291
13606	Bucks	Hulmeville Avenue Bridge Over Conrail	2047	Highway	97
77804	Montgomery	Huntingdon Pike Traffic Signal Upgrade	0232	Highway	237
70228	Delaware	I-476, MacDade Boulevard Ramp Improvements	2006	Highway	185
80479	Montgomery	I-476, Mid County Expressway Roadway Reconstruction		Highway	242
59522	Montgomery	I-476, PA Turnpike Northeast Extension/PA 309 Corridor Incident Traffic Management	9101	Highway	217
80093	Various	I-76, Regional Travel Information		Highway	316
79903	Philadelphia	I-95, Betsy Ross Bridge Ramps Construction (BR0)		Interstate	359
47812	Philadelphia	I-95, Betsy Ross Interchange (BRI) - Design	0095	Interstate	356
79686	Philadelphia	I-95, Columbia Street to Ann Street (GR1)		Highway	288
79908	Philadelphia	I-95, North of Bridge Street Interchange Construction (BS1)		Interstate	360
47811	Philadelphia	I-95, Orthodox Street to Levick Street (BSR) - Design	0095	Interstate	355
13347	Bucks	I-95, PA Turnpike Interchange (TPK)	0095	Highway	94
17821	Philadelphia	I-95, Shackamaxon Street to Ann Street (GIR) - Design	0095	Highway	253
83640	Philadelphia	I-95, Shackamaxon Street to Columbia Street (GR2) (IMP)		Interstate	361
17918	Bucks	I-95, Transit Improvements/FLEX (Cornwells Heights)		Highway	103
90509	SEPTA	Infrastructure Safety and Renewal Program - Building and Bridges		Transit	348
90515	SEPTA	Infrastructure Safety and Renewal Program - Communication and Signals		Transit	350
90528	SEPTA	Infrastructure Safety and Renewal Program - Power		Transit	351
90497	SEPTA	Infrastructure Safety and Renewal Program - Tracks		Transit	347
72738	Various	Intelligent Transportation Systems (ITS) Including RIMIS - DVRPC		Highway	312
17697	Philadelphia	Island Avenue Signal Upgrade	3013	Highway	250
84642	SEPTA	Jenkintown Platform and Garage Project		Transit	345
78758	Philadelphia	JFK Boulevard Bridges (3) Over 21st/22nd/23rd Streets		Highway	287
60629	SEPTA	Job Access and Reverse Commute (JARC) and New Freedom		Transit	340

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13661	Bucks	Jugtown Hill Road Bridge Over PA Canal (CB# 204)	7009	Highway	99
83742	Montgomery	Keim Street Bridge Over Schuylkill River		Highway	242
77476	Chester	Kennett Pike Bikeway	0052	Highway	152
70241	Chester	Kennett Square Closed Loop Signal System		Highway	147
80053	Montgomery	Knight Road Bridge Over Green Lane Reservoir		Highway	241
77472	Delaware	Knowles Avenue Sidewalk and Underpass		Highway	191
78742	Montgomery	Lafayette Avenue Bridge Over Wissahickon Creek		Highway	237
57858	Montgomery	Lafayette Street Extension (MG1)	9102	Highway	215
87392	Montgomery	Lafayette Street Extension (MGL)		Highway	245
79864	Montgomery	Lafayette Street, Barbados Street to Ford Street Widening (MGN)		Highway	239
79863	Montgomery	Lafayette Street, Ford Street to Conshohocken Road Extension (MGP)		Highway	238
57898	Philadelphia	Lancaster Avenue Signal Modernization	0030	Highway	261
77450	Delaware	Lansdowne Gateway Park & Pedestrian/Bike Trail		Highway	189
57893	Philadelphia	Lehigh Avenue East Signal Modernization	2014	Highway	260
62717	Philadelphia	Lehigh Avenue West Signal Modernization	2014	Highway	266
60655	SEPTA	Levittown Intermodal Facility Improvements (B)		Transit	342
15769	Montgomery	Limekiln Pike Bridge Over Little Neshaminy Creek	0152	Highway	196
77460	Delaware	Lincoln Avenue Renaissance Project	0420	Highway	190
57901	Philadelphia	Lincoln Drive (3R)		Highway	262
77448	Bucks	Lindenfield Pedestrian Bridge/Fairview Park Pedestrian Trail		Highway	117
14236	Chester	Little Washington Road Bridge Over Culbertson Road	4006	Highway	125
57773	Delaware	Lloyd Street Bridge Over Amtrak/SEPTA R2 Rail Line (CB)	7301	Highway	176
79743	Philadelphia	Logan Square, 20th/Winter/Parkway Improvements		Highway	289
80060	Chester	London Track Bridge Over White Clay Creek		Highway	154
13477	Bucks	Lower State Road Bridge Over Neshaminy Creek	2089	Highway	96
64790	Delaware	MacDade Boulevard Closed Loop Signal System	2006	Highway	178
74803	Montgomery	Main Street in Lansdale Pedestrian	0063	Highway	231
84643	SEPTA	Malvern Station and Pedestrian Tunnel Improvements		Transit	345
61714	Philadelphia	Manayunk Canal Restoration		Highway	265
77452	Philadelphia	Manayunk Canal Restoration - Phase III		Highway	282
50522	Philadelphia	Manayunk Recreational Path/Fairmount Bikeway - Phase 2		Highway	257
65911	Delaware	Marcus Hook Streetscape	0013	Highway	180
72793	Philadelphia	Market Street Bridge Over Schuylkill River Enhancement	3010	Highway	276
69828	Philadelphia	Market Street Bridges (2) Over Schuylkill River and CSX Railroad (MSB)	3010	Highway	271
17657	Philadelphia	Market Street Signal and Pedestrian Improvements	3010	Highway	249
77466	Philadelphia	Mid-East Girard Avenue Streetscape	2008	Highway	284
77485	Philadelphia	Mill Creek Safe Routes to School		Highway	286
16681	Montgomery	Mill Road Bridge Over Branch of Meadow Brook Road	2068	Highway	207
80056	Bucks	Mill Road Bridge Over Neshaminy Creek		Highway	120
74804	Montgomery	Mill Street Improvements		Highway	231
17900	Various	Mobility Alternatives Program (MAP)/Share a Ride Program (SAR)/HER		Highway	301
57276	Philadelphia	Montgomery Avenue Bridge over Amtrak at 30th Street (CB)	7301	Highway	259
57757	Delaware	Morton Avenue Intersection Improvements	2025	Highway	174
86368	Delaware	Mount Alverno Road Bridge Over Chester Creek (CB #9)		Highway	192
50520	Delaware	Nether Providence Sidewalks and Trail	3003	Highway	173
87119	Delaware	Nether Providence Township Sidewalks (SRTS)		Highway	194
47992	Delaware	New Road Over West Branch of Chester Creek (Crozierville Bridge)	7023	Highway	171
57664	Chester	Newark Road Intersection Improvement	3033	Highway	136
57639	Bucks	Newtown-Yardley Road Intersection Improvements		Highway	109
82216	Various	NHS Reserve Line Item		Highway	317
72978	Montgomery	Norristown Main Street Streetscape - Phase III (HTSSRS)		Highway	229

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17813	Philadelphia	North Broad Street/Avenue of the Arts Study	0611	Highway	251
74807	Montgomery	North Broad Streetscape Improvements		Highway	232
46956	Philadelphia	North Delaware Avenue Extension		Highway	254
90482	Philadelphia	North Delaware Riverfront Greenway (TIGER)		Highway	298
61712	Philadelphia	North Delaware Riverfront Greenway/Heritage Trail/K&T Line Item		Highway	264
64798	Montgomery	North Narberth Avenue Bridge Over Amtrak/SEPTA (CB)	7412	Highway	223
61695	Delaware	Oakland Road Corridor Easement		Highway	176
13240	Bucks	Old Bethlehem Road Bridge Over Kimples Creek	4101	Highway	90
16703	Montgomery	Old Betzwood Bridge Bicycle/Pedestrian Trail (C047) - Part 5 of River Crossing Complex	3051	Highway	209
15185	Delaware	Old Forge Road Over Rocky Run (CB #209)	7023	Highway	163
57683	Chester	Old Gap/Newport Pike Bridge Over Valley Creek	7401	Highway	136
61682	Bucks	Old Route 13 Pedestrian Improvements	0013	Highway	111
74808	Montgomery	Old York Rd Street Improvements		Highway	232
77470	Chester	Operation Safe Kids - Phoenixville	0029	Highway	152
86698	Chester	Osborne Road Bridge Over Beaver Creek		Highway	159
13635	Bucks	Oxford Valley Road/Lincoln Highway Intersection Improvements	2029	Highway	99
17928	Various	Ozone Action Program		Highway	302
80042	Chester	PA 100, Corridor Safety Improvements	0100	Highway	153
14515	Chester	PA 100, Shoen Road to Gordon Drive (02L)	0100	Highway	130
84989	Chester	PA 100, South Pines Community Noisewalls		Highway	157
47131	Bucks	PA 13/PA Turnpike/Green Lane Road Interchange and Safety Improvements	0013	Highway	103
16688	Montgomery	PA 23, River Road Intersection Improvement	0023	Highway	208
66952	Montgomery	PA 23/Valley Forge Road and North Gulph Road Relocation (2NG) - Part 1 of River Crossing Complex	0422	Highway	225
85062	Chester	PA 252 Underpass/US 30 Intersection		Highway	157
15345	Delaware	PA 252, Providence Road Widening	0252	Highway	167
50633	Bucks	PA 263, Old York Road Concrete Rehabilitation and Overlay	0263	Highway	104
74817	Montgomery	PA 263, York Road Hatboro Revitalization		Highway	234
72994	Montgomery	PA 263, York Road Hatboro Revitalization (HTSSRS)		Highway	230
16086	Montgomery	PA 29, Gravel Pike Bridge Over East Branch of Perkiomen Creek	0029	Highway	198
16085	Montgomery	PA 29, Gravel Pike Bridge Over Hosensack Creek	0029	Highway	197
70227	Chester	PA 29, Intersection Improvements - Phase III	0029	Highway	146
57849	Montgomery	PA 29, Main Street Bridge Over Reading Railroad Tracks (Removal)	0029	Highway	213
70219	Delaware	PA 291, East Coast Greenway		Highway	185
71200	Delaware	PA 291, East Coast Greenway/Industrial Heritage Highway	0291	Highway	187
57904	Philadelphia	PA 291, Platt Bridge Over Schuylkill River	0291	Highway	263
16438	Montgomery	PA 309, Connector Project - Phase I	1058	Highway	205
69799	Montgomery	PA 309, ITS Integration	0309	Highway	226
86923	Bucks	PA 309, Sellersville Bypass, Resurfacing (PM1)		Highway	121
13609	Bucks	PA 313/US 202, East State Street to Mechanics Road Intersection Improvements	0202	Highway	98
69919	Chester	PA 372, Lower Valley Road Bridge Over Officers Run	0372	Highway	145
14484	Chester	PA 41 Study	0041	Highway	129
69918	Chester	PA 41, Gap Newport Pike Bridge Over Officers Run	0041	Highway	145
69917	Chester	PA 41, Gap Newport Pike Bridge Over Valley Creek	0041	Highway	144
14613	Chester	PA 41, Gap Newport Road Intersection Improvements	0041	Highway	132
77468	Bucks	PA 413, Langhorne Borough Streetscape - Phase I (HTSSRS)	0413	Highway	119
13576	Bucks	PA 413, New Rodgers Road Corridor Improvements	0413	Highway	96
64791	Delaware	PA 420 Kedron Avenue	0420	Highway	179
86924	Montgomery	PA 422 Resurfacing (PM2)		Highway	243

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15406	Delaware	PA 452, Market Street Bridge Over Amtrak/SEPTA R-2 Rail Line	0452	Highway	168
80101	Chester	PA 52, Wawaset/Unionville Road South Roundabout	0052	Highway	155
86860	Bucks	PA 611 Bridge Over Cooks Creek		Highway	121
16214	Montgomery	PA 611, Old York Road Over SEPTA R3	0611	Highway	201
50646	Montgomery	PA 63 Bridges (3) Over Unami Creek and East Branch of Perkiomen	0063	Highway	212
16334	Montgomery	PA 73, Church Road Intersection and Signal Improvements	0073	Highway	202
74811	Montgomery	PA 73, Skippack Pike at Narcissa Road Improvements	0073	Highway	233
57684	Chester	PA 82 Bicycle/Pedestrian Trail		Highway	137
14327	Chester	PA 926 Bridge Over Brandywine Creek	0926	Highway	127
60574	SEPTA	Paoli Transportation Center		Transit	336
47979	Chester	Paoli Transportation Center Road Improvements	0030	Highway	135
60599	SEPTA	Paratransit Vehicle Purchase		Transit	338
65903	Chester	Park Road Pedestrian Bridge Over PA Turnpike		Highway	143
71198	Chester	Park Road Trail	0100	Highway	149
84649	Philadelphia	Parkway Streetscape Improvements		Highway	292
62694	Philadelphia	Passyunk Avenue Drawbridge Over the Schuylkill River	3019	Highway	265
68072	Philadelphia	PATCO Directional Signage, Philadelphia		Highway	270
87940	Delaware	Pedestrian and School Children Safety (TCSP)		Highway	195
16216	Montgomery	Pennswood Road Bridge Over Amtrak/SEPTA R5 Rail Lines	7104	Highway	201
65915	Philadelphia	Pennsylvania Avenue Bicycle/Pedestrian Improvements		Highway	268
46958	Philadelphia	Philadelphia Naval Shipyard Access		Highway	255
72996	Philadelphia	Philadelphia School Zone Safety Improvements (HTSSRS)		Highway	277
77475	Philadelphia	Philadelphia School Zone Safety Improvements (HTSSRS) - Phase 2		Highway	285
74823	Philadelphia	Philadelphia Zoo Intermodal Transportation Center		Highway	278
72911	Chester	Phoenixville Streetscape (HTSSRS)	1040	Highway	150
77459	Chester	Phoenixville Streetscape (HTSSRS)		Highway	151
13242	Bucks	Pineville Road Bridge Over Pidcock Creek	2103	Highway	91
57851	Montgomery	Plank Road/Otts Road/Meyers Road/Seitz Road Intersection Improvements	4044	Highway	214
48186	Montgomery	Pottstown Area Signal System Upgrade	4031	Highway	211
87097	Montgomery	Pottstown Borough Improvements (SRTS)		Highway	244
74841	Philadelphia	PRPA Access Project		Highway	281
80050	Chester	Pusey Mill Road Bridge Over Big Elk Creek (Quimbry's Bridge)		Highway	154
57635	Bucks	Quakertown Joint Closed Loop Signal System	0309	Highway	108
69824	Bucks	Rabbit Run Canal Bridge Over PA Canal	0032	Highway	113
36927	Various	Railroad/Highway Grade Crossings		Highway	303
74835	DRPA	Rebuild PATCO Cars - DRPA		Transit	323
48202	Various	Regional GIS Support - DVRPC		Highway	306
60255	SEPTA	Regional Rail Signal Modernization Program		Transit	329
60651	SEPTA	Regional Rail Substation Improvement Program		Transit	341
57927	Various	Regional Safety Initiatives (HSIP)		Highway	307
13296	Bucks	Rickert Road Bridge Over Morris Run Creek (CB #21)	7009	Highway	92
16577	Montgomery	Ridge Pike, Butler Pike to Philadelphia Reconstruction and Signal Upgrade		Highway	206
57278	Philadelphia	Rising Sun Avenue Over Conrail at 2nd Street (CB) - Removal	7301	Highway	259
69912	Bucks	River Road Bridge Over Tohickon Creek	0032	Highway	114
15992	Montgomery	Rockland Avenue Bridge Over Amtrak's Harrisburg Line (Removal)		Highway	197
86361	Montgomery	Rockledge Streetscape Improvements, Rockledge - Phase III	0232	Highway	243
84646	Philadelphia	Roosevelt Boulevard Safety Improvements - Phase II		Highway	292
80051	Delaware	Rosemont Avenue Bridge Over Darby Creek (CB #73)		Highway	191
68027	Delaware	Route 1, Upper Darby Township Closed Loop Signals	0001	Highway	181

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71159	Bucks	Route 13, East Coast Greenway Bicycle/Pedestrian Bridge	0013	Highway	115
65922	Bucks	Route 13, East Coast Greenway Bicycle/Pedestrian Bridge (North) - Phase 1	0013	Highway	113
77449	Bucks	Route 13, East Coast Greenway Bicycle/Pedestrian Bridge (South) - Phase 2	0013	Highway	118
77456	Bucks	Route 13, Redevelopment Project, Croydon	0013	Highway	119
47392	Bucks	Route 13/Bristol Pike, PA 413 to Levittown Parkway Restoration	0013	Highway	104
57625	Bucks	Route 232, Swamp Road Safety Improvements	0232	Highway	107
47409	Delaware	Route 291, Governor Printz Boulevard Bridge Over Darby Creek (Essington Bridge)	0291	Highway	169
57619	Bucks	Route 313 Corridor Improvements	0313	Highway	106
71193	Chester	Route 322, PA Bicycle Route L, Realignment & Safety	3057	Highway	147
77479	Philadelphia	Roxborough Streetscape Improvements (HTSSRS)	3009	Highway	286
14351	Chester	Rudolph and Arthur Covered Bridge On Camp Bonsul Road over Big Elk Creek		Highway	128
77085	Delaware	Ruth Bennett House		Highway	189
71197	Chester	Sadsburyville Village Enhancement Plan (HTSSRS)	4001	Highway	148
75764	Montgomery	Salford Station Road Bridges (2) Over Mill Race and Perkiomen Creek		Highway	235
15793	Montgomery	Salfordville Road Bridge Over East Branch of Perkiomen Creek	1017	Highway	196
87107	Philadelphia	School District of Philadelphia Improvement (SRTS)		Highway	293
70220	Philadelphia	Schuylkill River Park Bicycle/Pedestrian Ramp		Highway	274
74829	Philadelphia	Schuylkill River Park Rail Crossings		Highway	280
81584	Philadelphia	Schuylkill River Park/Banks Park Pedestrian Bridge (TIGER)		Highway	291
59434	Chester	Schuylkill River Trail (Q20)		Highway	137
61885	Chester	Schuylkill River Trail (Q42)		Highway	139
90141	Philadelphia	Schuylkill River Trail at Bartram's Garden (ECG) (TIGER)		Highway	296
90144	Philadelphia	Schuylkill River Trail, Shawmont Avenue to Montgomery County Line (TIGER)		Highway	297
77478	Philadelphia	Schuylkill Trails/Dupont Crescent Bicycle & Pedestrian Trail (HTSSRS)		Highway	285
15306	Delaware	Sellers Avenue Bridge Over Amtrak and SEPTA R2 Rail Line	2031	Highway	167
60286	SEPTA	SEPTA Bus Purchase Program - 40'		Transit	332
90512	SEPTA	SEPTA Bus Purchase Program - 60'		Transit	349
85059	Philadelphia	Shakespeare Park Renovation		Highway	293
65914	Delaware	Sharon Hill Train Station Rehabilitation		Highway	180
84457	Various	Signal Retiming Program		Highway	318
87124	Philadelphia	Sister Cities Plaza Renovation - Phase I		Highway	294
69665	Delaware	South Creek Road Bridge Over Brandywine Creek	3101	Highway	181
60687	Chester	Southern Chester County Rail Corridor Improvements (Q26)		Highway	138
77180	SEPTA	State of Good Repair		Transit	343
60271	SEPTA	Station Accessibility Program - ADA Compliance		Transit	330
15183	Delaware	Station Road Bridge Over Chester Creek (CB #234)		Highway	163
69826	Bucks	Steinburg Road Bridge Over Molasses Creek	4059	Highway	114
57894	Philadelphia	Stenton Avenue and Godfrey Avenue Signal Modernization		Highway	260
88083	Bucks	Stoopville Road Improvements - Phase 2		Highway	123
79980	Various	STU Reserve Line Item		Highway	316
64781	Bucks	Swamp Road/Pennswood Road Bridge Over Branch of Neshaminy Creek	2036	Highway	112
87109	Delaware	Swarthmore Borough Pedestrian Access Upgrade (SRTS)		Highway	193
60557	SEPTA	System Improvements		Transit	334
66460	Various	TE Project Engineering and Management - DVRPC		Highway	311
64845	Montgomery	Terwood Road Bridge Over Branch of Pennypack Creek	2033	Highway	223
68067	Philadelphia	Tidal Schuylkill River Greenway & Trail/Boardwalk (TIGER)		Highway	269
16150	Montgomery	Tookany Creek Parkway Bridge Over Tookany Creek (CB)	7102	Highway	199

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77183	SEPTA	Transit and Regional Rail Station Program		Transit	344
65109	Various	Transit Flex - SEPTA		Highway	310
17891	Various	TransitChek Mass Marketing Efforts		Highway	300
64652	Various	Transportation Community Development Initiative (TCDI)		Highway	308
48199	Various	Transportation Management Associations (TMA)		Highway	305
86370	Delaware	Tribbitt Avenue Bridge Over Hermesprota Creek (CB #237)		Highway	193
90006	Montgomery	Trooper Road Closed Loop (TCSP)		Highway	246
90197	Bucks	Tyburn Road Bridges (1) Over Amtrak/Conrail		Highway	124
48195	Philadelphia	Tyson Avenue Signal Improvement		Highway	256
86077	Various	Update Travel Simulation - DVRPC		Highway	319
87120	Delaware	Upper Darby Township Sidewalks (SRTS)		Highway	194
74815	Montgomery	Upper Gwynedd Streetscape Improvements		Highway	234
87099	Montgomery	Upper Gwynedd Township Improvements (SRTS)		Highway	244
13607	Bucks	Upper Ridge Road Bridge Over Unami Creek	4033	Highway	98
15251	Delaware	US 1, Baltimore Pike Interchange Improvements	0352	Highway	165
14541	Chester	US 1, Baltimore Pike Widening	0001	Highway	131
15298	Delaware	US 1, Township Line Road Bridge Over SEPTA Route 100 Rail Line	0001	Highway	166
47994	Delaware	US 13, Chester Pike/MacDade Boulevard	0013	Highway	172
63493	Montgomery	US 202, 5-Points Intersection Improvements (71A)	0202	Highway	221
64498	Chester	US 202, Exton Bypass to Route 29 (Section 330-Mainline)	0202	Highway	142
63486	Montgomery	US 202, Johnson Highway to Township Line Road (61S)	0202	Highway	218
80021	Montgomery	US 202, Markley Street Improvements (Section 510)		Highway	240
80022	Montgomery	US 202, Markley Street Improvements (Section 520)		Highway	240
16665	Montgomery	US 202, Markley Street Southbound (Section 500)	0202	Highway	207
16755	Montgomery	US 202, Morris Road to PA 309 Design (Section 650)	0202	Highway	211
63491	Montgomery	US 202, Morris Road to Swedesford Road (65S)	0202	Highway	220
15385	Chester	US 202, Section 100 (ES1) - Design	0202	Highway	134
84410	Chester	US 202, Section 300 CMP Commitments (Transit)		Highway	156
63494	Montgomery	US 202, Section 700 ITS		Highway	221
64494	Chester	US 202, Swedesford Road to PA 29 (Section 320)	0202	Highway	141
63490	Montgomery	US 202, Township Line Road to Morris Road (61N)	0202	Highway	219
14532	Chester	US 30, Coatesville Downingtown Bypass Reconstruction Design	0030	Highway	131
14767	Delaware	US 30, Lancaster Avenue Closed Loop Signals	0030	Highway	161
69647	Chester	US 322, Brandywine Creek Avenue Bridge Over Brandywine Creek	0322	Highway	143
69815	Delaware	US 322, Environmental Mitigation (MIT)	0322	Highway	182
69817	Delaware	US 322, Featherbed Lane to I-95 (Section 102)	0322	Highway	184
69816	Delaware	US 322, US 1 to Featherbed Lane (Section 101)	0322	Highway	183
64222	Chester	US 422 Expressway Reconstruction, Chester and Montgomery (M1A)	0422	Highway	140
70197	Montgomery	US 422, (New) Expressway Bridge Over Schuylkill River (SRB) - Part 3 of River Crossing Complex	0422	Highway	227
89715	Montgomery	US 422, Sanatoga Interchange Ramp Improvements		Highway	246
66986	Montgomery	US 422, Schuylkill River Bridge Over Schuylkill River (M2A)	0422	Highway	226
64796	Montgomery	US 422/PA 363 Interchange Reconstruction (4TR) - Part 2 of River Crossing Complex	0422	Highway	222
59973	SEPTA	Utility Fleet Renewal Program - Non Revenue Vehicles		Transit	328
61690	Chester	Uwchlan Township Trails - Phase II		Highway	138
87939	Chester	Valley Forge Loop Trail - Missing Link (TCSP)		Highway	160
72355	Montgomery	Valley Green Road Bridge Over Wissahickon Creek	7046	Highway	228
60582	SEPTA	Vehicle Overhaul Program		Transit	337
15407	SEPTA	Villanova Intermodal Station Accessibility	0030	Transit	326
88767	Philadelphia	Vine Street Expressway Bridges (2) Over I-676 Expressway (PAA) - Part 1		Highway	295

MPMS	County/ Agency	Project Title	State Route	Program	Page
88768	Philadelphia	Vine Street Expressway Bridges (3) Over I-676 Expressway (PAC) - Part 3		Highway	295
80054	Philadelphia	Vine Street Expressway Bridges (7) Over I-676 Expressway (PAB) - Part 2		Highway	290
80049	Chester	Walker Road Bridge Over Trout Run Creek (Thompson's Bridge)		Highway	153
13248	Bucks	Walnut Street Bridge Over Perkiomen Creek (CB #13)	7009	Highway	92
74824	Philadelphia	Walnut Street Gateway Improvements (TIGER)		Highway	279
86696	Chester	Watermark Road Bridge Over Muddy Run (CB #21)		Highway	158
71210	Philadelphia	West Bank Greenway/Philadelphia Zoo Multipurpose Trail	0013	Highway	275
14134	Chester	West Bridge Street Bridge Over Amtrak		Highway	125
72912	Chester	West Grove Community Streetscape (HTSSRS)		Highway	150
13762	Bucks	West Maple Avenue Bridge Over Neshaminy Creek	0213	Highway	102
74937	Montgomery	Whitemarsh Township Street Improvements		Highway	235
69909	Philadelphia	Willits Road Bridge Over Wooden Bridge Run	1011	Highway	272
76870	Philadelphia	Willow Grove Avenue Bridge Over SEPTA R8 Rail Line (CB)	7301	Highway	282
57624	Bucks	Woodbourne Road/Lincoln Highway Intersection Improvements	2033	Highway	106
84961	Chester	Yellow Springs Parking & Street Enhancement (TCSP)		Highway	156

DVRPC FY2011
Transportation Improvement
Program for Pennsylvania

Pennsylvania
Highway Program



DVRPC FY 2011-2014 TIP for PA

Pennsylvania - Highway Program

Bucks

MPMS# 13014 *Clay Ridge Road Bridge Over Beaver Creek (CB #30)*

AQ Code S19

LIMITS Over Beaver Creek

IMPROVEMENT: Bridge Repair/Replacement

Not SOV Capacity Adding

MUNICIPALITIES: Tincum Township

PROJECT MANAGER: TSS/GANNETT

No Let Date

Reconstruction of a 1909 reinforced concrete arch bridge located in Tincum Township. The bridge is 25 feet long and is identified as County Bridge # 30.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	BOO			315									
FD	183			59									
FD	LOCAL			20									
ROW	BOO					48							
ROW	183					10							
ROW	LOCAL					2							
UTL	BOO					48							
UTL	183					10							
UTL	LOCAL					2							
CON	BOO							2,027					
CON	183							380					
CON	LOCAL							127					
		0	0	394	0	120	0	2,534	0	0	0	0	0
		Total FY2011-2014		394		Total FY2015-2018		2,654		Total FY2019-2022		0	

MPMS# 13167 *Geigel Hill Road Bridge Over Tincum Creek SR:1014*

AQ Code 2020M

LIMITS Over Tincum Creek

IMPROVEMENT: Bridge Repair/Replacement

Not SOV Capacity Adding

MUNICIPALITIES: Tincum Township

PROJECT MANAGER: HNTB/NV

Est Let Date: 7/5/2012

Replacement of existing pony truss bridge in Tincum Township, Bucks County. The structure carries S.R. 1014 (Geigel Hill Rd.) over the Tincum Creek and is located in the Ridge Valley Rural Historic District. Bridge is currently closed and is on the National Register. Proposed bridge will be a one lane 15 foot wide through girder on approximately the same alignment as the existing. The existing trusses will be attached as non structural members for an ornamental value. Bridge is programmed to be "turned-back" to the Township upon the completion of the project. Roadway reconstruction will be limited to the minimum necessary for transition onto the existing bridge, with little or no roadway profile changes anticipated, and a 400 foot maximum for the limits of construction.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	BND		2,055										
		0	2,055	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014		2,055		Total FY2015-2018		0		Total FY2019-2022		0	

Pennsylvania - Highway Program

Bucks

MPMS# 13236 *Butler Avenue Bridge Over West Branch of Neshaminy Creek SR:0202*

AQ Code S19 **LIMITS** Over West Branch of Neshaminy Creek

IMPROVEMENT: Bridge Repair/Replacement

MUNICIPALITIES: Chalfont Borough

Not SOV Capacity Adding

Adding Subcorr(s): 8G

PROJECT MANAGER: HNTB/JME

Est Let Date: 12/15/2011

This project involves the replacement of the existing deteriorated bridge structure over the West Branch of Neshaminy Creek on Butler Avenue in Chalfont Borough, Bucks County. The overall limits are from north of Wilson Avenue to Main Street. Due to previous coordination, a temporary structure will be likely. The structure is on US Route 202 and PA Route 152 and lies between Limekiln Pike and Main Street.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
FD	185	849												
ROW	BND		328											
UTL	STP		175											
UTL	185		44											
CON	916		764											
CON	916D			2,613										
		849	1,311	2,613	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			4,773	Total FY2015-2018				0	Total FY2019-2022			0

MPMS# 13240 *Old Bethlehem Road Bridge Over Kimples Creek SR:4101*

AQ Code S19 **LIMITS** Over Kimples Creek

IMPROVEMENT: Bridge Repair/Replacement

MUNICIPALITIES: Haycock Township

Not SOV Capacity Adding

PROJECT MANAGER: P/CNV

Est Let Date: 6/7/2014

The project consists of replacing 16' wide weight restricted 13 ton posted bridge over Kimples Creek with a 28' wide bridge with two 11' lanes and 3' shoulders on new alignment. Due to the impacts on emergency services a temporary roadway and bridge would be required and due to the impacts of the temporary facilities on the wetlands constructing the bridge on a new alignment is the most feasible alternative. As part of the project a wetlands mitigation site will be constructed to mitigate the impacts to the existing wetlands.

The existing bridge is posted for 13 tons, shows signs of rapid deterioration, is only 1 lane wide, and has only 111 feet of stopping sight distance. Additionally the horizontal alignment of Old Bethlehem Road north and south of the bridge consists of a series of sharp horizontal curves with substandard sight distance and radii. There is evidence of utility poles being struck.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
FD	BOO	360												
FD	185	90												
ROW	BOO		315											
ROW	185		79											
CON	916				2,460									
		450	394	0	2,460	0	0	0	0	0	0	0	0	
		Total FY2011-2014			3,304	Total FY2015-2018				0	Total FY2019-2022			0

Pennsylvania - Highway Program

Bucks

MPMS# 13242 **Pineville Road Bridge Over Pidcock Creek SR:2103**

AQ Code S19

LIMITS Over Pidcock Creek

Not SOV Capacity
Adding

IMPROVEMENT: Bridge Repair/Replacement

MUNICIPALITIES: Buckingham Township

PROJECT MANAGER: TSS/SPF

Est Let Date: 3/15/2012

The project is necessary to bring the deteriorated existing bridge up to current PennDot design standards and to prolong the life of the bridge.

The SR 2103 Section 01B bridge replacement project will replace the existing Pineville Road (SR 2103) bridge over Pidcock Creek. The existing reinforced concrete T-beam bridge carries a single lane of traffic. The existing bridge has two 24-foot spans and 14.7-foot curb-to-curb width. The structure is in poor condition with a 15-ton maximum legal load weight restriction. The new structure will be construction in the same location as the existing bridge on a modified roadway alignment designed to improve traffic safety. The new structure will be a one-span 38 feet long bridge with 28-foot curb-to-curb width. The existing bridge pier will be eliminated to improve hydraulic performance. The new bridge will accommodate two 10-foot wide travel lanes with minimum 2-foot wide shoulders. The new structure will be constructed using the ConSpan precast arch system. The approach roadways will be reconstructed on the modified alignment for an approximate distance of 350-feet at each end of the new structure, transitioning into the existing roadway. Pole mounted aerial utility lines will be relocated to the modified roadway alignment.

TOLL CREDIT

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
ROW	916		55										
UTL	916	53											
CON	916		1,311										
		53	1,366	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014		1,419		Total FY2015-2018			0	Total FY2019-2022			0

Pennsylvania - Highway Program

Bucks

MPMS# 13248 *Walnut Street Bridge Over Perkiomen Creek (CB #13) SR:7009*

AQ Code S19

LIMITS Over Perkiomen Creek

IMPROVEMENT: Bridge Repair/Replacement

Not SOV Capacity Adding

MUNICIPALITIES: Perkasio Borough

PROJECT MANAGER: TSS/GANNETT

Est Let Date: 3/6/2014

Project includes the replacement of this bridges as a three span reinforced concrete box beam bridge. The narrow two lane bridge with no shoulders will be replaced with a wider structure that provides one lane in each direction and a painted median. Improvements to an adjacent traffic signal at the intersection of Walnut Street and Constitution Avenue will also be included in the project.

The current bridge has a sidewalk along the eastern side of Walnut Street. The proposed bridge will have sidewalks along both sides of the roadway. The addition of the sidewalk along the west side of the roadway will improve pedestrian access to Lenape Park. This sidewalk was requested by Perkasio Borough. Currently, any pedestrian accessing the park from south of Constitution Avenue has to cross Walnut Street at least once. The additional sidewalk will provide for a signal-controlled crossing. The bicycle and pedestrian checklists will be incorporated into the project.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	BOO				601								
CON	183				113								
CON	LOCAL				38								
CON	BOO					1,801							
CON	183					338							
CON	LOCAL					113							
CON	BOO						1,199						
CON	183						225						
CON	LOCAL						74						
		0	0	0	752	2,252	1,498	0	0	0	0	0	0
		Total FY2011-2014			752	Total FY2015-2018			3,750	Total FY2019-2022			0

MPMS# 13296 *Rickert Road Bridge Over Morris Run Creek (CB #21) SR:7009*

AQ Code S19

LIMITS Over Morris Run Creek

IMPROVEMENT: Bridge Repair/Replacement

Not SOV Capacity Adding

MUNICIPALITIES: Hilltown Township

PROJECT MANAGER: TSS/GANNETT

Est Let Date: 1/3/2013

The existing two lane bridge with no shoulders will be replaced with a two lane bridge with shoulders. The bicycle and pedestrian checklists will be incorporated into the project.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
ROW	183	45											
ROW	LOCAL	11											
CON	183			547									
CON	LOCAL			137									
		56	0	684	0	0	0	0	0	0	0	0	0
		Total FY2011-2014			740	Total FY2015-2018			0	Total FY2019-2022			0

Pennsylvania - Highway Program

Bucks

MPMS# 13342 *Delaware Road Bridge Over Delaware Canal SR:1016*

AQ Code S19

LIMITS Over Delaware Canal

IMPROVEMENT: Bridge Repair/Replacement

Not SOV Capacity Adding

MUNICIPALITIES: Riegelsville Borough

PROJECT MANAGER: HNTB/NV

Est Let Date: 12/16/2010

The project involves the replacement of the narrow, structurally deficient bridge carrying SR 1016 (Delaware Rd.) over the Delaware Canal. The bridge will be replaced on the same horizontal and vertical alignments with minimal approach work. The proposed bridge will: have two travel lanes (1 EB & 1 WB), provide a sidewalk for pedestrians, and maintain adequate vertical clearance above the canal towpath. A temporary bridge and roadway will also be constructed as part of the project. This temporary structure will likely be located approximately 300 feet south of the existing structure on alignment with the bridge that carries Delaware Rd. over the Delaware River. Refer to the attached site location map. The project involves the replacement of the bridge carrying SR 1016 (Delaware Rd.) over the Delaware Canal. The bridge will be replaced on the same horizontal and vertical alignments with minimal approach work. The proposed bridge will: have two travel lanes (1 EB & 1 WB), provide a sidewalk for pedestrians, and maintain adequate vertical clearance above the canal towpath. A temporary bridge and roadway will also be constructed as part of the project. This temporary structure will likely be located approximately 300 feet south of the existing structure on alignment with the bridge that carries Delaware Rd. over the Delaware River.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	BND	1,591											
		1,591	0	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014			1,591	Total FY2015-2018			0	Total FY2019-2022			0

Pennsylvania - Highway Program

Bucks

MPMS# 13347

I-95, PA Turnpike Interchange (TPK) SR:0095

AQ Code 2030M

LIMITS Exit 28 to 29 and parts of I-95

IMPROVEMENT: Roadway New Capacity

Major SOV Capacity

MUNICIPALITIES: Bensalem Township; Bristol Township; Middletown Township

Adding Subcorr(s):

PROJECT MANAGER: AECOM/MG

LRPID:35

No Let Date

1A, 4A, 12A

This interstate completion project will connect I-95 and I-276 in Pennsylvania and facilitate a revised routing of I-95 in PA and NJ. Stage 1 of the project involves the construction of the I-95 mainline flyovers of the interchange between I-95 and the PA Turnpike, a new mainline toll plaza west of this interchange and replacement of the existing River Bridge toll plaza with an all-electronic, ORT facility, as well as removal of the existing US13 interchange toll facility. Additionally, I-95 widening between the PA 413 interchange and I-276 and Turnpike widening between I-95 and the US 13 Interchange is required to accommodate design year traffic movements. I-95 completion and I-95 / I-195 re-designation in PA and NJ will occur at the completion of the aforementioned work. A future Stage 2 will include construction of the ramps without the I-95 designation and the widening and reconstruction of the Turnpike and I-95. A future Stage 3 will include a new bridge over the Delaware River.

This is a partnership project of the Pennsylvania Turnpike Commission (PTC), PennDOT and FHWA. A Major Investment Study (1997), EIS (2003), and Record of Decision (2003) have been completed, approved and issued. In February 2010, an FHWA Cost Estimate Review Workshop was conducted, during which the partner agencies and design/environmental/ construction consultants actively performed a risk-based, comprehensive cost estimate analysis of Stage 1. A year of expenditure (YOE) total cost of \$424 Million for Stage 1 resulted from this comprehensive exercise, a figure the partner agencies concurred must be used for financial planning and funding programming efforts at this time. The entire project is eligible for federal funds. Use of toll credits was approved by PENNDOT in 2003.

The PTC is committed to the advancement of the I-95 project to its completion utilizing a combination of all sources of funds including: Turnpike funds; currently available federal funds; and other funds at such time as they may become available and are required. PTC will also continue to seek Congressional earmarks for the project. However, the PTC is not seeking any additional regionally allocated federal or state DVRPC TIP funds in order to complete the project.

There is \$1,189,136 remaining congressional earmark funds to be converted made available from SAFETEA-LU and from the FY 2008 Appropriation Act (PA ID #s 227, 291, 508, and 603), and these funds appear in the DVRPC TIP in MPMS #13347 for Final Design. Currently additional reserved funds for the project appear in PennDOT's Statewide Transportation Improvement Program in a placeholder Line Item MPMS #90302; funds include the remaining \$65,300,000 in Interstate Construction FAI funds, and \$121,500,000 in federal statewide STP funds cashed flowed over years FY15-FY18. The FAI and STP funds held in the Statewide Line Item would be additional funds to the DVRPC region.

This project is integral to the Delaware Valley Freight Corridors initiative.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
FD	SXF*	594												
FD	SXF*		595											
		594	595	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			1,189	Total FY2015-2018				0	Total FY2019-2022			0

DVRPC FY 2011-2014 TIP for PA

Pennsylvania - Highway Program

Bucks

MPMS# 13440 **Allentown Road and PA 663 Bridges (2) Over Licking Creek SR:0663**

AQ Code S19

LIMITS Over Licking Creek

IMPROVEMENT: Bridge Repair/Replacement

Minor SOV Capacity

MUNICIPALITIES: Milford Township

PROJECT MANAGER: TSS/HPF

Est Let Date: 2/1/2014

The project includes the replacement of 2 bridges: one carrying PA 663 over Unami Creek, and one carrying Allentown Road Bridge over Licking Creek. The replacement of the PA 663 Bridge over Unami Creek will be designed for sufficient width to accommodate staged traffic control during construction of the roadway widening. The structure will also be designed to be able to accommodate structural and hydraulic considerations for future widening to a five-lane section. This project also includes the widening of Allentown Road at the S.R. 0663 intersection to accommodate a two-lane section with a left turn lane on the southbound approach as well as the turning movement requirements for the WB-50 design vehicle with the minimum approach work possible. The northbound approach will be designed for a minimum two-lane section with the possibility of a left turn lane investigated; the replacement of the existing traffic signal equipment at the PA 663 intersection with Allentown Road and revisions to the traffic signal phasing and timing to improve operational inefficiencies, and the reconstruction of the existing pavement within the project limits.

All work on PA 663 and Allentown Road will be reduced in length from the original design to that which is necessary to meet required left turn lane and taper lengths and hydraulic considerations for the Unami Creek Bridge and Licking Creek Bridge. It is anticipated that approximately 2,420 feet of PA 663 and approximately 600 feet of Allentown Road will be reconstructed.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	BOO	127											
FD	185	32											
ROW	581		164										
UTL	581		164										
CON	BOO				900								
CON	STP				900								
CON	581				225								
CON	185				225								
CON	STP					1,351							
CON	BOO					1,351							
CON	185					338							
CON	581					338							
CON	STP						450						
CON	BOO						450						
CON	185						113						
CON	581						113						
		159	328	0	2,250	3,378	1,126	0	0	0	0	0	0
		Total FY2011-2014			2,737	Total FY2015-2018		4,504	Total FY2019-2022			0	

Pennsylvania - Highway Program

Bucks

MPMS# 13477 *Lower State Road Bridge Over Neshaminy Creek SR:2089*

AQ Code S19

LIMITS Over Neshaminy Creek

IMPROVEMENT: Bridge Repair/Replacement

Not SOV Capacity Adding

MUNICIPALITIES: Doylestown Township

PROJECT MANAGER: HNTB/JME

Est Let Date: 10/21/2010

The purpose of the project is to replace the deteriorated bridge with one that meets current criteria for capacity and width. The need for the project is to provide accommodation for regional traffic demands.

This project involves the replacement of the existing S.R. 2089, Section BBR over the Neshaminy Creek in Doylestown Township, Bucks County. The existing bridge is a five span, reinforced concrete T-beam with a curb to curb width of 23.5 feet. The concrete piers are skewed at 90 degrees and floodwaters impinge on the piers causing scour and a significant loss of efficiency of the opening to handle flooding. Project involves minimal roadway work.

The proposed bridge is a three-span, composite pre-stressed concrete I-beam. The proposed bridge will provide a curb to curb width of 40 feet, allowing for two travel lanes and two 8 feet shoulders. The new structure will be the same length as the existing structure, 212 feet. A detour will be required during construction.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	185	3,713											
		3,713	0	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014			3,713	Total FY2015-2018			0	Total FY2019-2022			0

MPMS# 13576

PA 413, New Rodgers Road Corridor Improvements SR:0413

AQ Code 2020M

LIMITS Old Lincoln Highway to Bath Road

IMPROVEMENT: Intersection/Interchange Improvements

Minor SOV Capacity Adding Subcorr(s): 4A

MUNICIPALITIES: Bristol Township; Middletown Township

PROJECT MANAGER: HNTB/JA

LRPID:13

Est Let Date: 3/7/2013

Proposed work involves widening and overlaying New Rodgers Road to provide a center left turn lane from Bath Road to New Falls Road. From New Falls Road north the roadway will be widened approaching signalized intersections to provide turning lanes. Full shoulders will be provided throughout the project. New signals and turning lanes will be constructed on New Rodgers Road at Frosty Hollow Road, Trenton Road, and I-95 Market Place. One bridge deck will be repaired and overlaid and parapets modified. All originally proposed work was to be within existing right-of-way.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
ROW	581	530											
UTL	581	1,061											
CON	NHS	5,092											
CON	581	1,273											
CON	STU		2,934										
CON	NHS		2,122										
CON	581		1,264										
		7,956	6,320	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014			14,276	Total FY2015-2018			0	Total FY2019-2022			0

Pennsylvania - Highway Program

Bucks

MPMS# 13606 *Hulmeville Avenue Bridge Over Conrail SR:2047*

AQ Code S19

LIMITS Over Conrail

IMPROVEMENT: Bridge Repair/Replacement

MUNICIPALITIES: Middletown Township

Not SOV Capacity Adding

Adding Subcorr(s): 4A, 5I

PROJECT MANAGER: TSS/DMB

Est Let Date: 3/6/2014

The project consists of the replacement of the existing Hulmeville Avenue bridge. The bridge carries two lanes of traffic over three tracks of the former Reading Railroad that is now operated by CSX. The existing bridge is being replaced along the existing horizontal alignment and approximate vertical alignment with minimal approach work. The existing span arrangement will be maintained due to the location of the existing railroad facilities. It should be noted that this span arrangement may be revised during the detailed design phase due to discussions between CSX and SEPTA to provide four (4) tracks throughout the project area. An understanding between the parties is that any overhead bridge replacement must accommodate an additional track.

The substructure units will be comprised of reinforced concrete stub abutments with reinforced multi-column pier bents with crash walls.

The replaced bridge will consist of a three-span continuous prestressed composite concrete adjacent box beams structure supporting a reinforced concrete deck. This structure type provides the minimum superstructure depth so that the required vertical clearance could be maintained without significant impacts to the profile of Hulmeville Avenue. The proposed typical section across the bridge consists of two 12-foot wide travel lanes with 4-foot wide shoulders on both sides flanked by concrete parapet walls with metal protective barrier mounted to the top of the parapets along the middle span. In light of PennDOT's policy of not providing sidewalks on bridges where there are no approach sidewalks, no sidewalks are proposed on the structure for pedestrian access.

There will be 144 feet of approach roadway work on the north side including the intersection of Hulmeville Avenue with Comly Avenue and 264.6 feet on the south side of the structure to meet the existing pavement conditions. The 4-foot shoulder is maintained to meet the existing conditions in the southerly direction and extended fully to Comly Avenue north of the bridge.

Guide rail is proposed at the approaches extending from the end of wingwalls to Comly Avenue on the north side and to the entrance way of the commercial establishments at the southern quadrants.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	916				5,796								
		0	0	0	5,796	0	0	0	0	0	0	0	0
		Total FY2011-2014			5,796	Total FY2015-2018			0	Total FY2019-2022			0

Pennsylvania - Highway Program

Bucks

MPMS# 13607 *Upper Ridge Road Bridge Over Unami Creek SR:4033*

AQ Code S19

LIMITS Over Unami Creek

Not SOV Capacity Adding

IMPROVEMENT: Bridge Repair/Replacement

MUNICIPALITIES: Milford Township

PROJECT MANAGER: P/CNV

Est Let Date: 6/9/2013

This project involves reconstructing the bridge that carries Upper Ridge Road over Unami Creek in Milford Township. The bridge will be reconstructed along the existing alignment. Providing a modern structure is essential for emergency services, as well as for meeting potential future demand.

A new structure is needed to address existing deficiencies. The substandard bridge width (of 22.8 ft.) is functionally obsolete- the proposed structure has a bridge width of 32 ft. The existing bridge has a 100-year design storm elevation above the roadway surface. The existing Upper Ridge Road (S.R. 4033) bridge is structurally deficient and deteriorating. Atop the bridge deck, the asphalt wearing surface has moderate damage showing typical wide cracks. As of 2003 inspection the overall bridge rating is governed by the superstructure condition which is poor (4). The rolled steel I-beams are severely rusted with advanced section loss up to the full height of the web in the shear zone and to the flanges at mid-span with up to 1 inch rotation of interior beams. The concrete bridge seat presents severe scaling that undermines the bearing of two beams. Scour damage is also present at the structure abutments. The stone masonry abutment stems have wide full height cracks.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
FD	BND		417											
ROW	BND		142											
UTL	BND		16											
CON	916D			1,238										
		0	575	1,238	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			1,813	Total FY2015-2018				0	Total FY2019-2022			0

MPMS# 13609

PA 313/US 202, East State Street to Mechanics Road Intersection Improvements SR:0202

AQ Code 2020M

LIMITS PA 313/Swamp Road and US 202, East State Street to

Minor SOV Capacity Adding Subcorr(s): 8G, 8H

IMPROVEMENT: Intersection/Interchange Improvements

MUNICIPALITIES: Buckingham Township; Doylestown Borough; Doylestown Township

PROJECT MANAGER: HNTB/MR

Est Let Date: 1/24/2013

Realign US 202 at E. State St. to a "T" intersection, extend the PA 313 left turn lanes at US 202, and widen US 202 from PA 313 to Mechanicsville Road to accommodate a center left turn lane at the US 202/PA 313 intersection. Add pedestrian and bicycle access.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
FD	STP*	400												
CON	STP	932												
CON	STP		2,568											
		1,332	2,568	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			3,900	Total FY2015-2018				0	Total FY2019-2022			0

Pennsylvania - Highway Program

Bucks

MPMS# 13635 *Oxford Valley Road/Lincoln Highway Intersection Improvements SR:2029*

AQ Code R1

LIMITS At US 1 and Bristol/Levittown Parkway

IMPROVEMENT: Intersection/Interchange Improvements

Minor SOV Capacity

MUNICIPALITIES: Falls Township; Middletown Township

PROJECT MANAGER: EE/

Est Let Date: 1/7/2021

Intersection improvements, including the addition of turn lanes from Oxford Valley Road onto Route 1, and the realignment of Levittown Parkway.

TIP Program Years (\$ 000)													
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STU		2,122										
CON	581		530										
CON	STP			557									
CON	581			140									
CON	STU				1,743								
CON	581				436								
		0	2,652	697	2,179	0	0	0	0	0	0	0	0
		Total FY2011-2014			5,528	Total FY2015-2018			0	Total FY2019-2022			0

MPMS# 13661 *Jugtown Hill Road Bridge Over PA Canal (CB# 204) SR:7009*

AQ Code S19

LIMITS Over PA Canal

IMPROVEMENT: Bridge Repair/Replacement

Not SOV Capacity Adding

MUNICIPALITIES: Tincicum Township

PROJECT MANAGER: TSS/GANNETT

Est Let Date: 1/26/2012

The replacement bridge will carry Jugtown Hill Road over the Delaware Canal in Tincicum Township. The existing structure is a single span steel through-girder bridge that was constructed in 1921. The structure functions as a one-lane bridge. It is currently posted with a 10-ton vehicle weight limit. The replacement structure will be a single span adjacent box beam bridge with a span length of approximately 26.2 m. The new structure will carry all legal loads. The project will include the reconstruction of approximately 45.7 m of roadway on the south approach and 56.4 m on the north approach. There will be a minor shift in the roadway centerline in order to improve the horizontal alignment at the site. The profile will also be revised to improve sight distance and clearance over the canal tow path. A sidewalk will be included along the east side of the bridge. Because of the historic nature of the setting over the Delaware Canal, a simulated truss constructed of wood will be attached to the fascia of the new structure. This will improve access within the project area since other area crossing of the canal are also weight and height restricted. This will improve vehicle safety along Jugtown Hill Road. The bicycle and pedestrian checklists will be incorporated into the project.

TIP Program Years (\$ 000)													
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	183	186											
CON	LOCAL	45											
CON	183		814										
CON	LOCAL		204										
		231	1,018	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014			1,249	Total FY2015-2018			0	Total FY2019-2022			0

DVRPC FY 2011-2014 TIP for PA

Pennsylvania - Highway Program

Bucks

MPMS# 13716 *Headquarters Road Bridge Over PA Canal SR:1012*

AQ Code S19 **LIMITS** Over PA Canal

IMPROVEMENT: Bridge Repair/Replacement

Not SOV Capacity Adding **MUNICIPALITIES:** Tincum Township

PROJECT MANAGER: HNTB/PAM

Est Let Date: 12/6/2012

The purpose is to replace a deteriorated and functionally obsolete bridge. Recent flooding has accelerated the bridge's deterioration, increasing the potential for bridge failure. Double faced barrier has been added to both sides of the bridge due to failure of structure mounted guiderail. The new structure will provide the community with a safe crossing over Tincum Creek. Currently, there is a stop condition at either end of the bridge due to its narrow width. Traffic has been reduced to one lane. The new structure will carry two lanes of traffic across the bridge.

The existing structure is an 80' long, three-span concrete-encased steel stringer bridge with stone masonry abutments and piers over Tincum Creek. This structure has deteriorated and is to be replaced with a new structure which will improve safety. Traffic will be detoured during construction. The existing bridge will be demolished and will be replaced by a single span 80 foot bridge with a 24 foot curb-curb width. The existing approach roadway widths will be maintained up to the bridge. Work will be limited to 50 feet from either end of the bridge. No utility conflicts are anticipated. Minimal right-of-way acquisition may be required.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	916			1,093									
CON	916				1,093								
		0	0	1,093	1,093	0	0	0	0	0	0	0	0
		Total FY2011-2014		2,186		Total FY2015-2018		0		Total FY2019-2022		0	

Pennsylvania - Highway Program

Bucks

MPMS# 13727 **Bristol Road Intersection Improvements SR:2025**
AQ Code 2020M **LIMITS** PA 513/Hulmeville Road to Old Lincoln Highway
IMPROVEMENT: Signal/ITS Improvements
MUNICIPALITIES: Bensalem Township
PROJECT MANAGER: HNTB/JA

LRPID:16

Est Let Date: 7/18/2014

This project consists of reconstruction and widening of Bristol Road (SR 2025, Section 001) to accommodate a center left-turn lane from Segment 0332 Offset 0643 north of Old Lincoln Highway to Segment 0372 Offset 1015 at the Pasqualone Boulevard intersection and the replacement of six (6) existing signals along Bristol Road.

The proposed roadway widening project is an approximately a 2.3 mile section of SR 2025 (Bristol Road) and the typical section will include two 11 foot travel lanes an 11 foot center left-turn lane and 2 foot shoulders. The proposed shoulder improvements will be full depth installations. Resurfacing of the existing roadway is proposed throughout the project limits. Secondary roads access Bristol Road by way of both signalized and non-signalized intersections. Signalized intersections with Bristol road include; Grandview Avenue/Neshaminy Mall entrance, Galloway Road/Elfin Avenue, Bensalem Boulevard, Pasqualone Boulevard and reconstruction is proposed for each signal including ADA ramps and pedestrian signals. Included in the intersection improvements are additional left and right turning lanes throughout the corridor consisting of left turn lanes at the intersections of Bristol Road at Old Lincoln Highway and Richlieu Road; right turn lanes at the intersections of Bristol Road at Old Lincoln Highway, Neshaminy Boulevard, Galloway Road and Richlieu Road. Land use along Bristol Road is primarily commercial and mixed residential. Additional improvements include the re-alignment of Bristol Road at the intersection of Third Avenue/Richlieu Road to improve the horizontal alignment of the segment for improved sight distance. There are existing sidewalks within the project limits and will be replaced in-kind upon any impacts due to the widening. There is currently no plan to provide additional pedestrian or bike features throughout the corridor. As a result of the improvements to SR 2025, impacts to properties include 40 proposed right-of-way takes, 20 slope easements, two drainage easements and two temporary construction easements throughout the limits of the project. Also, included under this project are several tracks of land identified to be deeded to PennDOT from Bensalem Township. The project limits overlap a private development that is proposed along the Westside of Bristol Road directly across from Bensalem Boulevard. The entrance to the proposed development has been designed to line-up with Bensalem Boulevard to provide for a four legged intersection and future traffic volumes were considered during the preliminary Engineering of this project.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STU				5,565								
CON	581				1,447								
		0	0	0	7,012	0	0	0	0	0	0	0	0
		Total FY2011-2014			7,012	Total FY2015-2018			0	Total FY2019-2022			0

Pennsylvania - Highway Program

Bucks

MPMS# 13742 *Hellertown Road Bridge Over Cooks Creek (Cooks Crossing) SR:0412*

AQ Code S19

LIMITS Over Cooks Creek

IMPROVEMENT: Bridge Repair/Replacement

Not SOV Capacity Adding

MUNICIPALITIES: Springfield Township

PROJECT MANAGER: P/CNV

Est Let Date: 9/29/2011

The project involves the replacement of the existing Hellertown Road Bridge that carries two (2) lanes of traffic over Cooks Creek. The improvements will consist of a total bridge replacement with a single span pre-cast concrete arch culvert and minor approach roadway work. The replacement structure will be on the same alignment as the existing structure. The new structures will include two 11ft travel lanes with two 5 ft shoulders. In addition, a detour will be necessary during construction that will be approximately 7.4 mi long and will be implemented using all state owned roads.

The present structure built in 1919 is structurally deficient but does not have any posted weight restrictions. It was constructed as a one-span stone reinforced concrete rigid frame bridge with a span length of 11ft. The curb-to-curb roadway width for this bridge is 17.7 ft with no shoulders. The overall condition of the bridge is critical and scour is cited as the cause.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
ROW	BOO		410										
ROW	TOLL												
UTL	BOO		219										
UTL	TOLL												
CON	185		1,486										
		0	2,115	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014		2,115		Total FY2015-2018			0	Total FY2019-2022			0

MPMS# 13762 *West Maple Avenue Bridge Over Neshaminy Creek SR:0213*

AQ Code S19

LIMITS Over Neshaminy Creek

IMPROVEMENT: Bridge Repair/Replacement

Not SOV Capacity Adding

MUNICIPALITIES: Middletown Township

Adding Subcorr(s): 5I

PROJECT MANAGER: HNTB/NV

Est Let Date: 1/6/2014

The project involves replacing the bridge carrying West Maple Avenue (PA 213) over Neshaminy Creek. The purpose of this project is to maintain mobility in the project area. The existing bridge is structurally deficient due to corrosion in several components of the structure. The existing structure is a 3 span 299' reinforced concrete open spandrel stone arch bridge. It carries two 11' lanes of traffic with minimal shoulders.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	BND	796											
ROW	BOO												
UTL	BND		55										
CON	916				6,956								
		796	55	0	6,956	0	0	0	0	0	0	0	0
		Total FY2011-2014		7,807		Total FY2015-2018			0	Total FY2019-2022			0

Pennsylvania - Highway Program

Bucks

MPMS# 17918 *I-95, Transit Improvements/FLEX (Cornwells Heights)*

AQ Code M1 **LIMITS** Cornwells Heights Shuttle Bus Operations

IMPROVEMENT: Other

MUNICIPALITIES: Various

Not SOV Capacity Adding

Adding Subcorr(s): 4B, 12A

PROJECT MANAGER: GB/FLEX

No Let Date

In Philadelphia and Bucks Counties, funds will be used for the continuation of SEPTA's shuttle bus operations between the R7 Cornwells Heights and adjacent PENNDOT Park and Ride lot. This service serves as a CMP (Congestion Management Process) commitment for I-95 reconstruction projects.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's annual memoranda on supplemental strategies for details related to this project.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	STP	410												
CON	LOCAL	102												
CON	CMAQ		428											
CON	LOCAL		107											
		512	535	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			1,047		Total FY2015-2018			0		Total FY2019-2022		0

MPMS# 47131 *PA 13/PA Turnpike/Green Lane Road Interchange and Safety Improvements SR:0013*

AQ Code S6 **LIMITS** PA 13/PA Turnpike/Green Lane Road

IMPROVEMENT: Intersection/Interchange Improvements

MUNICIPALITIES: Bristol Township

Not SOV Capacity Adding

Adding Subcorr(s): 1A

PROJECT MANAGER: EE/MDH

Est Let Date: 5/15/2012

Provide interim safety improvements with regard to truck traffic. Study potential for long term improvements. This project will coordinate with MPMS# 47392.

This project is funded by a \$384,413 TEA-21 Earmark (PA ID# 154/FED ID# 0845)

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	STU					36								
CON	SXF					270								
CON	LOCAL					90								
		0	0	0	0	396	0	0	0	0	0	0	0	
		Total FY2011-2014			0		Total FY2015-2018			396		Total FY2019-2022		0

Pennsylvania - Highway Program

Bucks

MPMS# 47392 **Route 13/Bristol Pike, PA 413 to Levittown Parkway Restoration SR:0013**

AQ Code 2020M

LIMITS PA 413 to Levittown Parkway

IMPROVEMENT: Roadway Rehabilitation

Not SOV Capacity Adding

MUNICIPALITIES: Bristol Borough; Bristol Township; Tullytown Borough

Adding Subcorr(s): 4A, 5I

PROJECT MANAGER: EE/MDH

Est Let Date: 5/15/2012

Rehabilitation of US Route 13 from PA 413 to Levittown Parkway. Widening to accommodate a new median and new curb/sidewalk from PA 413 to PA Turnpike. Reduction from 6 to 4 lanes, addition of a new median and new curb/sidewalk from PA Turnpike to Levittown Parkway. Includes the addition of left turn lanes. Includes resurfacing and/or reconstruction of the pavement. There will be no alignment change. The existing conditions include 4 – 12' lanes, 10' shoulders and a 4' median from PA 413 to PA Turnpike, and 6 – 12' lanes, 8' shoulders and a 4' median from PA Turnpike to Levittown Parkway. The proposed conditions include 4 – 12' lanes, 8' shoulders/future parking lane, 18' median and 5' sidewalks on both sides. This project will coordinate with MPMS# 47131 and 60655.

TOLL CREDIT

SAFETEA DEMO #71, PA ID #303-- \$4 Million

SAFETEA DEMO #4774, PA ID #584 - \$1 Million

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
UTL	SXF*	400											
CON	STP		9,548										
CON	STP			10,255									
CON	STP				9,901								
		400	9,548	10,255	9,901	0	0	0	0	0	0	0	0
		Total FY2011-2014			30,104	Total FY2015-2018			0	Total FY2019-2022			0

MPMS# 50633

PA 263, Old York Road Concrete Rehabilitation and Overlay SR:0263

AQ Code 2020M

LIMITS Bristol Road to PA 413

IMPROVEMENT: Roadway Rehabilitation

Minor SOV Capacity

MUNICIPALITIES: Buckingham Township; Warminster Township; Warwick Township

Adding Subcorr(s): 8H, 12A

PROJECT MANAGER: EE/MDH

Est Let Date: 8/9/2012

Reconstruction of PA Route 263 (York Road) for approximately 4 miles between Bristol Road (S.R. 2025) and Sugar Bottom Road (S.R. 2113). Widening to accommodate a continuous center turning lane, left turn lanes and right turn lanes. Includes complete reconstruction of the pavement. There will be no alignment changes. The existing conditions include 4 – 12' lanes, 8' shoulders and a 5' median. The proposed conditions include 4 – 12' lanes, 8' shoulders and an 11' continuous center turning lane. There are sections with sidewalks located within the project limits. No new bike or pedestrian facilities are proposed.

TOLL CREDIT

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STU			15,953									
CON	STP				5,000								
CON	STU				2,298								
CON	STP					7,521							
CON	STU					7,007							
		0	0	15,953	7,298	14,528	0	0	0	0	0	0	0
		Total FY2011-2014			23,251	Total FY2015-2018			14,528	Total FY2019-2022			0

Pennsylvania - Highway Program

Bucks

MPMS# 50634

County Line Road Restoration (3R) SR:2038

AQ Code S10

LIMITS Kulp Road to PA 611

Not SOV Capacity Adding

IMPROVEMENT: Roadway Rehabilitation

Adding Subcorr(s): 8G

MUNICIPALITIES: Horsham Township; Warrington Township

PROJECT MANAGER: Gannett/BPM

Est Let Date: 1/4/2018

This is a 3R project from Kulp Road to PA 611 and is approximately 2.8 miles in length. The existing roadway consists of two 10' lanes and intermittent shoulders that vary from 2' to 12'. The proposed roadway will consist of milling and overlay and widening to provide two 11' lanes and 5' shoulders. A left turn lane southbound at Titus Ave. will be added. Existing sidewalk and curb is intermittent and will remain/replaced in-kind. One bridge will be replaced and will match the roadway cross section. This project will be coordinated with MPMS 64779.

Typical components of a "3R" project include base repair, milling, overlay, resurfacing, drainage improvements, signal modernization, and guiderail improvements. The intent of a "3R" project is to make whatever improvements are necessary to bring the road up to current standards.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	STP		262										
PE	581		66										
FD	STP				649								
FD	581				162								
ROW	STP					287							
ROW	581					72							
UTL	STP					287							
UTL	581					72							
CON	STP								10,438				
CON	581								2,610				
		0	328	0	811	718	0	0	13,048	0	0	0	0
		Total FY2011-2014			1,139	Total FY2015-2018			13,766	Total FY2019-2022			0

DVRPC FY 2011-2014 TIP for PA

Pennsylvania - Highway Program

Bucks

MPMS# 57619 **Route 313 Corridor Improvements SR:0313**

AQ Code 2030M **LIMITS** Ferry Road to Broad Street

IMPROVEMENT: Intersection/Interchange Improvements

Minor SOV Capacity

MUNICIPALITIES: Doylestown Township; Hilltown Township; New Britain Township; Plumstead Township

PROJECT MANAGER: AECOM/JN

Est Let Date: 10/17/2019

This project includes corridor improvements along PA 313 (Swamp Road). Project provides for intersection improvements (left turn lanes) at PA 313 and Ferry Road. A center left turn lane will be provided for the length of the project. Two bridges will be reconstructed.

SAFETEA DEMO #2662, PA ID# 466 - \$1.6 MILLION

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
FD	SXF	80												
FD	581	20												
ROW	STU						3,542							
ROW	581						886							
ROW	STU							3,542						
ROW	581							886						
CON	STU									10,636				
CON	SXF									531				
CON	581									2,822				
		100	0	0	0	0	4,428	4,428	0	13,989	0	0	0	
Total FY2011-2014		100			Total FY2015-2018				8,856		Total FY2019-2022			13,989

MPMS# 57624 **Woodbourne Road/Lincoln Highway Intersection Improvements SR:2033**

AQ Code 2020M **LIMITS** Terrace Road to First Street at Old Lincoln Highwa

IMPROVEMENT: Intersection/Interchange Improvements

Minor SOV Capacity

MUNICIPALITIES: Middletown Township

PROJECT MANAGER: TSS/SPF

Est Let Date: 1/10/2013

The proposed roadway improvements will provide additional through lanes, right turn lanes, and left turn lanes along Woodbourne Road from Terrace Road to First Street. The improvements will include traffic signal modifications for the intersections of Old Lincoln Highway and Lincoln Highway with Woodbourne Road. The improvements on Lincoln Highway and Old Lincoln Highway will include additional right turn lanes and lengthening of existing left turn lanes.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	STP			2,251										
CON	581			563										
		0	0	2,814	0	0	0	0	0	0	0	0	0	
Total FY2011-2014		2,814			Total FY2015-2018				0		Total FY2019-2022			0

Pennsylvania - Highway Program

Bucks

MPMS# 57625 **Route 232, Swamp Road Safety Improvements SR:0232**

AQ Code R2 **LIMITS** Neshaminy Creek to PECO Right-of-Way

IMPROVEMENT: Intersection/Interchange Improvements

Minor SOV Capacity **MUNICIPALITIES:** Wrightstown Township

PROJECT MANAGER: EE/JMD

Est Let Date: 4/4/2013

The purpose of the project is to improve the functionality and safety of the intersection, as well as relieve some traffic concerns due to the heavy truck traffic in the area. This project involves the reconfiguration of the Second Street Pike/Swamp Road intersection, the addition of left turn lanes at all approaches, upgrade the intersection to be signalized, and the addition of an auxiliary passing lane that extends 800 feet north along SR 0232. Additionally, there is a 540 foot taper to bring the road safely back to one lane.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
ROW	HSIP	265											
CON	HSIP		1,333										
CON	STU		1,508										
		265	2,841	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014			3,106	Total FY2015-2018			0	Total FY2019-2022			0

Pennsylvania - Highway Program

Bucks

MPMS# 57635

Quakertown Joint Closed Loop Signal System SR:0309

AQ Code 2020M

LIMITS PA 309/California Road/Main Street

IMPROVEMENT: Signal/ITS Improvements

Minor SOV Capacity

MUNICIPALITIES: Quakertown Borough; Richland Township

Adding Subcorr(s):

PROJECT MANAGER: AECOM/ER

Est Let Date: 1/3/2013

14C

The closed-loop traffic signal system will comprise fifteen existing signalized intersections and one proposed signalized intersection along the SR0309 corridor and adjacent streets within the Township and Borough. The project will also include vehicle and pedestrian LED signal indications, emergency vehicle pre-emption, vehicle loop detection, underground conduit and junction boxes, and controller cabinets will be replaced and/or installed at each intersection. Existing signal poles and mast arms that do not meet structural loading requirements will also be replaced. Each controller will be interconnected by aerial fiber-optic cable mounted on utility poles completed under the District's Intelligent Transportation System (ITS) initiatives. In addition, timing changes will be made to accommodate the traffic conditions and master controllers will manage the system from within the Township Building or Quakertown Borough Building for the respective intersections under their jurisdiction.

The 15 Intersections include:

- West End Boulevard (SR0309) and Tollgate Road (SR4049)
- West End Boulevard (SR0309) and Franklin Lane/Station Road
- West End Boulevard (SR0309) and Richland Mall Driveway
- West End Boulevard (SR0309) and Trumbauersville Road (SR4051)
- West End Boulevard (SR0309) and Park Avenue
- West End Boulevard (SR0309) and John Fries Highway (SR0663)/West Broad Street (SR313)
- West End Boulevard (SR0309) and Trainer's Corner Access/Quakertown Plaza Access
- West End Boulevard (SR0309) and Richland Crossing Access
- West End Boulevard (SR0309) and West Pumping Station Road
- Main Street and Park Avenue
- John Fries Highway (SR0663) and Hickory Drive/Trainer's Corner Access
- Main Street and West Broad Street (SR313)
- Main Street and Mill Street
- California Road and Pumping Station Road

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
UTL	CAQ	1,326											
CON	CAQ			2,814									
		1,326	0	2,814	0	0	0	0	0	0	0	0	0
		Total FY2011-2014		4,140		Total FY2015-2018			0	Total FY2019-2022			0

DVRPC FY 2011-2014 TIP for PA

Pennsylvania - Highway Program

Bucks

MPMS# 57639

Newtown-Yardley Road Intersection Improvements SR:0000

AQ Code 2020M

LIMITS At Terry Drive/Lower Dolington Road/Friends Lane/P

IMPROVEMENT: Intersection/Interchange Improvements

Minor SOV Capacity

MUNICIPALITIES: Newtown Borough; Newtown Township

Adding Subcorr(s):

PROJECT MANAGER: AECOM/ER

Est Let Date: 6/5/2014

13A

Widening and pavement markings to provide one through lane in each direction along with protected left-turn lanes at the intersection of Newtown Yardley Road and Terry Drive/Lower Dolington Road. Installation of a traffic signal at the intersection of Newtown Yardley Road and Friends Lane. The upgrade of existing traffic signal equipment/operations on Newtown Yardley Road. Closed loop system interconnection of traffic signals on Newtown Yardley Road at Terry Drive/Lower Dolington Road, Friends Lane and Penns Trail. This system would be connected to the closed loop system along the Newtown Bypass (SR 0332).

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
UTL	STU	42												
UTL	LOCAL	11												
CON	STU				700									
CON	LOCAL				174									
		53	0	0	874	0	0	0	0	0	0	0	0	
		Total FY2011-2014			927	Total FY2015-2018				0	Total FY2019-2022			0

Pennsylvania - Highway Program

Bucks

MPMS# 57641

Buselton/Bridgetown Pike Closed Loop Signal System SR:0213

AQ Code 2020M

LIMITS At Buck Road/Jay Street/Bristol Road

IMPROVEMENT: Signal/ITS Improvements

Minor SOV Capacity

MUNICIPALITIES: Lower Southampton Township

Adding Subcorr(s):

PROJECT MANAGER: Gannett/SAN

Est Let Date: 4/5/2012

5I, 12A

The project consists of the interconnection of a total of ten (10) intersections (nine existing, one proposed) along Bustleton Pike (S.R. 0532) and Bridgetown Pike (S.R. 0213) to relieve congestion and improve traffic flow through the project corridor. In conjunction with the signal interconnection two intersections warrant the construction of additional lanes in order to further relieve congestion. The first is to widen the westbound direction of Bridgetown Pike (S.R. 0213) at Buck Road/Jay Street to provide a shared thru/right turn lane in addition to the existing thru lane. The second is to add a right turn lane with sidewalk to the northbound direction of Bristol Road (S.R. 2025) at its intersection with Bridgetown Pike (S.R. 0213). Additional improvements consist of adding a shared through-right turn lane at the intersection of Bridgetown Pike & Buck Road. This auxiliary lane will be added to the intersection along the southbound direction of Bridgetown Pike. Bridgetown Pike is a 2-lane arterial from Old Bristol Road to Buck Road. However, it is a 4-lane arterial from Buck Road to County Line Road. Currently, vehicles use a long, striped shoulder at this location to make either a right turn onto Buck Road or to continue westbound thru the intersection onto Bustleton Pike using the rightmost existing receiving lane. This project will delineate this lane as a designated thru-right turn lane and lengthen the lane from 75'-0" to approximately 150'-0". Curbing and drainage modifications are proposed along eastbound Bridgetown Pike as part of the widening. In addition a dedicated right-turn lane will be added on northbound direction of Bristol Road at the intersection of Bristol Road and Bridgetown Pike. This approach to the existing T-intersection currently has only one approach lane; therefore right and left turns queue in this single lane. By adding an additional right-turn lane on this approach, more green time can be allocated to the traffic on Bridgetown Pike, thereby improving the flow of traffic on all the approaches of this intersection. Curbing and drainage improvements are proposed along westbound Bristol Road as part of the widening. The eastbound pavement on Bridgetown Pike and the northbound pavement on Bristol Pike will be milled and overlaid along the length of widening.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	LOCAL	64											
UTL	LOCAL		164										
CON	CMAQ				2,782								
CON	LOCAL				696								
		64	164	0	3,478	0	0	0	0	0	0	0	0
		Total FY2011-2014			3,706	Total FY2015-2018			0	Total FY2019-2022			0

Pennsylvania - Highway Program

Bucks

MPMS# 61682 *Old Route 13 Pedestrian Improvements SR:0013*

AQ Code A2 **LIMITS** Borough Boundary to Mill Street

IMPROVEMENT: Streetscape

Not SOV Capacity Adding
MUNICIPALITIES: Bristol Borough

Adding Subcorr(s):
4A **PROJECT MANAGER:** EE/DVRPC/JB

No Let Date

Removal of rail tracks, installation of streetscape improvements, and construction of pedestrian trail along .5 mile segment. The project involves the removal of an unused rail spur and the installation of a 8'-0" wide paved shared use path along the south side of Old Route 13 for 90% of its length, before crossing to the north side at Maple Beach Road. This Gateway Improvement project extends for roughly a half mile along Old Route 13 from the Rohm & Haas driveway (east of the Otter Creek bridge) to west end of bridge over Old Delaware Canal in Bristol Borough. The path will be constructed in the street right-of-way and an easement located on the rail spur closest to the road. A 48" high split rail fence will separate the trail from the rail spur. The project will also include additional drain inlets, stamped and colored asphalt crosswalks, signage, new lighting, landscaping and guiderail. The existing road surface is to be milled and a new wearing course of asphalt installed as part of the project.

\$750,000 TE funds were approved during the FY2001 project selection process, to be programmed at the appropriate time, drawing funds from MPMS #64984.

TOLL CREDIT

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STE	0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014				Total FY2015-2018				Total FY2019-2022			
		0				0				0			

Pennsylvania - Highway Program

Bucks

MPMS# 64779

County Line Road Widening SR:2038

AQ Code 2020M

LIMITS Stump Road to Lower State Road/Kulp Road

IMPROVEMENT: Roadway New Capacity

Major SOV Capacity

MUNICIPALITIES: Montgomery Township; Horsham Township; Warrington Township

Adding Subcorr(s):

PROJECT MANAGER: Gannett/BPM

LRPID:34

Est Let Date: 1/31/2013

8G

This project includes the widening of S.R. 2038 (County Line Road) from 2 lanes to 5 lanes with 5' shoulders between Stump Road and Lower State/Kulp Road in Horsham, Warrington and Montgomery Townships. The project length is approximately 1.50 miles. The posted speed limit for the project area is 45 MPH and the design speed is 50 MPH. The project also includes intersection improvements to the Lower State Road/S.R. 0152 (Limekiln Pike)/S.R. 2038 intersection and the addition of sidewalks. This section of S.R. 2038 has experienced increased traffic congestion throughout the years. The congestion is expected to worsen due to the ongoing emergence of residential and commercial properties in the area. This project will also eliminate multiple substandard vertical curves along S.R. 2038 which contribute to safety concerns at the intersection with Lower State Road and S.R. 0152. The project may include the construction of two noise barriers and will include 61 partial right of way takes. There are no anticipated residential or commercial relocations as a result of this project. This project will be coordinated with MPMS 50634 and 57623.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's annual memoranda on supplemental strategies for details related to this project.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
ROW	STU	2,546											
ROW	581	637											
UTL	STU	934											
UTL	581	233											
CON	STP					6,736							
CON	581					1,684							
		4,350	0	0	0	8,420	0	0	0	0	0	0	0
		Total FY2011-2014			4,350	Total FY2015-2018			8,420	Total FY2019-2022			0

MPMS# 64781

Swamp Road/Pennswood Road Bridge Over Branch of Neshaminy Creek SR:2036

AQ Code S19

LIMITS Over Branch of Neshaminy Creek

IMPROVEMENT: Bridge Repair/Replacement

Not SOV Capacity

MUNICIPALITIES: Newtown Township

Adding

PROJECT MANAGER: EE/JMD

Est Let Date: 5/1/2014

Structure replacement. The simple span steel I-Beam Girder bridge was rehabilitated, and the substructure will be replaced. The bridge will be closed during construction and a detour route established.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	916	1,061											
ROW	BOO		350										
ROW	185		87										
UTL	BOO		175										
UTL	185		437										
CON	BOO							2,534					
CON	185							633					
		1,061	1,049	0	0	0	0	3,167	0	0	0	0	0
		Total FY2011-2014			2,110	Total FY2015-2018			3,167	Total FY2019-2022			0

Pennsylvania - Highway Program

Bucks

MPMS# 65922 *Route 13, East Coast Greenway Bicycle/Pedestrian Bridge (North) - Phase 1 SR:0013*

AQ Code A2

LIMITS Bucks County to Delaware Street Lane

IMPROVEMENT: Bicycle/Pedestrian Improvement

Not SOV Capacity Adding

MUNICIPALITIES: Tullytown Borough

Adding Subcorr(s): 13A

PROJECT MANAGER: EE/DVRPC/JB

No Let Date

This project provides a component of the East Coast Greenway for a bike and pedestrian crossing via construction of a bike and pedestrian bridge to cross Route 13 in order to provide safe passage for the Delaware Canal Towpath. The bridge is planned to be located approximately 2000 feet north of Levittown Parkway where Route 13 divides.

\$500,000 TE funds were approved during the FY2002 project selection process, to be programmed at the appropriate time, drawing funds from MPMS #64984. Also see MPMS #71159, and 77449. A total of \$1.690 million TE funds have been recommended for this project.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STE												
		0	0	0	0	0	0	0	0	0	0	0	0
Total FY2011-2014		0				Total FY2015-2018				0			

MPMS# 69824 *Rabbit Run Canal Bridge Over PA Canal SR:0032*

AQ Code S19

LIMITS Over PA Canal

IMPROVEMENT: Bridge Repair/Replacement

Not SOV Capacity Adding

MUNICIPALITIES: Solebury Township

PROJECT MANAGER: CONSTR

Est Let Date: 9/2/2010

The project involves replacing of the bridge carrying River Road (SR 32) over PA Canal-Rabbit Run. The purpose of the project is to maintain mobility within the project area. The bridge is structurally deficient due to severe rust and advanced section loss. There is also deterioration of short Crete covering on the far abutment. With a curb-to-curb width of only 19 feet, this bridge is functionally obsolete. The bridge carries a scenic 2 lane road over the PA Canal. The road and canal parallel the west bank of the Delaware River. The canal is a state park. The project setting is urban; the adjacent lands are used mostly for residential uses with a miscellaneous utility land. The project is on a level terrain. The 1932 steel stringer bridge that has wood truss railings, an imitation of the historic pony truss bridge at the crossing is supported on the original/early rubble fieldstone abutments and was built by the state of Pennsylvania. Loads are carried by the steel stringers. Although the bridge was built in 1932, it is finished to appear as a period structure.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	185	694											
CON	185		1,428										
		694	1,428	0	0	0	0	0	0	0	0	0	0
Total FY2011-2014		2,122				Total FY2015-2018				0			

Pennsylvania - Highway Program

Bucks

MPMS# 69826 *Steinburg Road Bridge Over Molasses Creek SR:4059*

AQ Code S19

LIMITS Over Molasses Creek

IMPROVEMENT: Bridge Repair/Replacement

Not SOV Capacity Adding

MUNICIPALITIES: Milford Township

PROJECT MANAGER: CONSTR

Actl Let Date: 6/17/2010

This project involves replacing the culvert carrying Steinberg Road (SR 4059, Sect. STR) over Molasses Creek. The purpose of this project is to maintain mobility within the project area. The bridge is structurally deficient due to severe cracking and missing sections. The project setting is suburban; adjacent lands are mostly residential with few vacant lands. The project is on a level terrain. The existing bridge was built by the State of Pennsylvania Department of Highways in 1920 (estimated).

TIP Program Years (\$ 000)														
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
ROW	BND	80												
UTL	BND	80												
CON	BND		896											
		160	896	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			1,056	Total FY2015-2018				0	Total FY2019-2022			0

MPMS# 69912 *River Road Bridge Over Tohickon Creek SR:0032*

AQ Code S19

LIMITS Over Tohickon Creek

IMPROVEMENT: Bridge Repair/Replacement

Not SOV Capacity Adding

MUNICIPALITIES: Plumstead Township; Tinicum Township

PROJECT MANAGER: HNTB/NV

Est Let Date: 3/15/2012

The purpose of this project is to replace the existing structurally deficient and functionally obsolete bridge. This replacement bridge project is located on River Road (SR 32, Sec 520) between Cafferty Road and Ferry Road on the border of Plumstead and Tinicum Townships, Bucks County, Pennsylvania. The project surrounding area is moderately rural and wooded. It is occupied by residential dwelling within the well-preserved 19th and early 20th century village of Point Pleasant. The arch bridge is a contributing resource in the National Register listed Point Pleasant Historic District. This bridge was built in 1919. The proposed pre-cast concrete arch bridge will complement the existing structure. Also, a temporary crossing will be built on the upstream side of the existing bridge to accommodate one lane of traffic during construction. Total approach roadway work is limited to 200' approximately.

TIP Program Years (\$ 000)														
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
FD	BND	371												
ROW	BND		437											
UTL	BND		55											
CON	BND			5,065										
		371	492	5,065	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			5,928	Total FY2015-2018				0	Total FY2019-2022			0

Pennsylvania - Highway Program

Bucks

MPMS# 70218

Delaware Canal Pedestrian Tunnel

AQ Code A2

LIMITS Under CSX Spur Line

Not SOV Capacity Adding

IMPROVEMENT: Bicycle/Pedestrian Improvement

Adding Subcorr(s): 5I

MUNICIPALITIES: Falls Township

PROJECT MANAGER: EE/DVRPC/LS

Est Let Date: 10/4/2012

This project provides a component of the East Coast Greenway and will provide for safe, direct trail passage on the towpath. A 200', 16' x 8' compartmentalized concrete box is to be placed under a USX spur line by tunnel jacking to accommodate a 4' wide bike/ped trail, linking to the existing towpath trail on either side of the rail road.
TOLL CREDIT

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	STU			1,126										
CON	TOLL													
		0	0	1,126	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			1,126	Total FY2015-2018				0	Total FY2019-2022			0

MPMS# 71159

Route 13, East Coast Greenway Bicycle/Pedestrian Bridge SR:0013

AQ Code A2

LIMITS North/South of Levittown Parkway to I-95/PA Turnpi

Not SOV Capacity Adding

IMPROVEMENT: Bicycle/Pedestrian Improvement

Adding Subcorr(s): 13A

MUNICIPALITIES: Tullytown Borough

PROJECT MANAGER: EE/DVRPC/JB

No Let Date

This project provides a component of the East Coast Greenway for a bike and pedestrian crossing via construction of a bike and pedestrian bridge to cross Route 13 in order to provide safe passage for the Delaware Canal Towpath. ware Canal Towpath.

\$500,000 TE funds were approved during the FY2004 project selection process, to be programmed at the appropriate time, drawing funds from MPMS #64984. Also see MPMS #65922 and 77449. A total of \$1.690 million TE funds have been recommended for this crossing project.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	STE													
		0	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			0	Total FY2015-2018				0	Total FY2019-2022			0

Pennsylvania - Highway Program

Bucks

MPMS# 72906 **Afton Avenue Streetscape (HTSSRS)**

AQ Code A2 **LIMITS** Delaware River to Lake Afton

IMPROVEMENT: Streetscape

Not SOV Capacity Adding **MUNICIPALITIES:** Yardley Borough

PROJECT MANAGER: EE/DVRPC/LS

No Let Date

The Home Town Streets/Safe Routes to School (HTSSRS) programs are intended to improve the quality of life in our communities. Projects aim to encourage reinvestment in and redevelopment of our downtowns, and to establish safe walking routes for children to commute to school where feasible.

This project involves streetscape improvements along Afton Avenue in Yardley's Central Business District, extending from the Delaware River to Lake Afton. Improvements will include replacement of existing sidewalks as well as crosswalks, signage, lightning, as well as accessibility and amenity improvements.

This project was recommended in the spring of 2005 for funding through the HTSSRS program. \$861,500 funding will be drawn down at the appropriate time.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STE												
		0	0	0	0	0	0	0	0	0	0	0	0
Total FY2011-2014				0		Total FY2015-2018		0		Total FY2019-2022		0	

MPMS# 72908 **Broad and Main Streets Quakertown Borough Streetscape (HTSSRS)**

AQ Code A2 **LIMITS** At Broad Street and Main Street

IMPROVEMENT: Streetscape

Not SOV Capacity Adding **MUNICIPALITIES:** Quakertown Borough

PROJECT MANAGER: EE/DVRPC/JC

No Let Date

The Home Town Streets/Safe Routes to School (HTSSRS) programs are intended to improve the quality of life in our communities. Projects aim to encourage reinvestment in and redevelopment of our downtowns, and to establish safe walking routes for children to commute to school where feasible.

Replace the sidewalks, install imprinted asphalt crosswalks, new street lights and street trees to improve the esthetics and pedestrian safety at the intersection of Broad and Main Streets in uptown Quakertown as part of the Main Street program's ongoing plans. The goal is to coordinate these improvements with the Borough's water and sewer line replacement project for that area.

This project was recommended in the spring of 2005 for funding through the HTSSRS program. \$426,055 funding will be drawn down at the appropriate time.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STE												
		0	0	0	0	0	0	0	0	0	0	0	0
Total FY2011-2014				0		Total FY2015-2018		0		Total FY2019-2022		0	

Pennsylvania - Highway Program

Bucks

MPMS# 74827

Delaware Canal Enhancement

AQ Code X12

LIMITS Over Brock Creek, Yardley to Bristol Boroughs

IMPROVEMENT: Streetscape

Not SOV Capacity Adding

MUNICIPALITIES: Bristol Borough; Yardley Borough

Adding Subcorr(s): 4A

PROJECT MANAGER: AECOM/JD

Est Let Date: 5/1/2014

The proposed structure will be a single span pre-stressed concrete adjacent box beam bridge for the Aqueduct and a pre-stressed concrete adjacent box beam bridge for the Tow Path.

The existing Delaware Canal Aqueduct and Tow Path Bridge are located over Brock Creek in Delaware Canal State Park, Yardley Borough. The Delaware Canal runs in a northwest to southwest direction through Yardley, almost parallel to Main Street. The Aqueduct is just northwest of the crossing of S.R. 332/Afton Avenue and carries the Delaware Canal over Brock Creek. At the project location, the Delaware River flows parallel to the Delaware Canal approximately 1000 feet northeast of the site.

The existing Aqueduct is a single span reinforced concrete u-slab, having a 24-inch depth, with reinforced concrete abutments and wingwalls. The existing tow path bridge is a single span reinforced concrete arch located on the same substructure as the aqueduct, although it appears to have been constructed at different times. Both of the structures have a clear span of 27.3' and are located on a skew of approximately 61° to Brock Creek. The structures of interest are located in a very flood prone location. It is believed that the low under clearance and short span of the existing aqueduct coupled with debris further reducing the hydraulic opening is the primary reason for flooding.

This project is funded by a \$2,400,000 SAFETEA-LU Earmark (PA ID# 490/FED ID# 2979)

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	SXF				2,400								
CON	LOCAL				600								
		0	0	0	3,000	0	0	0	0	0	0	0	0
Total FY2011-2014					3,000	Total FY2015-2018			0	Total FY2019-2022			0

MPMS# 77448

Lindenfield Pedestrian Bridge/Fairview Park Pedestrian Trail

AQ Code A2

LIMITS Over North and West Branches of Neshaminy Creek

IMPROVEMENT: Bicycle/Pedestrian Improvement

Not SOV Capacity Adding

MUNICIPALITIES: Chalfont Borough

Adding Subcorr(s): 8G

PROJECT MANAGER: CONSTR

Actl Let Date: 1/21/2010

This project includes the installation of a pedestrian bridge over the North Branch of Neshaminy Creek, two pedestrian bridges over a tributary to the West Branch of Neshaminy Creek and portions of pedestrian trails throughout Chalfont Borough.

In the spring of 2006 this project was recommended for funding through the HTSSRS/TE Program. \$411,441 will be drawn from MPMS #64984 at the appropriate time.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STE*	411											
		411	0	0	0	0	0	0	0	0	0	0	0
Total FY2011-2014					411	Total FY2015-2018			0	Total FY2019-2022			0

Pennsylvania - Highway Program

Bucks

MPMS# 77449 **Route 13, East Coast Greenway Bicycle/Pedestrian Bridge (South) - Phase 2 SR:0013**

AQ Code A2

LIMITS North of Route 1 to Philadelphia

IMPROVEMENT: Bicycle/Pedestrian Improvement

Not SOV Capacity Adding

MUNICIPALITIES: Tullytown Borough

Adding Subcorr(s): 5I

PROJECT MANAGER: EE/DVRPC/JB

No Let Date

This project provides a component of the East Coast Greenway for a bike and pedestrian crossing via construction of a bike and pedestrian bridge to cross Route 13 in order to provide safe passage for the Delaware Canal Towpath.

\$690,000 TE funds were approved during the FY2006 project selection process, to be programmed at the appropriate time, drawing funds from MPMS #64984. Also see MPMS #65922 and 71159. A total of \$1.690 million TE funds have been recommended for this project.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STE												
		0	0	0	0	0	0	0	0	0	0	0	0
Total FY2011-2014		0				Total FY2015-2018				0			
						Total FY2019-2022				0			

MPMS# 77455 **Broad/Main/Front Streets Streetscape - Phase III**

AQ Code A2

LIMITS At Broad/Main/Front Streets

IMPROVEMENT: Bicycle/Pedestrian Improvement

Not SOV Capacity Adding

MUNICIPALITIES: Quakertown Borough

Adding Subcorr(s): 14C

PROJECT MANAGER: EE/DVRPC/JC

No Let Date

This project includes the installation of patterned concrete crosswalks & lighting that is more in character with the historic nature of downtown Quakertown. It will increase pedestrian access by re-configuring & landscaping the central triangle dividing East & West Broad Street & encouraging more appropriate downtown parking options.

In the spring of 2006 this project was recommended for funding through the HTSSRS/TE Program. \$482,755 will be drawn from MPMS #64984 at the appropriate time.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STE												
		0	0	0	0	0	0	0	0	0	0	0	0
Total FY2011-2014		0				Total FY2015-2018				0			
						Total FY2019-2022				0			

Pennsylvania - Highway Program

Bucks

MPMS# 77456 **Route 13, Redevelopment Project, Croydon SR:0013**

AQ Code X12 **LIMITS** Street Road to Levittown Parkway

IMPROVEMENT: Streetscape

Not SOV Capacity Adding **MUNICIPALITIES:** Bristol Township

Adding Subcorr(s): 4A **PROJECT MANAGER:** EE/DVRPC/JB

No Let Date

This project provides rehabilitation of the Croydon business district. This project will serve as the impetus to completing redevelopment efforts along the entire 11-mile corridor in the study area.

In the spring of 2006 this project was recommended for funding through the HTSSRS/TE Program. \$510,000 will be drawn from MPMS #64984 at the appropriate time.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STE												
		0	0	0	0	0	0	0	0	0	0	0	0
Total FY2011-2014		0				Total FY2015-2018				0			
										Total FY2019-2022			
										0			

MPMS# 77468 **PA 413, Langhorne Borough Streetscape - Phase I (HTSSRS) SR:0413**

AQ Code A2 **LIMITS** PA 413 and Pine Street

IMPROVEMENT: Bicycle/Pedestrian Improvement

Not SOV Capacity Adding **MUNICIPALITIES:** Langhorne Borough

Adding Subcorr(s): 4A, 5I **PROJECT MANAGER:** AECOM/JD

No Let Date

This project involves creating an attractive, safe walkable environment in Langhorne Borough and encourages walking, bicycling & the use of public transportation to help reduce traffic congestion & increase retail trade. Work will occur on (1) SR#413 in Langhorne Borough, specifically between Winchester Avenue south of Twin rail tunnels) to the Southern Boro Line at the Pennwood Library (Bucks County Free Library). Work is within the PennDOT right of way. AND (2) Mayors' playground (SR 213 & SR413) walkway to Heckman Elementary school on Cherry Street and connecting grounds of Woods Services residential treatment center for disabled.

In the spring of 2006 this project was recommended for funding through the HTSSRS/TE Program. \$280,712 will be drawn from MPMS #64984 at the appropriate time.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STE												
		0	0	0	0	0	0	0	0	0	0	0	0
Total FY2011-2014		0				Total FY2015-2018				0			
										Total FY2019-2022			
										0			

Pennsylvania - Highway Program

Bucks

MPMS# 77469 *Doylestown Borough Safe Routes to School*

AQ Code A2 **LIMITS** Vicinity of Linden Elementary School

IMPROVEMENT: Streetscape

Not SOV Capacity Adding **MUNICIPALITIES:** Doylestown Borough

PROJECT MANAGER: CONSTR

No Let Date

This project includes the installation of new curb, sidewalk & curb ramps where none exist in the vicinity of Linden Elementary School in Doylestown Borough. In an effort to provide safe passages to schools located within the Borough, new sidewalks are proposed along portions of East Street, West Oakland Avenue, Washington Street, Union Street, Decatur Street, Doyle Street, Avenue A, and North Franklin Street. Curb ramps are proposed where prompted by safety and accessibility concerns. Work along East Street will additionally include grading, the demolition of a retaining wall, and the construction of a replacement retaining wall.

In the spring of 2006 this project was recommended for \$201,250 funding through the HTSSRS/TE Program. Instead, an additional \$100,000 Regional STE was drawn down from availability of MPMS #77469, Doylestown Borough Safe Routes to School and programmed for the construction of MPMS #72907 - Doylestown Borough Safe Routes to School HTSSRS in FY07. \$101,250 STE funds remain for this project (MPMS #77469) and will be drawn down from MPMS #64984 at the appropriate time.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STE	0	0	0	0	0	0	0	0	0	0	0	0
Total FY2011-2014		0		0		Total FY2015-2018		0		Total FY2019-2022		0	

MPMS# 80056 *Mill Road Bridge Over Neshaminy Creek*

AQ Code S19 **LIMITS** Over Neshaminy Creek

IMPROVEMENT: Bridge Repair/Replacement

Not SOV Capacity Adding **MUNICIPALITIES:** Hilltown Township

PROJECT MANAGER: TSS/GANNETT

Est Let Date: 3/6/2014

The project involves the replacement of a two span, concrete encased I-beam bridge built in 1920. The new structure will be single span, prestressed box beam structure placed on existing alignment, which will increase the overall roadway wide from the current 16'6" to 24', increasing travel lanes to 10' and adding shoulders. The bridge opening will be adjusted slightly northward to better align with the stream channel.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	STP		175										
FD	183		33										
FD	LOCAL		11										
UTL	STU			45									
UTL	183			9									
UTL	LOCAL			2									
CON	BOO							1,059					
CON	183							199					
CON	LOCAL							66					
Total FY2011-2014		0	219	56	0	Total FY2015-2018		1,324	0	Total FY2019-2022		0	
		275						1,324				0	

DVRPC FY 2011-2014 TIP for PA

Pennsylvania - Highway Program

Bucks

MPMS# 86860
AQ Code S19

PA 611 Bridge Over Cooks Creek
LIMITS Over Cooks Creek
IMPROVEMENT: Bridge Repair/Replacement
MUNICIPALITIES: Durham Township
PROJECT MANAGER: Gannett/PTL

Est Let Date: 12/5/2012

This project includes replacing the superstructure of a 72 feet long, 37 foot wide, single span bridge due to the cracking and bulging of the abutments. The bridge currently has 2 lanes in each direction with 8' shoulders on each side. The bridge has the following condition ratings: deck - 5, super - 4, sub - 4. Sufficiency rating: 44.6

TIP Program Years (\$ 000)													
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	BOO		546										
PE	TOLL												
FD	BOO		656										
FD	TOLL												
ROW	BOO		55										
ROW	TOLL												
UTL	TOLL												
UTL	BOO		55										
CON	BND		2,807										
		0	4,119	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014		4,119		Total FY2015-2018		0		Total FY2019-2022		0	

MPMS# 86923
AQ Code S10

PA 309, Sellersville Bypass, Resurfacing (PM1)
LIMITS Church Road to Tollgate Road
IMPROVEMENT: Roadway Rehabilitation
MUNICIPALITIES: Hatfield Township; Hilltown Township; Richland Township; West Rockhill Township
PROJECT MANAGER: TSS/DMB

Est Let Date: 10/1/2013

This project includes the resurfacing, concrete patching, saw and seal, repair or upgrade guiderail, mile post sign repair and replacement, and pavement marker installation of approximately 17.34 segment miles.

TIP Program Years (\$ 000)													
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	581	424											
CON	581			2,879									
CON	581				4,371								
CON	581					3,463							
CON	581					3,463							
		424	0	2,879	4,371	3,463	3,463	0	0	0	0	0	0
		Total FY2011-2014		7,674		Total FY2015-2018		6,926		Total FY2019-2022		0	

Pennsylvania - Highway Program

Bucks

MPMS# 87088

Chalfont Pedestrian Facilities (SRTS)

AQ Code A2

LIMITS US 202, Chalfont to New Britain Borough

IMPROVEMENT: Bicycle/Pedestrian Improvement

MUNICIPALITIES: Chalfont Borough; New Britain Borough

PROJECT MANAGER: EE/DVRPC/JC

No Let Date

This project will install crosswalks, curbing, and sidewalks along Route 202, spanning two municipalities and benefiting one elementary school and one middle school.

Proposed improvements include completion of any missing areas of curbing, sidewalk, curbcuts for ADA access, planted concrete islands, painted pedestrian crosswalks, signalized pedestrian railroad crossing, utility adjustments, and replacement of hedges in the way of the proposed sidewalk. The project also includes removal of guiderail on the sides of a bridge to be replaced with sidewalks and a post-rail fence.

This project was awarded \$719,734 in Safe Routes to School (SRTS) funding in May of 2009.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	SRTS	720											
		720	0	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014		720		Total FY2015-2018			0	Total FY2019-2022			0

Pennsylvania - Highway Program

Bucks

MPMS# 88083
AQ Code R2

Stoopville Road Improvements - Phase 2

LIMITS SR 532 to SR 413

IMPROVEMENT: Intersection/Interchange Improvements

MUNICIPALITIES:

PROJECT MANAGER: Gannett/CS

Est Let Date: 4/15/2014

This project represents phase two (4.65 miles) of the Stoopville Road Improvements ARRA project in Bucks County. This project includes the installation of landscaped islands at the following intersections: Stoopville Road & Rosefield Drive; Stoopville Road & Eagleton Farms Rd /Hemlock Drive; Stoopville Road & Linton Hill Chase, which currently have transverse markings; installation of a flashing warning beacon at Stoopville Road & Creamery Road /Linton Hill Road and Stoopville Road & Washington Crossing Road with mast arms and create a multi-way stop condition based upon inadequate sight distance; installation of traffic signals Washington Crossing Road (SR 0532) & Highland Road; the upgrade of a existing "span wire" flasher to a modern "mast arm" flasher at Stoopville Road & Eagle Road.

Project will also include widening at the Southbound Approach of Washington Crossing Road (SR 0532) to provide for a 12 foot right-turn lane with a 4 foot shoulder. There will also be minor widening (less than 5 feet) on the Northbound Approach of Washington Crossing Road (SR 0532) to better align the roadway and on the Eastbound approach of Stoopville Road to align with the private driveway. There will also be a mill and overlay approximately 2000 feet in either direction, with new pavement markings, and the installation of raised pavement markers to increase safety.

At the existing signalized intersection of Washington Crossing Road (SR 0532) & Lindenhurst Road, it is proposed to upgrade this traffic signal at this location to be powder coated black to match the rest of the project area. It also anticipated that the Controller Cabinet will be replaced.

Decorative crosswalks will be installed for pedestrian accessibility at all intersections. For those unsignalized locations, additional signage inclusive of advance warning signage will be installed. Where sidewalks exist, curb ramps will be installed to meet ADA criteria. Where no sidewalks exist, a detectable warning surface on an asphalt paved area will be installed to meet ADA criteria. The spur road connecting Washington Crossing Road (SR 0532) with Stoopville Road will be removed from the project, and minor modifications will be required to provide access to existing driveways.

2008 Appropriations Earmark - \$490,000 (\$370,000 balance available). PA ID #710.
2009 Public Lands Highway Discretionary - \$950,000.

See companion ARRA project (MPMS# 84096)

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	SXF	120											
ROW	SXF		100										
UTL	SXF		100										
CON	SXF			50									
CON	PLHD			950									
CON	STP				200								
		120	200	1,000	200	0	0	0	0	0	0	0	0
		Total FY2011-2014			1,520	Total FY2015-2018			0	Total FY2019-2022			0

DVRPC FY 2011-2014 TIP for PA

Pennsylvania - Highway Program

Bucks

MPMS# 90197 *Tyburn Road Bridges (1) Over Amtrak/Conrail*

AQ Code S19 **LIMITS** Over Amtrak/Conrail

IMPROVEMENT: Bridge Repair/Replacement

MUNICIPALITIES: Falls Township

PROJECT MANAGER:

Est Let Date: 12/15/2012

This project entails the superstructure rehabilitation/ replacement and substructure rehab to a bridge on Tyburn Road (SR 2020). These bridge carries Tyburn Road over Amtrak and Conrail. As part of this rehabilitation structures will be analyzed and retrofitted to address seismic loading conditions. Road way reconstruction will be minimal and it will be limited to profile changes to address the substandard vertical clearance issues. Project involves coordination with CSX and Amtrak. During construction Tyburn Road will be open for traffic at least one lane in each direction.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
UTL	BND		1,700										
CON	BND		5,267										
CON	BND			4,773									
CON	BND				8,259								
		0	6,967	4,773	8,259	0	0	0	0	0	0	0	0
		Total FY2011-2014				Total FY2015-2018				Total FY2019-2022			
				19,999				0					0

Total For Bucks	2011	2012	2013	2014	2011-2014	2015-2018	2019-2022
	\$28,811	\$50,138	\$53,454	\$66,690	\$199,093	\$68,291	\$13,989

Pennsylvania - Highway Program

Chester

MPMS# 14134 *West Bridge Street Bridge Over Amtrak*

AQ Code S19

LIMITS Over Amtrak

Not SOV Capacity Adding

IMPROVEMENT: Bridge Repair/Replacement

MUNICIPALITIES: Parkesburg Borough

PROJECT MANAGER: TSS/GANNETT

Est Let Date: 7/26/2014

The existing bridge on West Bridge Street in the Borough of Parkesburg is structurally deficient and functionally obsolete. The structural deterioration advanced to the point that the bridge was no longer able to safely carry vehicular loads. The bridge was closed to traffic in 1994. In addition to the vehicular restriction, both sidewalks are restricted from use due to the severe deterioration of the wooden deck. The existing roadway width of 5.8 meters (19.0 ft) contains two travel lanes and no shoulders. This bridge will be replaced with a two lane bridge with minimal shoulders and sidewalks on both sides. The bicycle and pedestrian checklists have been incorporated into the project.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	BOF				4,452								
CON	183				835								
CON	LOCAL				278								
		0	0	0	5,565	0	0	0	0	0	0	0	0
		Total FY2011-2014			5,565	Total FY2015-2018			0	Total FY2019-2022			0

MPMS# 14236 *Little Washington Road Bridge Over Culbertson Road SR:4006*

AQ Code S19

LIMITS Over Culbertson Road

Not SOV Capacity Adding

IMPROVEMENT: Bridge Repair/Replacement

MUNICIPALITIES: East Brandywine Township

PROJECT MANAGER: P/CNV

Est Let Date: 6/7/2012

Replace bridge. Reconstruct approach roadway. Minor realignment of roadway to avoid wetlands. This road/bridge is part of the Chester County Planning Commission recommended bikeway network.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	916D		546										
CON	916D			563									
		0	546	563	0	0	0	0	0	0	0	0	0
		Total FY2011-2014			1,109	Total FY2015-2018			0	Total FY2019-2022			0

DVRPC FY 2011-2014 TIP for PA

Pennsylvania - Highway Program

Chester

MPMS# 14251 **Chandler Mill Road Bridge Over West Branch of Red Clay Creek SR:7015**

AQ Code S19

LIMITS Over West Branch of Red Clay Creek

IMPROVEMENT: Bridge Repair/Replacement

Not SOV Capacity Adding

MUNICIPALITIES: Kennett Township

PROJECT MANAGER: TSS/GANNETT

Est Let Date: 2/5/2015

Replace Chandler Mill Road Bridge over West Branch of the Red Clay Creek in Kennett Township. This County owned bridge (#236) is structurally deficient (sufficiency rating of 18), functionally obsolete, and posted for 8 tons. The bridge is part of the Chester County Planning Commission's recommended bikeway network.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
FD	BOF		262											
FD	183		49											
FD	LOCAL		16											
ROW	BOF			45										
ROW	183			9										
ROW	LOCAL			2										
CON	BOF				1,076									
CON	183				203									
CON	LOCAL				67									
		0	327	56	1,346	0	0	0	0	0	0	0	0	
Total FY2011-2014		1,729			Total FY2015-2018				0	Total FY2019-2022				0

DVRPC FY 2011-2014 TIP for PA

Pennsylvania - Highway Program

Chester

MPMS# 14261 **Church Road Bridge Over Valley Creek**

AQ Code S19 **LIMITS** Over Valley Creek

IMPROVEMENT: Bridge Repair/Replacement

Not SOV Capacity Adding **MUNICIPALITIES:** Tredyffrin Township

PROJECT MANAGER: TSS/GANNETT

Est Let Date: 6/5/2014

Replace Church Road over Valley Creek in Tredyffrin Township. This County owned bridge (#282) is structurally deficient (sufficiency rating of 32), functionally obsolete, and posted for 20 tons. The bridge has the following condition ratings: deck - 5, super - 5, sub - 4.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022		
PE	BOO*	280													
FD	BOF		262												
FD	183		49												
FD	LOCAL		16												
ROW	BOF			45											
ROW	183			9											
ROW	LOCAL			2											
UTL	BOF			35											
UTL	183			7											
UTL	LOCAL			2											
CON	BOF				1,076										
CON	183				202										
CON	LOCAL				67										
		280	327	100	1,345	0	0	0	0	0	0	0	0		
		Total FY2011-2014			2,052	Total FY2015-2018				0	Total FY2019-2022				0

MPMS# 14327 **PA 926 Bridge Over Brandywine Creek SR:0926**

AQ Code S19 **LIMITS** Over Brandywine Creek

IMPROVEMENT: Bridge Repair/Replacement

Not SOV Capacity Adding **MUNICIPALITIES:** Birmingham Township; Pocopson Township

PROJECT MANAGER: DAVIES/LEF

Est Let Date: 10/20/2011

Current structure is failing and is posted. Bridge replacement and improve roadway approaches. Project also includes a structure over Radley Run.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022		
CON	916		5,953												
		0	5,953	0	0	0	0	0	0	0	0	0	0		
		Total FY2011-2014			5,953	Total FY2015-2018				0	Total FY2019-2022				0

Pennsylvania - Highway Program

Chester

MPMS# 14351
AQ Code M9

Rudolph and Arthur Covered Bridge On Camp Bonsul Road over Big Elk Creek

LIMITS On Camp Bonsul Road over Big Elk Creek

IMPROVEMENT: Bridge Repair/Replacement

MUNICIPALITIES: Elk Township; New London Township

PROJECT MANAGER:

No Let Date

This project includes the rehabilitation of the Rudolph and Arthur Covered Bridge on Camp Bonsul Rd. over Big Elk Creek. Built in 1880, the bridge retains its original Burr arch truss construction and is listed on the National Register of Historic Places. The rehabilitation will strengthen the bridge for continued vehicular use and original timber trusses, decking, and boards will be re-used and restored in-kind where necessary to maintain the original appearance of the covered bridge. This Chester County owned bridge (#26) is structurally deficient and has sufficiency rating of 16.9. It is posted for 3 tons.

The project was selected to receive \$1.6 million in federal funds through the FY2009 National Historic Covered Bridge Preservation Program (NHCB).

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	NHCB	248											
PE	183	46											
PE	179	15											
FD	NHCB			252									
FD	183			47									
FD	179			15									
CON	NHCB					1,090							
CON	183					204							
CON	179					68							
		309	0	314	0	1,362	0	0	0	0	0	0	0
		Total FY2011-2014			623	Total FY2015-2018			1,362	Total FY2019-2022			0

DVRPC FY 2011-2014 TIP for PA

Pennsylvania - Highway Program

Chester

MPMS# 14354 **Chestnut Street Bridge Over Amtrak/SEPTA R5 Rail Line SR:7205**

AQ Code S19 **LIMITS** Over Amtrak/SEPTA R5 Rail Line

IMPROVEMENT: Bridge Repair/Replacement

Not SOV Capacity Adding **MUNICIPALITIES:** Downingtown Borough

Adding Subcorr(s): 8J **PROJECT MANAGER:** TSS/GANNETT

Est Let Date: 2/4/2016

The proposed project involves the replacement of a 4-span steel girder bridge, with minimal shoulders, with a minor improvement to the vertical crest which spans over active AMTRAK, CSX and Norfolk Southern rail lines in East Caln Twp. & the Borough of Downingtown, Chester County, PA. The new bridge will be on the same alignment and includes approximately 600 ft. of approach roadway reconstruction to provide vertical clearances over railroad tracks.

The existing bridge has a load limit of 16 tons, except combination loading is 30 tons. The 25 ft. clear roadway width is too narrow for two vehicles, and the steel girders extending above the deck surface create a hazard. The structure was recently closed because sections of concrete were falling off the bridge. The superstructure and substructure both have a poor condition rating. The structure has a sufficiency rating of 52. In addition, the salt contamination of the concrete over the years from salting of the highways in the winter does not support rehabilitation of this structure. This bridge is part of PA Bicycle Route "L." The bicycle and pedestrian checklists will be incorporated into the project.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	BOF*	250											
ROW	BOF*	80											
UTL	BOF*	1,600											
CON	BOF				4,348								
CON	185				815								
CON	LOCAL				271								
		1,930	0	0	5,434	0	0	0	0	0	0	0	0
		Total FY2011-2014			7,364	Total FY2015-2018			0	Total FY2019-2022			0

MPMS# 14484 **PA 41 Study SR:0041**

AQ Code X1 **LIMITS** Delaware State Line to PA 926

IMPROVEMENT: Roadway New Capacity

Major SOV Capacity Adding Subcorr(s): **MUNICIPALITIES:** Londonderry Township; London Grove Township; New Garden Township; Avondale Borough

5A **PROJECT MANAGER:** HNTB/MR **LRPID:45**

No Let Date

Preliminary engineering and environmental studies to identify transportation improvements for the PA 41 Corridor. Current alternatives include widening and limited realignment. Actual cost estimates for construction will be determined with the completion of the Environmental Impact Statement.

SAFETEA DEMO #851, PA ID# 357 - \$3.360 MILLION

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	SXF	2,700											
PE	581	685											
		3,385	0	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014			3,385	Total FY2015-2018			0	Total FY2019-2022			0

DVRPC FY 2011-2014 TIP for PA

Pennsylvania - Highway Program

Chester

MPMS# 14515 **PA 100, Shoen Road to Gordon Drive (02L) SR:0100**

AQ Code 2020M **LIMITS** Shoen Road to Gordon Drive

IMPROVEMENT: Roadway New Capacity

Major SOV Capacity **MUNICIPALITIES:** West Whiteland Township; Uwchlan Township

Adding Subcorr(s): 8l

PROJECT MANAGER: TSS/DMB

LRPID:42

Est Let Date: 9/29/2011

This project provides for the existing 2-12' lanes and 10' shoulders to be reconfigured to 3- 11' lanes and 4' shoulders. The removal of inefficient jug handles and install dedicated left and right turn lanes. Also included is storm water collection and management system, and sidewalk from Ship Road to Sharp Lane to connect with existing Uwchlan Trail System. An upgrade of traffic signals from Gordon Drive/Rutgers Drive to Shoen Road and will include new supports, signal heads, actuation, emergency pre-emption and all electrical components. This project will retain the closed-loop system footprint between the intersections and the municipal building.

CMP Improvements in the form of the Lionville Park and Ride lot were completed in the initial phase of this project. ITS treatments for this section of roadway are included in the US Route 202 ITS project, MPMS #64479.

ITS Treatments are complete.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	581			2,185									
CON	581				4,108								
CON	581					4,831							
CON	581						3,451						
		0	0	2,185	4,108	4,831	3,451	0	0	0	0	0	0
		Total FY2011-2014			6,293	Total FY2015-2018			8,282	Total FY2019-2022			0

Pennsylvania - Highway Program

Chester

MPMS# 14532 **US 30, Coatesville Downingtown Bypass Reconstruction Design SR:0030**

AQ Code 2030M **LIMITS** PA 10 to Exton Bypass

IMPROVEMENT: Roadway Rehabilitation

Minor SOV Capacity
Adding Subcorr(s): 8J

MUNICIPALITIES: West Caln Township; West Sadsbury Township; Caln Township; Coatesville City; Downingtown Bor

PROJECT MANAGER: TSS/SPF

LRPID:48

No Let Date

This project serves as the design phase of a project to reconstruct approximately 14 miles of mainline pavement; addition of through lanes as required by traffic analysis; reconstruction and widening of the mainline shoulders; replacement and widening of mainline bridge superstructures; construction of new ramps (to complete partial interchanges); reconstruction, realignment, and lengthening of all on and off ramps (to provide storage length for traffic signals and ramp metering); reconstruction of arterial overpasses ; installation of ITS elements (dynamic message signs, closed circuit television, incident detection, and ramp meters); and minor improvements to parallel arterial routes (to be determined). This project is for design only; construction has been broken out into 2 new projects, MPMS #87781 – CON is \$239 M in FY2009 dollars (Eastern portion), and MPMS #84884 – CON is \$201 M in FY2009 dollars (Western portion).

Project is located in East Caln Township, Downingtown Borough, Caln Township, Coatesville City, Valley Township, West Caln Township, Sadsbury Township, West Sadsbury Township

TEA 21 DEMO -\$600,000

SAFETEA DEMO #3172, PA ID# 504 - \$4 MILLION

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	SXF	1,992											
PE	581	498											
FD	NHS									28,222			
FD	581									16,127			
ROW	NHS										7,143		
ROW	581										1,716		
		2,490	0	0	0	0	0	0	0	44,349	8,859	0	0
Total FY2011-2014		2,490				Total FY2015-2018				0			
						Total FY2019-2022				53,208			

MPMS# 14541 **US 1, Baltimore Pike Widening SR:0001**

AQ Code 2020M **LIMITS** Kennett Square Bypass to Greenwood Road

IMPROVEMENT: Roadway New Capacity

Major SOV Capacity
Adding Subcorr(s):
5A

MUNICIPALITIES: East Marlborough Township

PROJECT MANAGER: EE/JB

LRPID:44

Est Let Date: 12/4/2013

Selective widening from two lanes in each direction to three lanes in each direction and relocate the School House Rd. intersection. Add left turn lanes on US 1 at School House Rd. and install new traffic signals.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STP				3,988								
CON	581				997								
		0	0	0	4,985	0	0	0	0	0	0	0	0
Total FY2011-2014		4,985				Total FY2015-2018				0			
						Total FY2019-2022				0			

Pennsylvania - Highway Program

Chester

MPMS# 14613 *PA 41, Gap Newport Road Intersection Improvements SR:0041*

AQ Code R1 **LIMITS** At Baltimore Pike

IMPROVEMENT: Intersection/Interchange Improvements

Minor SOV Capacity
Adding Subcorr(s): **MUNICIPALITIES:** London Grove Township

5A **PROJECT MANAGER:** HNTB/JME

Est Let Date: 6/7/2014

Safety and Mobility Improvements for the Intersection of SR 41 (Gap Newport Road) and Old Baltimore Pike. Modification of this intersection as a roundabout will increase safety and mobility.

HSIP Safety Funding for this project has been drawn from MPMS #57927

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	HSIP	170											
FD	HSIP*	200											
FD	LOCAL	42											
CON	HSIP				2,782								
CON	581				696								
		412	0	0	3,478	0	0	0	0	0	0	0	0
		Total FY2011-2014			3,890	Total FY2015-2018			0	Total FY2019-2022			0

MPMS# 14663 *Chester Valley Trail (Sec 1/3) - Phase 1 SR:3070*

AQ Code A2 **LIMITS** Valley Creek Blvd to PA 29/Mathews Road Intersecti

IMPROVEMENT: Bicycle/Pedestrian Improvement

Not SOV Capacity
Adding **MUNICIPALITIES:** West Whiteland Township; East Whiteland Township

Adding Subcorr(s): **PROJECT MANAGER:** CONSTR

No Let Date

Construction of a 3.9 mile multi-use regional trail from Valley Creek Blvd in West Whiteland Township to the intersection of PA 29 and Matthews Rd in East Whiteland Township. This project will rehabilitate an abandoned rail line and create a 12 ft wide paved asphalt trail with 2 ft wide shoulders. The project includes a new bridge over Church Rd. and repair/replacement of several culverts. The project is a CMS commitment for US 202 – Section 300 (#64494 and #64498) and will provide a safe route for bicyclists and pedestrians traveling in the corridor. This is a segment of a larger regional trail that will connect central Chester County with Norristown, Valley Forge National Park, and the Schuylkill River Trail. See MPMS #14675 and #16705 for other segments and connections to this regional trail project.

The Chester Valley Trail is intended principally for transportation purposes, including trips to work, school, shops, and services. Phase I (MPMS #14663) will connect residential communities with major employment, school, retail, and service centers in Great Valley and Exton. Phase II (MPMS #14675) will connect residential communities with major employment, school, retail, and service centers at Great Valley and King of Prussia. The Chester Valley Trail will connect to the Chester Valley Trail Extension in Montgomery County (MPMS #16705) and will provide access for residential communities to major employment, school, retail, and service centers in King of Prussia, Bridgeport and Norristown Boroughs. The Extension (#16705) will further unite with the Schuylkill River Trail (SRT) in Norristown and through the SRT an eventual connection to the East Coast Greenway to provide an extensive trail network through the DVRPC region.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	CMAQ*	478											
		478	0	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014			478	Total FY2015-2018			0	Total FY2019-2022			0

Pennsylvania - Highway Program

Chester

MPMS# 14675

Chester Valley Trail (Sec 2/3) - Phase 2

AQ Code A2

LIMITS Old Eagle School Road to Route 29

Not SOV Capacity Adding

IMPROVEMENT: Bicycle/Pedestrian Improvement

Adding Subcorr(s): 8J

MUNICIPALITIES: Upper Merion Township; East Whiteland Township; Tredyffrin Township

PROJECT MANAGER: EE/DVRPC/RG

Est Let Date: 6/21/2012

Construction of a 7.6 mile multi-use regional trail from PA 29 and Matthews Rd in East Whiteland Township to King of Prussia in Upper Merion, Montgomery County. This project will rehabilitate an abandoned rail line and create a 12 ft wide paved asphalt trail with 2 ft wide shoulders. The project includes an underpass for Warner Rd. and repair/replacement of several culverts. The project is a CMS commitment for US 202 – Section 300 (#64494 and #64498) and will provide a safe route for bicyclists and pedestrians traveling in the corridor. The project is also a segment of a larger regional trail that will connect central Chester County with Valley Forge National Park and the Schuylkill River Trail. See #14663 and #16705 for other segments of the regional trail project.

\$112,000 TE funds were approved for CON/ROW during the FY2004 project selection process, to be programmed at the appropriate time, drawing funds from MPMS #64984.

The Chester Valley Trail is intended principally for transportation purposes, including trips to work, school, shops, and services. Phase I (MPMS #14663) will connect residential communities with major employment, school, retail, and service centers in Great Valley and Exton. Phase II (MPMS #14675) will connect residential communities with major employment, school, retail, and service centers at Great Valley and King of Prussia. The Chester Valley Trail will connect to the Chester Valley Trail Extension in Montgomery County (MPMS #16705) and will provide access for residential communities to major employment, school, retail, and service centers in King of Prussia, Bridgeport and Norristown Boroughs. The Extension (#16705) will further unite with the Schuylkill River Trail (SRT) in Norristown and through the SRT an eventual connection to the East Coast Greenway to provide an extensive trail network through the DVRPC region.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
UTL	CAQ	42											
UTL	LOCAL	11											
CON	CAQ			11,807									
CON	STE												
CON	LOCAL			2,951									
		53	0	14,758	0	0	0	0	0	0	0	0	0
		Total FY2011-2014		14,811		Total FY2015-2018			0	Total FY2019-2022			0

DVRPC FY 2011-2014 TIP for PA

Pennsylvania - Highway Program

Chester

MPMS# 15385 **US 202, Section 100 (ES1) - Design SR:0202**
AQ Code 2030M **LIMITS** Matlack Street to the Delaware State Line
IMPROVEMENT: Roadway New Capacity
MUNICIPALITIES: Various
PROJECT MANAGER: Gannett/VAG

LRPID:39

No Let Date

Major SOV Capacity
 Adding Subcorr(s):
 8A

This project serves as the design phase for Section 100 of Route 202. Improvements along 7.5 miles of US 202 between Matlack Street and the Delaware State Line to address congestion and deficiencies in the existing transportation network. This project is currently in the draft environmental impact statement phase. Current alternatives include widening, grade-separation of interchanges, and other intersection improvements. Smart Transportation strategies will be applied to define additional solutions and appropriate level of environmental documentation. This project spans numerous municipalities in both Chester and Delaware Counties, including West Goshen, Westtown, Thornbury (Chester), Thornbury (Delaware), Birmingham, Chadds Ford, Concord, and Bethel.

In the DVRPC region, US 202 covers 61 miles, traversing 27 municipalities in Delaware, Chester, Montgomery, and Bucks counties. For planning purposes, US 202 has been divided into seven major sections (100 through 700), and some of those sections have been broken down further to construction management.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	STU		874										
PE	581		219										
FD	STU												
FD	STU									11,462			
FD	581												
FD	581									2,866			
CON	STU												190,538
CON	STP												170,000
CON	TOLL												
CON	TOLL												
		0	1,093	0	0	0	0	0	0	14,328	0	0	360,538
Total FY2011-2014		1,093				Total FY2015-2018		0		Total FY2019-2022		374,866	

Pennsylvania - Highway Program

Chester

MPMS# 47979 Paoli Transportation Center Road Improvements SR:0030

AQ Code R1 LIMITS US 30, Lancaster Avenue/North Valley Road/Central

IMPROVEMENT: Intersection/Interchange Improvements

Minor SOV Capacity **MUNICIPALITIES:** Willistown Township; Tredyffrin Township

PROJECT MANAGER: TSS/

Est Let Date: 10/6/2022

The Paoli Transportation Center will provide a new intermodal transportation center planned just west of the existing Paoli train station that serves Amtrak, SEPTA's R5, and various bus routes. This project includes roadway, bridge, intersection, and signalization improvements in and around the Paoli Transportation Center. The improvements will address access and circulation needs for vehicles, buses, bicyclists, and pedestrians. The improvements will be focused on roadways around the new transportation center including US 30 (Lancaster Avenue), North Valley Road, and Central Avenue. See MPMS #60574 for the transit components of the Intermodal Center.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	CAQ	1,200											
PE	581	300											
PE	CMAQ		1,200										
PE	581		300										
CON	TOLL												
CON	STP											99,009	
		1,500	1,500	0	0	0	0	0	0	0	0	99,009	0
		Total FY2011-2014			3,000	Total FY2015-2018			0	Total FY2019-2022			99,009

MPMS# 57659 French Creek Parkway - Phase 1 SR:0000

AQ Code 2020M LIMITS Main Street to Taylor Alley

IMPROVEMENT: Roadway New Capacity

Major SOV Capacity **MUNICIPALITIES:** Phoenixville Borough

PROJECT MANAGER: TSS/HPF

LRPID:41

Est Let Date: 1/6/2014

This project is the 1st phase of the design and construction of French Creek Parkway. This project will provide a roadway connection between Main St. and Taylor Alley in the Borough of Phoenixville, and include a new traffic signal, a new bridge over French Creek, and 0.4 miles of new collector roadway and sidewalk network. It is the first phase of the French Creek Parkway Master Plan and will support the redevelopment of a 120-acre brownfield site into a mixed use development with office, retail, and residential uses. A new Functional Classification will need to be established for the roadway.

TOLL CREDIT

SAFETEA-LU Earmark # 1336 (PA ID #387) \$4 million

SAFETEA-LU Earmark #4771 (PA ID #587) \$1 million

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	SXF*	218											
PE	SXF	238											
FD	SXF		325										
ROW	SXF		40										
UTL	SXF		25										
CON	STU				1,714								
CON	SXF				3,672								
		456	390	0	5,386	0	0	0	0	0	0	0	0
		Total FY2011-2014			6,232	Total FY2015-2018			0	Total FY2019-2022			0

Pennsylvania - Highway Program

Chester

MPMS# 57664 Newark Road Intersection Improvement SR:3033

AQ Code R1 LIMITS At Hillendale Road

IMPROVEMENT: Intersection/Interchange Improvements

Minor SOV Capacity **MUNICIPALITIES:** New Garden Township

PROJECT MANAGER: EE/JA

Est Let Date: 12/15/2011

SR 3033 (Newark Rd) will be widened to add a left turn lane for the SB Newark to Hillendale Rd turn movement, and widened shoulders to meet criteria and improve sight distance. There are no existing or proposed pedestrian or bike facilities.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	581			56									
ROW	581			225									
UTL	581			113									
CON	581					2,214							
		0	0	394	0	0	2,214	0	0	0	0	0	0
Total FY2011-2014				394		Total FY2015-2018		2,214		Total FY2019-2022		0	

MPMS# 57683 Old Gap/Newport Pike Bridge Over Valley Creek SR:7401

AQ Code S19 LIMITS Over Valley Creek

IMPROVEMENT: Bridge Repair/Replacement

Not SOV Capacity Adding **MUNICIPALITIES:** Atglen Borough

PROJECT MANAGER: HNTB/GCG

Est Let Date: 4/4/2013

The project involves the replacement of the Old Gap Newport Pike Bridge over Valley Creek. The existing Old Gap Newport Pike Bridge is a two span, steel I-beam bridge that was built in 1930 and rehabilitated in 1950. The bridge, owned and operated by Atglen Borough, was determined eligible for listing on the National Register of Historic Places. Project involves minimal roadway work and utility pole relocation.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	BND			3,377									
		0	0	3,377	0	0	0	0	0	0	0	0	0
Total FY2011-2014				3,377		Total FY2015-2018		0		Total FY2019-2022		0	

Pennsylvania - Highway Program

Chester

MPMS# 57684

PA 82 Bicycle/Pedestrian Trail

AQ Code A2

LIMITS PA 926 to Mill Rd

IMPROVEMENT: Bicycle/Pedestrian Improvement

Not SOV Capacity Adding

MUNICIPALITIES: East Marlborough Township

PROJECT MANAGER: EE/DVRPC/LS

Est Let Date: 10/5/2012

Provide a bicycle/pedestrian trail to connect schools, parks, residential areas and retail

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
ROW	CMAQ		75											
ROW	TOLL													
UTL	CMAQ		250											
UTL	TOLL													
CON	CMAQ			672										
CON	TOLL													
CON	CMAQ				672									
CON	TOLL													
		0	325	672	672	0	0	0	0	0	0	0	0	
		Total FY2011-2014			1,669	Total FY2015-2018				0	Total FY2019-2022			0

MPMS# 59434

Schuylkill River Trail (Q20)

AQ Code A2

LIMITS Township Line Road to US 422 over Schuylkill River

IMPROVEMENT: Bicycle/Pedestrian Improvement

Not SOV Capacity Adding

MUNICIPALITIES: East Coventry Township; East Pikeland Township; East Vincent Township; North Coventry Townshi

PROJECT MANAGER: EE/DVRPC/RG

Est Let Date: 1/4/2013

Construction of a 9.8 mile trail from Township Line Rd. in East Pikeland Township to US 422 over the Schuylkill River in North Coventry Township. The trail will be located within existing railroad and PECO Energy corridors, railroad and utility rights-of-way, existing bridges, canal towpaths, and public and private open space. This project will connect several parks and open space preserves and will provide a safe route for bicyclists and pedestrians traveling in along the US 422 and Schuylkill River corridor. Local funds will be used for environmental studies, preliminary engineering, final design, and right-of-way. This is a critical segment of a 130-mile multi-use regional trail connecting Philadelphia to Schuylkill County and other projects related to completing the trail include #61885.

This project is one of several phases of the Schuylkill River Trail which will ultimately follow the Schuylkill River through the City of Philadelphia from the River's terminus at the Delaware River through to the Montgomery County border where the trail will ultimately connect to the Chester Valley Trail and continue west through Chester County. It will connect residential communities with major employment, school, medical, retail, and service centers in Philadelphia, Bridgeport, Norristown, King of Prussia, Great Valley, and Exton, and in addition an eventual connection to the East Coast Greenway. These linkages will provide an extensive trail network through the DVRPC region.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	TOLL													
CON	CAQ			6,753										
		0	0	6,753	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			6,753	Total FY2015-2018				0	Total FY2019-2022			0

Pennsylvania - Highway Program

Chester

MPMS# 60687 **Southern Chester County Rail Corridor Improvements (Q26)**

AQ Code NRS **LIMITS** North of Chadds Ford/West of Brandywine Creek

IMPROVEMENT: Other

Not SOV Capacity Adding **MUNICIPALITIES:** Pocopson Township

Adding Subcorr(s): 5A **PROJECT MANAGER:** CONSTR

Est Let Date: 10/30/2009

The purpose of this project is install additional track to facilitate the safe and efficient movement of freight cars to and from Wilmington, DE and points north and west. This improvement will eliminate a rail switching operation over US 1 and reduce the conflict between vehicular and rail traffic. The revised scope will achieve comparable safety, air quality, and operational benefits by constructing a 2100 ft rail siding in Pocopson Township to enable the movement and switching of freight rail cars.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	CMAQ*	432												
		432	0	0	0	0	0	0	0	0	0	0	0	
Total FY2011-2014		432			Total FY2015-2018				0	Total FY2019-2022				0

MPMS# 61690 **Uwchlan Township Trails - Phase II SR:0000**

AQ Code A2 **LIMITS** Along Sheree Boulevard

IMPROVEMENT: Bicycle/Pedestrian Improvement

MUNICIPALITIES: Uwchlan Township

PROJECT MANAGER: EE/DVRPC/RG

No Let Date

Construction of 3 mile asphalt sidepath, 6.5' wide, adjacent to Sheree Boulevard.

In the spring of 2000 this project was recommended for funding through the Transportation Enhancements Program. \$885,000 will be drawn from MPMS #64984 at the appropriate time.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	STE													
		0	0	0	0	0	0	0	0	0	0	0	0	
Total FY2011-2014		0			Total FY2015-2018				0	Total FY2019-2022				0

Pennsylvania - Highway Program

Chester

MPMS# 61885

Schuylkill River Trail (Q42) SR:0000

AQ Code A2

LIMITS Along South Bank of French Creek

Not SOV Capacity Adding

IMPROVEMENT: Bicycle/Pedestrian Improvement

Adding Subcorr(s): 8B, 9A

MUNICIPALITIES: Phoenixville Borough

PROJECT MANAGER: TSS/HPF

Est Let Date: 10/1/2014

Construction of the last mile of trail to connect the southern and northern Schuylkill River Trail segments as they meet at the Borough of Phoenixville.

This project is one of several phases of the Schuylkill River Trail which will ultimately follow the Schuylkill River through the City of Philadelphia from the River's terminus at the Delaware River through to the Montgomery County border where the trail will ultimately connect to the Chester Valley Trail and continue west through Chester County. It will connect residential communities with major employment, school, medical, retail, and service centers in Philadelphia, Bridgeport, Norristown, King of Prussia, Great Valley, and Exton, and in addition an eventual connection to the East Coast Greenway. These linkages will provide an extensive trail network through the DVRPC region.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022		
ROW	CMAQ		175												
ROW	LOCAL		44												
UTL	CMAQ			45											
UTL	LOCAL			11											
CON	CAQ				464										
CON	LOCAL				116										
		0	219	56	580	0	0	0	0	0	0	0	0		
		Total FY2011-2014			855	Total FY2015-2018				0	Total FY2019-2022				0

Pennsylvania - Highway Program

Chester

MPMS# 64222 **US 422 Expressway Reconstruction, Chester and Montgomery (M1A) SR:0422**

AQ Code S19 **LIMITS** Schuylkill River Bridge to East of Norfolk Souther

IMPROVEMENT: Roadway Rehabilitation

Minor SOV Capacity **MUNICIPALITIES:** Lower Pottsgrove Township; North Coventry Township

PROJECT MANAGER: EE/LJL

LRPID:02

Est Let Date: 8/18/2011

Reconstruction of approximately one mile of expressway on both existing and new alignment meeting current design standards for horizontal radii, shoulder widths, and vertical clearance. SR 0422 will be reconstructed with a 9 foot left shoulder, 2-12 foot lanes, and a 12 foot right shoulder in each direction of travel. A concrete glare screen will be provided for physical separation between eastbound and westbound traffic. The Armand Hammer Boulevard Interchange will be realigned from a Trumpet configuration with tight loop ramps and indirect connection, to a Diamond configuration with a direct connection between Armand Hammer Boulevard and SR 0422. Three (3) bridges carrying SR 0422 over the Schuylkill River, Norfolk Southern Railroad Spur, and Norfolk Southern Railroad Mainline (24.0 Sufficiency Rating), will be reconstructed; and one (1) bridge carrying Armand Hammer Blvd. over SR 0422 will be reconstructed providing 16'-6" of vertical clearance. The Schuylkill River Bridge is a fracture critical structure with Hone-like details (a similar SR 0422 structure with the same type of details experienced girder fracture in 2003). The new structure will have a multi-girder superstructure. The replaced bridge will provide for a 14 foot wide Schuylkill River Trail crossing separated from the vehicular traffic using concrete barrier. As part of the interchange reconfiguration, one (1) existing structure carrying SR 0422 over Ramp EF will be removed. A new traffic signal will be provided at the intersection of Armand Hammer Blvd. and Ramps E and F, while the existing signal at Ramp C and Industrial Highway will be replaced, both to be interconnected with the existing signal along Armand Hammer Blvd at the Home Depot entrance. Also see MPMS #s 14698, 16738, 64220, and 66986.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
ROW	NHS		874										
ROW	581		219										
UTL	NHS	679											
UTL	581	170											
CON	BOO	3,736											
CON	185	934											
CON	BOO		3,276										
CON	185		819										
CON	SPK-FB			18,008									
CON	STP			8,509									
CON	BOO			9,644									
CON	SPK-SB			4,502									
CON	581			2,127									
CON	185			2,411									
CON	STP				5,582								
CON	SPK-FB				16,053								
CON	BOO				4,344								
CON	185				1,086								
CON	581				1,396								
CON	SPK-SB				4,013								
		5,519	5,188	45,201	32,474	0	0	0	0	0	0	0	0
		Total FY2011-2014		88,382		Total FY2015-2018			0	Total FY2019-2022			0

Pennsylvania - Highway Program

Chester

MPMS# 64494 **US 202, Swedesford Road to PA 29 (Section 320) SR:0202**

AQ Code 2020M **LIMITS** Little Valley Creek Bridge to North Valley Road

IMPROVEMENT: Roadway New Capacity

Major SOV Capacity

MUNICIPALITIES: East Whiteland Township; Tredyffrin Township

Adding Subcorr(s):

PROJECT MANAGER: TSS/MCF

LRPID:43

Est Let Date: 12/2/2010

8C

Roadway widening and reconstruction of US 202 on existing alignment for approximately 4.2 miles of limited access highway between Valley Creek Bridge (between Route 29 and Route 401 interchanges) and North Valley Road. Two additional travel lanes will be constructed in the existing median to provide a total of three 12' travel lanes in each direction and wider shoulders to improve safety. The project also includes ramp modifications to the Route 29 Interchange. Improvements will also help to accommodate pedestrians and bicyclists using the future Chester Valley Trail and other municipal trails. Also included is the widening and rehabilitation of the Valley Creek and North Valley Road bridges, construction of SWM basins and installation of sound barrier walls.

This project is coordinated with MPMS 64498 (Section 330 construction), MPMS 84410 (Section 300 CMP Commitments), and MPMS 14675 (Chester Valley Trail).

Section 300 of US Route 202 has been broken out into 4 major construction contracts: 2 advanced overhead bridge projects (MPMS #'s 64493 and 65613) and 2 mainline reconstruction sections (MPMS #64494 and 64498).

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's annual memoranda on supplemental strategies for details related to this project. Also see MPMS #84410 for the CMP package of transit services for this project.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STU	18,617											
CON	NHS	15,450											
CON	STU		13,802										
CON	NHS		5,150										
CON	STU			16,738									
CON	STP			14,420									
CON	STU				15,450								
CON	STP				9,862								
		34,067	18,952	31,158	25,312	0	0	0	0	0	0	0	0
		Total FY2011-2014		109,489		Total FY2015-2018				0			
										Total FY2019-2022			
										0			

Pennsylvania - Highway Program

Chester

MPMS# 64498

US 202, Exton Bypass to Route 29 (Section 330-Mainline) SR:0202

AQ Code 2020M

LIMITS Exton Bypass to Little Valley Creek Bridge

IMPROVEMENT: Roadway New Capacity

Major SOV Capacity

MUNICIPALITIES: East Whiteland Township

Adding Subcorr(s):

PROJECT MANAGER: TSS/MCF

LRPID:43

Est Let Date: 10/15/2012

8C

This project involves widening and reconstruction of approximately 2.5 miles of Limited Access Highway from the SR 0030 (Exton Bypass) to the Valley Creek Bridge. In addition, improvements will be made at the SR 401 interchange area, which include widening SR 401 between the ramp intersections, along with the installation of traffic signals at the ramps. An additional lane and shoulder in each direction will be added within the existing grass median along the mainline. Widening of SR 401 will occur between ramps. Additional left and right turn lanes will be added along SR 401 to accommodate ramp turning movements. There will be no bike/ped facilities along the Limited Access Highway portion, however Chester County's future Chester Valley Trail will cross beneath the highway approximately one-half mile south of the SR202/SR401 Interchange through a proposed culvert. To accommodate pedestrians and bicyclists using the future Chester Valley Trail, the existing 3-span bridge crossing over the trail will be replaced with a continuous pre-cast arch culvert approximately 250' in length and will be paved within the states right-of-way. Also included is the construction of SWM basins and installation of sound barrier walls. Additional, improvements along SR 401 within the interchange area includes striping, signing and signal indications and the ramp intersections.

This project is coordinated with MPMS 64494 (Section 320 construction), MPMS 84410 (Section 300 CMP Commitments), and MPMS 14675 (Chester Valley Trail).

Section 300 of US Route 202 has been broken out into 4 major construction contracts: 2 advanced overhead bridge projects (MPMS #'s 64493 and 65613) and 2 mainline reconstruction sections (MPMS #64494 and 64498).

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's annual memoranda on supplemental strategies for details related to this project. (Many CMP commitments are also relevant for US 202 Section 400.)

TOLL CREDIT

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	NHS			17,144									
CON	STU			7,044									
CON	NHS				25,855								
CON	STU				6,463								
CON	NHS					24,278							
CON	STU					6,069							
		0	0	24,188	32,318	30,347	0	0	0	0	0	0	0
		Total FY2011-2014		56,506		Total FY2015-2018			30,347	Total FY2019-2022			0

Pennsylvania - Highway Program

Chester

MPMS# 65903 **Park Road Pedestrian Bridge Over PA Turnpike**

AQ Code A2 **LIMITS** Over PA Turnpike (I-76)

IMPROVEMENT: Bicycle/Pedestrian Improvement

Not SOV Capacity **MUNICIPALITIES:** Upper Uwchlan Township

Adding

Adding Subcorr(s): 8J

PROJECT MANAGER: HNTB/GCG

No Let Date

Park Road Pedestrian Bridge Project involves installation of pedestrian facilities for Park Road (T-523, formerly known as S.R. 4035). Project will consist of a 128'-8", 10' wide steel plate girder superstructure over the Pennsylvania Turnpike (Interstate 76). Additionally, the project will include construction of a 450 linear foot long, 6 to 8 foot wide asphalt pathway from the proposed pedestrian bridge to Hickory park. Installation of a flashing pedestrian warning signal where the pedestrian walkway traverses Park Road will also occur.

This project was recommended for funding during the 2002 TE Round. \$608,000 will be drawn from MPMS #64984 at the appropriate time.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STE	0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014				Total FY2015-2018				Total FY2019-2022			
		0				0				0			

MPMS# 69647 **US 322, Brandywine Creek Avenue Bridge Over Brandywine Creek SR:0322**

AQ Code S19 **LIMITS** Over Brandywine Creek

IMPROVEMENT: Bridge Repair/Replacement

Not SOV Capacity **MUNICIPALITIES:** East Caln Township; West Bradford Township

Adding

Adding Subcorr(s): 8J

PROJECT MANAGER: DAVIES/LEF

Est Let Date: 11/10/2011

This project involves the replacement of the existing bridge. The structure to be replaced is a three span "fracture critical" steel thru girder bridge. Each span is 72' in length totaling 216'. The existing bridge is 23' wide curb-to-curb and carries one lane of traffic in each direction as well as Pennsylvania's Bike Route L. A sidewalk obstructed by guiderail is located on the western side of the bridge. Reinforced concrete abutments and piers skewed 45 degrees to the roadway centerline support the steel superstructure. The approach roadways north and south of the bridge are approximately 40' wide and consist of 2-12' lanes and 2-8' shoulders. The proposed structure is a three span prestressed concrete bridge. The proposed bridge out-to-out width is 49' 11 1/4', curb to curb is 40' and consists of 2-12' lanes and 2-8' shoulders. The proposed sidewalk width is 5-5 3/4'. The new bridge lane and shoulder widths will match the existing approach roadway lane and shoulder widths. The new 8' shoulders across the bridge will also serve as bike lanes for Pennsylvania's Bike Route L. Reinforced concrete abutments and piers skewed 60 degrees to the roadway centerline will be utilized to support the superstructure and better align with the stream flow. The proposed approach roadway work will be limited to drainage and safety improvements. The approach roadways will be repaved as part of this project, no approach widening is anticipated. A slight change to the existing vertical profile is anticipated to fit the new bridge into the site. The horizontal alignment however will remain unchanged. No public or private utilities are currently located on the bridge.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	916D		2,090										
CON	916D			2,090									
		0	2,090	2,090	0	0	0	0	0	0	0	0	0
		Total FY2011-2014				Total FY2015-2018				Total FY2019-2022			
		4,180				0				0			

Pennsylvania - Highway Program

Chester

MPMS# 69911 *Harmonyville Road Bridge SR:4018*

AQ Code S19

LIMITS Over Pine Creek

IMPROVEMENT: Bridge Repair/Replacement

Not SOV Capacity Adding

MUNICIPALITIES: Warwick Township

PROJECT MANAGER: HNTB/PAM

Est Let Date: 12/16/2010

Replace Harmonyville Road Bridge (SR4018) over Pine Creek in Warwick Township, located west of Bethesda Road. This 22 foot, state-owned bridge is structurally deficient (sufficiency rating of 32), posted at 19 tons/35 tons combination, and originally constructed in 1937.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	185	1,103												
		1,103	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014		1,103		Total FY2015-2018			0			Total FY2019-2022		0

MPMS# 69917 *PA 41, Gap Newport Pike Bridge Over Valley Creek SR:0041*

AQ Code S19

LIMITS Over Valley Creek

IMPROVEMENT: Bridge Repair/Replacement

Not SOV Capacity Adding

MUNICIPALITIES: Atglen Borough

PROJECT MANAGER: EE/JB

Est Let Date: 12/16/2010

This project is the replacement of an existing single span adjacent box beam bridge with a precast reinforced concrete arch culvert (CON/SPAN). The existing and the proposed structure will be located under 12.0' of fill. It is not considered historical. The existing sufficiency rating is 44.7. The structure currently has an ADT of 13,777 with 21% trucks. The existing lane widths are 11' and each shoulder is 8' (total 38'). The proposed structure will have 12' lanes with a 12' shoulder on the left and a 16' shoulder on the right (total 52'). The larger shoulder is required for traffic control during construction. Approach roadway work will be approximately 1/2 mile (includes SR 41/Section NPP) to provide a lane and shoulder width that meets current criteria in order to maintain traffic during construction. There are no existing pedestrian or bike features. There are no planned pedestrian or bike accommodations.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	916	3,492												
		3,492	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014		3,492		Total FY2015-2018			0			Total FY2019-2022		0

Pennsylvania - Highway Program

Chester

MPMS# 69918 **PA 41, Gap Newport Pike Bridge Over Officers Run SR:0041**

AQ Code S19

LIMITS Over Officers Run

IMPROVEMENT: Bridge Repair/Replacement

Not SOV Capacity Adding

MUNICIPALITIES: Atglen Borough

PROJECT MANAGER: EE/JB

Est Let Date: 12/16/2010

This project is the replacement of an existing single span reinforced concrete T-beam bridge with a spread box beam widening on the left side with a prestressed concrete spread box beam bridge. It is not considered historical. The existing sufficiency rating is 76.4. The structure currently has an ADT of 13,777 with 21% trucks. The existing lane widths are 11' with varying shoulders (8' to 10') and has a variable width raised mountable median providing for a minimum of 51'-3" curb-to-curb. The proposed structure will have 12' lanes with a 12' shoulder on the left and a 16' shoulder on the right and a 15' median providing an 11' turn lane and a 4' painted traffic separator (total 70'-4 1/2"). The larger shoulder is required for traffic control during construction. Approach roadway work will be approximately 1/2 mile (includes SR 41/Section VCB) to provide a lane and shoulder width that meets current criteria in order to maintain traffic during construction. There are no existing pedestrian or bike features. There are no planned pedestrian or bike accommodations.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	916	3,925											
		3,925	0	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014		3,925		Total FY2015-2018			0	Total FY2019-2022			0

MPMS# 69919

PA 372, Lower Valley Road Bridge Over Officers Run SR:0372

AQ Code S19

LIMITS Over Officers Run

IMPROVEMENT: Bridge Repair/Replacement

Not SOV Capacity Adding

MUNICIPALITIES: Atglen Borough

PROJECT MANAGER: EE/JB

Est Let Date: 12/16/2010

The project involves replacing the bridge carrying Newport Pike (near SR 41) over Officers Run. This project is the replacement of an existing two span reinforced concrete slab bridge with a prestressed concrete adjacent box beam bridge. It is not considered historical. The existing sufficiency rating is 17.5. The structure currently has an ADT of 4,532 with 12% trucks. The existing lane widths are 12' lanes and 4' shoulders (total approx. 32'). The proposed structure will have 12' lanes with 5' shoulders on each side (total 34'). Approach roadway work is limited to that required to replace the bridge. There are no existing pedestrian or bike features. There are no planned pedestrian or bike accommodations.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	BOO	1,358											
CON	185	339											
		1,697	0	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014		1,697		Total FY2015-2018			0	Total FY2019-2022			0

Pennsylvania - Highway Program

Chester

MPMS# 70227

PA 29, Intersection Improvements - Phase III SR:0029

AQ Code R1

LIMITS Charlestown Road to Whitehorse Road

IMPROVEMENT: Intersection/Interchange Improvements

Minor SOV Capacity

MUNICIPALITIES: Charlestown Township; East Whiteland Township

Adding Subcorr(s):

PROJECT MANAGER: TSS/SPF

Est Let Date: 2/17/2011

8C

This is the third and final phase of an economic development partnership project to add channelization to adjacent intersections along PA 29. The second phase of the project was awarded in November 2003.

This project consists of intersection improvements at the signalized intersections of Morehall Road (S.R. 0029)/Yellow Springs Road/Warner Lane, Morehall Road/Whitehorse Road and Morehall Road/Phoenixville Pike/Charlestown Road. Morehall Road (S.R. 0029) will be widened north of Yellow Springs Road to provide for a 10 foot wide southbound left turn lane, two 12 foot wide northbound through lanes, one 11 foot wide southbound through lane, a 13 foot wide curbed southbound through lane and a 5 foot wide northbound shoulder. Charlestown Road will be widened to provide for a 14 foot wide westbound right turn lane onto Morehall Road. Morehall Road will be widened south of Whitehorse Road to provide for an additional 11 foot southbound through lane and the existing northbound right turn lane will be converted to a thru/right lane. Morehall Road will be widened between Whitehorse Road and Charlestown Road to provide for a 11 foot wide northbound left turn lane, two 12 foot wide northbound through lanes, a 12 foot wide northbound right turn lane an 11 foot wide southbound left turn lane two 12 foot wide southbound through lanes and 5 foot shoulders on both sides of the road. Phoenixville Pike will be widened east of Charlestown Road to provide for two 12 foot wide westbound left turn lanes, a 12 foot wide eastbound through lane, a 12 foot wide westbound through lane and 5 foot shoulders on both sides of the road. Charlestown Road will be widened to provide for an 11 foot wide southbound left turn lane, two 12 foot wide southbound through lanes, two 12 foot wide northbound through lanes and 5 foot shoulders on both sides of the road. West of Charlestown Road, Phoenixville Pike will be widened to provide for a 12 foot wide left turn lane, a 12 foot wide eastbound through lane, a 12 foot wide westbound through lane and a 5 foot wide shoulder on both sides of the road. Traffic signals will be upgraded or replaced at the intersections of Morehall Road/Yellow Springs Road/Warner Lane, Morehall Road/Whitehorse Road and Morehall Road/Phoenixville Pike/Charlestown Road. The existing Norfolk Southern railroad crossing of S.R. 0029, just south of Phoenixville Pike, will be upgraded to current standards or removed, based on continuing discussions between PennDOT and Norfolk Southern.

Note that \$1.9 million for construction is provided by 100% STATE SPIKE funds.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	SPK-SH	950											
CON	581	721											
CON	TPK	1,030											
CON	581		721										
CON	SPK-SH		978										
CON	TPK		1,030										
		2,701	2,729	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014		5,430		Total FY2015-2018			0	Total FY2019-2022			0

Pennsylvania - Highway Program

Chester

MPMS# 70241 **Kennett Square Closed Loop Signal System SR:0000**

AQ Code 2013M **LIMITS** State/Cypress/Union Streets

IMPROVEMENT: Signal/ITS Improvements

Minor SOV Capacity **MUNICIPALITIES:** Kennett Square Borough

Adding Subcorr(s): **PROJECT MANAGER:** Gannett/SAN

5A

Est Let Date: 9/15/2011

Install a closed loop traffic system on various streets at approximately 7 intersections in Kennett Square Borough including State Street, Cypress Street and Union Street (PA 82). The project was recommended in a transportation-land use study done by the Kennett Regional Planning Commission. The purpose would be to reduce overall traffic delay in the commercial district without creating excessive speeds with proper integration to the pedestrian network. State/Cypress Streets (Signals)

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	CMAQ	1,061											
		1,061	0	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014		1,061		Total FY2015-2018			0	Total FY2019-2022			0

MPMS# 71193 **Route 322, PA Bicycle Route L, Realignment & Safety SR:3057**

AQ Code A2 **LIMITS** Bradford Avenue to Harmony Hill Road

IMPROVEMENT: Bicycle/Pedestrian Improvement

Not SOV Capacity **MUNICIPALITIES:** East Bradford Township; West Bradford Township

Adding **PROJECT MANAGER:** CONSTR

Adding Subcorr(s): 8J

Actl Let Date: 3/19/2009

This project will realign 2.3 mi of Bicycle PA Route L between West Chester and Downingtown. The realignment will construct a paved, multi-use trail parallel to the existing route along PA Route 322 between the intersections of Bradford Avenue and Harmony Hill Road.

\$230,000 TE funds were approved during the FY2004 project selection process, to be programmed at the appropriate time, drawing funds from MPMS #64984.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	CMAQ*	474											
		474	0	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014		474		Total FY2015-2018			0	Total FY2019-2022			0

Pennsylvania - Highway Program

Chester

MPMS# 71195 **Coatesville Train Station Rehabilitation SR:0030**

AQ Code M8 **LIMITS** 3rd Avenue at Fleetwood Street

IMPROVEMENT: Transit Improvements

Not SOV Capacity Adding **MUNICIPALITIES:** Coatesville City

Adding Subcorr(s): 8J **PROJECT MANAGER:** EE/DVRPC/LS

No Let Date

Rehabilitation of the existing Amtrak train station as part of the Transportation Enhancements program and \$1 million specially earmarked FTA funds. This project accounts for the Highway funding (TE). Funds will be flexed to FTA (PA-55-0005).

\$300,323 TE funds were approved during the FY2004 project selection process, to be programmed at the appropriate time, drawing funds from MPMS #64984.

This project received a \$1 million transit earmark so that FTA can conduct an environmental review. See MPMS# 87534 for the \$1 million Transit (FTA Section 5309) Earmark.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STE												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014			0	Total FY2015-2018			0	Total FY2019-2022			0

MPMS# 71197 **Sadsburyville Village Enhancement Plan (HTSSRS) SR:4001**

AQ Code A2 **LIMITS** Lincoln Highway at Old Wilmington Road

IMPROVEMENT: Streetscape

Not SOV Capacity Adding **MUNICIPALITIES:** Sadsbury Township

PROJECT MANAGER: EE/DVRPC/JB

No Let Date

Streetscape program to improve pedestrian safety and to beautify Lincoln Highway (Bus. Rt 30) in Sadsburyville (Sadsbury Township, Chester County) through the introduction of sidewalks, crosswalks, street trees and traffic calming elements.

The Sadsburyville Village Traffic Enhancement Project involves the provision of improvements along a portion of Lincoln Highway (Business Route 30) to increase pedestrian safety and mobility within the historic village of Sadsburyville, Sadsbury Township, Chester County, PA. The scope of the traffic enhancements include the installation of sidewalks, crosswalks, curb extensions and bulb outs, traffic islands, and tree planting. These improvements, along with lane re-striping, will facilitate on-street parking, while reducing vehicle speeds, increase pedestrian mobility, and generally improve the streetscape in this village.

\$436,250 TE funds were approved during the FY2004 project selection process, to be programmed at the appropriate time, drawing funds from MPMS #64984.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STE												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014			0	Total FY2015-2018			0	Total FY2019-2022			0

Pennsylvania - Highway Program

Chester

MPMS# 71198

Park Road Trail SR:0100

AQ Code A2

LIMITS PA 100 to Marsh Creek State Park

IMPROVEMENT: Bicycle/Pedestrian Improvement

Not SOV Capacity Adding

MUNICIPALITIES: Upper Uwchlan Township

Adding Subcorr(s): 8I

PROJECT MANAGER: Gannett/CS

No Let Date

This project is for the continuation of a multi-use trail from the turnpike bridge to Marsh Creek State Park (approx. ½ mile). There currently is no sidewalk or trail and pedestrians and bicyclists must use the roadway. The existing roadway consists of two 11' lanes with no shoulders. The proposed trail will be 6' wide and be within existing ROW. The project will be coordinated with MPMS 65903 (Trail over the turnpike).

\$400,000 TE funds were approved during the FY2004 project selection process, to be programmed at the appropriate time, drawing funds from MPMS #64984.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STE												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014			0	Total FY2015-2018			0	Total FY2019-2022			0

MPMS# 72910

Coatesville Third Avenue Train Station (HTSSRS)

AQ Code A2

LIMITS 3rd Avenue, Coatesville Train Station to Lincoln H

IMPROVEMENT: Streetscape

Not SOV Capacity Adding

MUNICIPALITIES: Coatesville City

Adding Subcorr(s): 8J

PROJECT MANAGER: EE/DVRPC/LS

No Let Date

The Home Town Streets/Safe Routes to School (HTSSRS) programs are intended to improve the quality of life in our communities. Projects aim to encourage reinvestment in and redevelopment of our downtowns, and to establish safe walking routes for children to commute to school where feasible.

This project will provide for pedestrian improvements along 3rd Avenue between the Coatesville Train Station and Lincoln Highway. The project includes sidewalk widening and replacement, street trees, street furniture, crosswalks, and lighting.

This project was recommended in the spring of 2005 for funding through the HTSSRS program. \$977,500 funding will be drawn down at the appropriate time.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STE												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014			0	Total FY2015-2018			0	Total FY2019-2022			0

Pennsylvania - Highway Program

Chester

MPMS# 72911

Phoenixville Streetscape (HTSSRS) SR:1040

AQ Code A2

LIMITS Bridge Street, Franklin Avenue to PA 23

IMPROVEMENT: Streetscape

Not SOV Capacity Adding

MUNICIPALITIES: Phoenixville Borough

Adding Subcorr(s): 9B

PROJECT MANAGER: EE/DVRPC/JC

No Let Date

The project consists of the revitalization of the 100, 200, and 300 block of Bridge Street which consists of the intersections of routes 29, 113, and a minor route 420. The installation of sidewalks, street lightning and street furniture will highlight the effort to revitalize the Borough. The effort is being undertaken in conjunction with the Pennsylvania DCED Main Street Program.

The Home Town Streets/Safe Routes to School (HTSSRS) programs are intended to improve the quality of life in our communities. Projects aim to encourage reinvestment in and redevelopment of our downtowns, and to establish safe walking routes for children to commute to school where feasible. This project was recommended in the spring of 2005 for funding through the HTSSRS program. \$1 million funding will be drawn down at the appropriate time.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STE												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014			0	Total FY2015-2018			0	Total FY2019-2022			0

MPMS# 72912

West Grove Community Streetscape (HTSSRS)

AQ Code A2

LIMITS Evergreen Avenue/Prospect Avenue/Exchange Place

IMPROVEMENT: Streetscape

Not SOV Capacity Adding

MUNICIPALITIES: West Grove Borough

Adding Subcorr(s): 3A, 10A

PROJECT MANAGER: EE/DVRPC/LS

No Let Date

This project will provide for pedestrian improvements in the Central Business District within West Grove Borough along Evergreen Avenue, Prospect Avenue and Exchange Place. Improvements include sidewalk replacement, crosswalks, lightning, street furniture and street trees.

Home Town Streets/Safe Routes to School (HTSSRS) programs are intended to improve the quality of life in our communities. Projects aim to encourage reinvestment in and redevelopment of our downtowns, and to establish safe walking routes for children to commute to school where feasible. This project was recommended in the spring of 2005 for funding through the HTSSRS program. \$1 million funding will be drawn down at the appropriate time.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STE												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014			0	Total FY2015-2018			0	Total FY2019-2022			0

Pennsylvania - Highway Program

Chester

MPMS# 77457

Church Street Streetscape

AQ Code X12

LIMITS Chestnut Street to Miner Street

IMPROVEMENT: Streetscape

Not SOV Capacity Adding

MUNICIPALITIES: West Chester Borough

Adding Subcorr(s): 8B

PROJECT MANAGER: EE/DVRPC/RG

No Let Date

The project will replace aging deteriorated streetscape infrastructure in downtown West Chester. It will include installation of new sidewalks, curbs, pedestrian style street lighting, street furniture, street trees, planters, handicap ramps, storm water inlets where necessary.

In the spring of 2006 this project was recommended for funding through the HTSSRS/TE Program. \$849,052 will be drawn from MPMS #64984 at the appropriate time.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STE												
		0	0	0	0	0	0	0	0	0	0	0	0
Total FY2011-2014		0				Total FY2015-2018				0			
						Total FY2019-2022				0			

MPMS# 77459

Phoenixville Streetscape (HTSSRS)

AQ Code X12

LIMITS PA 29/PA 23/PA 113

IMPROVEMENT: Streetscape

Not SOV Capacity Adding

MUNICIPALITIES: Phoenixville Borough

Adding Subcorr(s): 9A, 9B

PROJECT MANAGER: EE/DVRPC/JC

No Let Date

The proposed historic streetscape project will enhance the historic downtown District in Phoenixville. The enhancements include streetlights, trash receptacles and benches, new sidewalks and curbs to enhance the downtown.

In the spring of 2006 this project was recommended for funding through the HTSSRS/TE Program. \$1,000,000 will be drawn from MPMS #64984 at the appropriate time.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STE												
		0	0	0	0	0	0	0	0	0	0	0	0
Total FY2011-2014		0				Total FY2015-2018				0			
						Total FY2019-2022				0			

Pennsylvania - Highway Program

Chester

MPMS# 77470

Operation Safe Kids - Phoenixville SR:0029

AQ Code A2

LIMITS Pheonixville Area Middle and High Schools to the Y

Not SOV Capacity Adding

IMPROVEMENT: Bicycle/Pedestrian Improvement

Adding Subcorr(s): 9B

MUNICIPALITIES: Schuylkill Township

PROJECT MANAGER: CONSTR

Actl Let Date: 6/4/2009

This project includes the construction of a multi-use trail installed from the Phoenixville Area School District High School & Middle School to the YMCA. The proposed multi-use trail, including a creek crossing & traffic signal modifications will provide safe passage for students and nearby residents.

In the spring of 2006 this project was recommended for funding through the HTSSRS/TE Program. \$465,580 will be drawn from MPMS #64984 at the appropriate time.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	STE*	147												
		147	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			147	Total FY2015-2018				0	Total FY2019-2022			0

MPMS# 77476

Kennett Pike Bikeway SR:0052

AQ Code A2

LIMITS PA 52, High Street to Burnt Mill Road

Not SOV Capacity Adding

IMPROVEMENT: Bicycle/Pedestrian Improvement

Adding Subcorr(s): 5A

MUNICIPALITIES: Kennett Township

PROJECT MANAGER: EE/DVRPC/RG

No Let Date

This project will be an approximately 1.5-mi greenway along PA 52 (a PA Scenic Byway). Two major changes to the current landscape of this historic and scenic roadway are proposed. A pedestrian & bicycle way with traffic calming & safety improvements will be built and the historic landscape alongside the road will be restored.

In the spring of 2006 this project was recommended for discretionary funding through the HTSSRS/TE Program. \$740,453 will be drawn from MPMS #64984 at the appropriate time.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	STE	0	0	0	0	0	0	0	0	0	0	0	0	
		0	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			0	Total FY2015-2018				0	Total FY2019-2022			0

Pennsylvania - Highway Program

Chester

MPMS# 80042 *PA 100, Corridor Safety Improvements SR:0100*

AQ Code S6 **LIMITS** Hanover Street to Font Road

IMPROVEMENT: Other

MUNICIPALITIES: West Vincent Township; East Nantmeal Township; North Coventry Township; South Coventry Town

PROJECT MANAGER: TSS/DMB

Est Let Date: 1/3/2013

The DVRPC PA 100 Corridor Safety Study identified necessary safety improvements along the Route 100 Corridor in five townships of Chester County to help reduce the incidents of speeding and the number of accidents. The police pull out, climbing lane, and Dynamic Message Sign improvements are planned measures to slow motorists down in order to reduce the number of "hit fixed objects" accidents that occur within this corridor due to drivers travelling "too fast for conditions". The SR 0023 and SR 0100 intersection improvements will be designed to reduce the number of angle and rear-end crashes that occur at this location, especially due to factors such as PM peak hour traffic congestion and intersection geometry. Locations: PA 100 N & S Coventry, E Nantmeal, W Vincent & U Uwchlan Twps Corridor Safety Improvements. 9.36 (Miles). Companion with MPMS# 80044

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	HSIP	123											
FD	581	31											
ROW	HSIP		109										
ROW	581		27										
CON	HSIP			1,396									
CON	581			349									
		154	136	1,745	0	0	0	0	0	0	0	0	0
		Total FY2011-2014		2,035		Total FY2015-2018		0		Total FY2019-2022		0	

MPMS# 80049 *Walker Road Bridge Over Trout Run Creek (Thompson's Bridge)*

AQ Code S19 **LIMITS** Over Trout Run Creek

IMPROVEMENT: Bridge Repair/Replacement

Not SOV Capacity Adding **MUNICIPALITIES:** Tredyffrin Township

PROJECT MANAGER: TSS/GANNETT

Est Let Date: 4/5/2013

Replace Thompson's Bridge on Walker Road over Trout Run Creek in Tredyffrin Township. This County owned bridge (#301) is structurally deficient (sufficiency rating of 4), functionally obsolete, and posted for 15 tons. The bicycle and pedestrian checklists will be incorporated into the project.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	BOO	297											
FD	185	55											
FD	LOCAL	19											
ROW	BOO		87										
ROW	183		16										
ROW	LOCAL		5										
CON	BOO			1,411									
CON	183			264									
CON	LOCAL			88									
		371	108	1,763	0	0	0	0	0	0	0	0	0
		Total FY2011-2014		2,242		Total FY2015-2018		0		Total FY2019-2022		0	

Pennsylvania - Highway Program

Chester

MPMS# 80050 *Pusey Mill Road Bridge Over Big Elk Creek (Quimbry's Bridge)*

AQ Code S19

LIMITS Over Big Elk Creek

IMPROVEMENT: Bridge Repair/Replacement

Not SOV Capacity Adding

MUNICIPALITIES: Penn Township

PROJECT MANAGER: TSS/GANNETT

Est Let Date: 6/7/2012

The proposed project consists of the replacement of the existing steel girder bridge with a new, pre-cast concrete arch bridge. The bridge will be replaced on-alignment with no change in horizontal alignment. The roadway profile across the bridge will be evaluated and adjusted if needed to meet hydraulic requirements. Minimal approach work is anticipated. The existing bridge is highly deteriorated and narrower than the roadway due to its reduction to one lane at the center of the structure. The replacement will restore two lane traffic over the structure, improve sight distance across the structure, and keep this stream crossing open to traffic in the future.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	BOO		1,049											
CON	183		197											
CON	LOCAL		66											
		0	1,312	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			1,312	Total FY2015-2018				0	Total FY2019-2022			0

MPMS# 80060 *London Track Bridge Over White Clay Creek*

AQ Code S19

LIMITS Over White Clay Creek

IMPROVEMENT: Bridge Repair/Replacement

Not SOV Capacity Adding

MUNICIPALITIES: London Britain Township

PROJECT MANAGER: HNTB/NV

Est Let Date: 6/7/2012

This project entails the replacement of the existing structure that carries SR 3034 over the White Clay Creek. Project is in the White Clay Creek reserve and will require coordination with the National Park Service. Candidate to be turnedback to Township after construction

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	BND		1,159											
CON	BND			1,159										
		0	1,159	1,159	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			2,318	Total FY2015-2018				0	Total FY2019-2022			0

Pennsylvania - Highway Program

Chester

MPMS# 80101 **PA 52, Wawaset/Unionville Road South Roundabout SR:0052**

AQ Code R1 **LIMITS** At Wawaset Road and Lenape Unionville Road

IMPROVEMENT: Intersection/Interchange Improvements

Minor SOV Capacity **MUNICIPALITIES:** Pocopson Township

PROJECT MANAGER: HNTB/MR

Est Let Date: 12/12/2014

This project will include the design and construction of a one lane roundabout to improve the safety and operations at the intersection of PA 52, Wawaset and Lenape Unionville Roads in Pocopson Township. The proposed improvements will consist of reconfiguring the existing intersection to a roundabout and shifting the existing Pocopson Home driveway.

The township will be responsible for 100 % engineering and right-of way.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	CMAQ				1,591								
		0	0	0	1,591	0	0	0	0	0	0	0	0
Total FY2011-2014				1,591		Total FY2015-2018		0		Total FY2019-2022		0	

MPMS# 83710 **Boot Road Extension Bridge Over Brandywine Creek**

AQ Code 2020M **LIMITS** Over Brandywine Creek

IMPROVEMENT: Roadway New Capacity

Major SOV Capacity **MUNICIPALITIES:** Downingtown Borough
Adding Subcorr(s): 8J

PROJECT MANAGER: Gannett/BPM

Est Let Date: 10/1/2013

Project will include the construction of a new bridge over the Brandywine Creek with one travel lane in each direction and sidewalks. The project will provide a more direct connection to the Downingtown Amtrak/SEPTA Train Station and regional bicycle and pedestrian facilities, including PA Bicycle Route L.

The new bridge is one component of the Boot Road Extension project, which connects Boot Road (S.R. 2020) from its current terminus point with Brandywine Avenue (S.R. 0322) (east side of the Bridge) to Viaduct Avenue (S.R. 3053). The road extensions on both sides of the bridge will be paid for entirely with local funds. The bridge and road will be publicly owned and open to all traffic. The new roadway is not yet part of the federal aid system.

This project is partially funded by a \$560,000 2008 Appropriations Earmark (PA ID# 719). \$667,000 FY2009 TCSP funds have been awarded to this project. The Transportation, Community, and System Preservation (TCSP) Program, an initiative of SAFETEA-LU which authorized the TCSP Program from FY2005 through FY2009, is a comprehensive initiative of research and grants to investigate the relationships between transportation, community, and system preservation plans and practices, and identify private sector-based initiatives to improve such relationships.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	LOCAL		142										
ROW	LOCAL		84										
UTL	LOCAL		225										
CON	SXF			1,190									
CON	TCS			667									
CON	LOCAL			1,640									
		0	451	3,497	0	0	0	0	0	0	0	0	0
Total FY2011-2014				3,948		Total FY2015-2018		0		Total FY2019-2022		0	

Pennsylvania - Highway Program

Chester

MPMS# 84410 **US 202, Section 300 CMP Commitments (Transit)**

AQ Code M1 **LIMITS** R5/Paoli - Thorndale

IMPROVEMENT: Other

Not SOV Capacity Adding

MUNICIPALITIES:

Adding Subcorr(s): 8B, 8C, 8I

PROJECT MANAGER: TSS/MCF

No Let Date

This project includes bus transit services and select regional rail (SEPTA Paoli-Thorndale) trips that are Congestion Management Process (CMP) commitments for the US 202 Section 300 project. The transit services are provided to help reduce the number of peak-hour, single occupancy vehicle trips through the US 202 Section 300 Corridor during construction. The bus routes include SEPTA 204, SEPTA 205, SEPTA 306, Beeline and Cruiseline East. This project is coordinated with MPMS 64494 (Section 320 construction), MPMS 64498 (Section 330 construction), and MPMS 14675 (Chester Valley Trail, Phase 2).

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
PE	STP	2,272												
PE	STP*	2,694												
PE	STP		2,233											
		4,966	2,233	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			7,199	Total FY2015-2018				0	Total FY2019-2022			0

MPMS# 84961

Yellow Springs Parking & Street Enhancement (TCSP)

AQ Code S6 **LIMITS** Historic Yellow Springs

IMPROVEMENT: Streetscape

MUNICIPALITIES: West Pikeland Township

PROJECT MANAGER: AECOM/CC

Est Let Date: 6/11/2015

This proposed project will provide for parking and street enhancements in the historic village of Yellow Springs. These improvements include eliminating the often dangerous on the street (parallel parking) on Art School Road; adding a pedestrian walkway so that visitors can safely cross the street when visiting HYS or the Chester Springs Library; adding at grade handicap access to the Lincoln Building and other facilities. This will provide accessibility and safety to our constituents of all ages, and the improved parking will help HYS attract new constituents. The primary goal of this project is to improve access and safety through street parking enhancements to this 286-year old village. These enhancements will help the organization grow by attracting new visitors while providing improved and safer walkways, streets and parking for our current constituents.

\$20,000 DEMO from PA ID #720 available for this project. \$133,380 FY2009 TCSP funds has been awarded to this project.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	TCS	134												
CON	TOLL													
CON	DEMO	20												
		154	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			154	Total FY2015-2018				0	Total FY2019-2022			0

Pennsylvania - Highway Program

Chester

MPMS# 84989 **PA 100, South Pines Community Noise Walls**
AQ Code X6 **LIMITS** Kirkland Avenue Overpass to Phoenixville Pike
IMPROVEMENT: Other
MUNICIPALITIES: West Goshen Township

PROJECT MANAGER: Gannett/BPM

Est Let Date: 3/17/2011

This project involves the construction of noise barriers adjacent to the southbound lanes of State Route (S.R.) 0100 Spur, between the Kirkland Avenue and Phoenixville Pike overpasses in West Goshen Township and the Borough of West Chester, Chester County, PA. The proposed barrier is continuous with a length of 4,250 feet (1,295.4 meters). A noise study has been completed.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
FD	581D	350												
CON	581D	4,300												
		4,650	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			4,650	Total FY2015-2018				0	Total FY2019-2022			0

MPMS# 85062 **PA 252 Underpass/US 30 Intersection**
AQ Code X1 **LIMITS** PA 252 at US 30
IMPROVEMENT: Intersection/Interchange Improvements
MUNICIPALITIES:
PROJECT MANAGER: TSS/SPF

No Let Date

Feasibility study and preliminary engineering to evaluate the configuration and develop alternatives for the intersection of PA 252 and US 30 and the adjacent Amtrak Underpass in Tredyffrin Township. PA 252 currently narrows from two lanes in each direction to one lane in each direction due to the narrow railroad underpass. The study will investigate the potential of widening the underpass to maintain a four lane cross section of PA 252, provide adequate turning lanes at the intersection with US 30, and provide pedestrian and bicycle facilities. These improvements will help to reduce congestion, increase safety, and improve access to transit and employment centers. Cost estimates and funding for later phases will be determined following the completion of the feasibility study. This project being planned in conjunction with the Paoli Transportation Center (MPMS #47979 and 60574).

SAFETEA DEMO #1486 - \$1,319,200

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
STDY	DEMO		1,200											
STDY	LOCAL		300											
		0	1,500	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			1,500	Total FY2015-2018				0	Total FY2019-2022			0

DVRPC FY 2011-2014 TIP for PA

Pennsylvania - Highway Program

Chester

MPMS# 86064 *Hadfield Road Bridge Over Beaver Creek (CB #244)*

AQ Code S19

LIMITS Over Beaver Creek

IMPROVEMENT: Bridge Repair/Replacement

MUNICIPALITIES: East Brandywine Township

PROJECT MANAGER: TSS/GANNETT

No Let Date

Replace Hadfield Road over Beaver Creek in East Brandywine Township. This County owned bridge (#244) is structurally deficient (sufficiency rating of 37), functionally obsolete, and posted for 12 tons. The bridge has the following condition ratings: deck - 4, super - 4, sub - 7.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	BOO*	280											
FD	BOO	297											
FD	183	56											
FD	LOCAL	18											
ROW	BOO				46								
ROW	183				9								
ROW	LOCAL				2								
CON	BOO					1,910							
CON	183					358							
CON	LOCAL					119							
		651	0	0	57	2,387	0	0	0	0	0	0	0
		Total FY2011-2014			708	Total FY2015-2018			2,387	Total FY2019-2022			0

MPMS# 86696 *Watermark Road Bridge Over Muddy Run (CB #21)*

AQ Code S19

LIMITS Over Muddy Run

IMPROVEMENT: Bridge Repair/Replacement

MUNICIPALITIES: Upper Oxford Township

PROJECT MANAGER: TSS/GANNETT

No Let Date

Replace Watermark Rd. over Muddy Run in Upper Oxford Township. This County owned bridge (#21) is structurally deficient (sufficiency rating of 24), functionally obsolete, and posted for 10 tons. The bridge has the following condition ratings: deck - 5, super - 4, sub - 6.

This project was included in the Bridge Bill (1988, Act 23, pg 67, ID LBVVVV) and is eligible for state bridge funding. BMS number is 15701503200021.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	BOO*	360											
FD	BOO		44										
FD	183		9										
FD	LOCAL		2										
ROW	BOO			45									
ROW	183			9									
ROW	LOCAL			2									
CON	BOO					1,910							
CON	183					358							
CON	LOCAL					119							
		360	55	56	0	2,387	0	0	0	0	0	0	0
		Total FY2011-2014			471	Total FY2015-2018			2,387	Total FY2019-2022			0

Pennsylvania - Highway Program

Chester

MPMS# 86698

Osborne Road Bridge Over Beaver Creek

AQ Code S19

LIMITS Over Beaver Creek

IMPROVEMENT: Bridge Repair/Replacement

MUNICIPALITIES: Caln Township

PROJECT MANAGER: TSS/GANNETT

No Let Date

Replace Osborne Road Bridge over Beaver Creek in Caln Township. This is a single-lane, locally owned bridge that is structurally deficient (sufficiency rating of 24), functionally obsolete, and currently posted at 8 tons. The bridge has the following condition ratings: deck - 6, super - 4, sub - 5. The bridge provides the local access between State Route 340 and US Route 322.

This project was included in the Bridge Bill (2004, Act 145, pg 345, ID LB4) and is eligible for state bridge funding. The BMS number is 15710101200001.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	BOF*	96											
FD	BOF				325								
FD	183				60								
FD	LOCAL				21								
ROW	BOF				46								
ROW	183				9								
ROW	LOCAL				2								
CON	BOF					1,910							
CON	183					358							
CON	LOCAL					119							
		96	0	0	463	2,387	0	0	0	0	0	0	0
		Total FY2011-2014			559	Total FY2015-2018			2,387	Total FY2019-2022			0

MPMS# 87281

Grove Road Drainage Improvements

AQ Code S2

LIMITS North of Scott Drive to Bridge over Broad Run

IMPROVEMENT: Other

MUNICIPALITIES: West Whiteland Township

PROJECT MANAGER: Gannett/CS

Est Let Date: 6/16/2011

This project involves the relocation of the existing drainage system to a new system on the west side of Grove Road in West Whiteland Township. The project will extend from north of Scott Drive to the bridge over Broad Run, and will include the use of inlets and pipes to handle current runoff. The current drainage system is inadequate and adjacent residences frequently experience localized flooding during storm events.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	STP	170											
FD	581	42											
ROW	STP		44										
ROW	581		11										
UTL	STP		44										
UTL	581		11										
CON	TOLL												
CON	STP				1,126								
		212	110	1,126	0	0	0	0	0	0	0	0	0
		Total FY2011-2014			1,448	Total FY2015-2018			0	Total FY2019-2022			0

Pennsylvania - Highway Program

Chester

MPMS# 87939
AQ Code A2

Valley Forge Loop Trail - Missing Link (TCSP)

LIMITS Over Valley Creek at Valley Forge Park

IMPROVEMENT: Bicycle/Pedestrian Improvement

MUNICIPALITIES: Tredyffrin Township

PROJECT MANAGER: AECOM/CC

Est Let Date: 5/7/2015

This project will provide the "missing link" between the existing Valley Forge NHP trail system and the 120 miles of regional trails in Montgomery, Philadelphia, and Berks Counties north of the Schuylkill River, and the new regional Chester Valley Trail Project (MPMS#S: 14663 and 14675). This will enable visitors to travel to and through the park by bicycle and on foot rather than by vehicle. At the immediate site of the project, the missing link will give bicyclists and pedestrians an essential alternative to using a dangerous stretch of state highway. In the last 24 months, there have been 35 motor-vehicle accidents on this stretch—constituting a remarkable 15% of MV accidents in the park, although this section comprises only 2.3% of the 14 miles of road in the park.

\$166,725 FY2009 TCSP funds has been awarded to this project. The Transportation, Community, and System Preservation (TCSP) Program, an initiative of SAFETEA-LU which authorized the TCSP Program from FY2005 through FY2009, is a comprehensive initiative of research and grants to investigate the relationships between transportation, community, and system preservation plans and practices, and identify private sector-based initiatives to improve such relationships.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	TCS	167												
CON	LOCAL	42												
		209	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			209	Total FY2015-2018				0	Total FY2019-2022			0

Total For Chester	2011	2012	2013	2014	2011-2014	2015-2018	2019-2022
	\$76,037	\$46,703	\$141,211	\$125,114	\$389,065	\$49,366	\$527,083

Pennsylvania - Highway Program

Delaware

MPMS# 14767

US 30, Lancaster Avenue Closed Loop Signals SR:0030

AQ Code 2013M

LIMITS Old Eagle School Road/Sugartown Road to Lowry's La

IMPROVEMENT: Signal/ITS Improvements

Minor SOV Capacity

MUNICIPALITIES: Radnor Township

Adding Subcorr(s):
2C, 7B, 7C

PROJECT MANAGER: CONSTR

No Let Date

Implementation of a closed-loop traffic signal control system along Lancaster Avenue from Old Eagle School Road/Sugartown Road to Lowry's Lane, interconnecting 17 signalized intersections and other miscellaneous construction items.

This road segment is included on in the Delaware County Bicycle Plan.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
UTL	CMAQ*	500											
		500	0	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014		500		Total FY2015-2018		0		Total FY2019-2022		0	

MPMS# 14891

Darby Road/Paoli Road Bridges (2) Over Little Darby Creek and Wigwam Run SR:1015

AQ Code S19

LIMITS Over Little Darby Creek and Wigwam Run

IMPROVEMENT: Bridge Repair/Replacement

Not SOV Capacity
Adding

MUNICIPALITIES: Radnor Township

PROJECT MANAGER: AECOM/CC

Est Let Date: 10/2/2014

This project involves replacing two bridges carrying Darby-Paoli Road over Little Darby Creek and Wigwam Run.

This road segment is included in the Delaware County Bicycle Plan.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	185	732											
ROW	916					342							
UTL	185		157										
CON	BOO							6,881					
CON	185							1,720					
		732	157	0	0	342	0	8,601	0	0	0	0	0
		Total FY2011-2014		889		Total FY2015-2018		8,943		Total FY2019-2022		0	

DVRPC FY 2011-2014 TIP for PA

Pennsylvania - Highway Program

Delaware

MPMS# 15008 *Folcroft Avenue Bridge Over Amtrak/SEPTA R2 Rail Line SR:7410*

AQ Code S19 **LIMITS** Over Amtrak/SEPTA R2 Rail Line

IMPROVEMENT: Bridge Repair/Replacement

Not SOV Capacity Adding **MUNICIPALITIES:** Folcroft Borough; Sharon Hill Borough

PROJECT MANAGER: TSS/GANNETT

No Let Date

The existing one lane bridge with 5' sidewalks on both sides is currently closed to traffic. The new bridge will be two lanes with 5' sidewalks on both sides and the vertical geometry will be corrected to provide better sight distance. The bicycle and pedestrian checklists will be incorporated into the project.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
ROW	BOO		52											
ROW	183		10											
ROW	LOCAL		3											
UTL	BOO	1,697												
UTL	183	318												
UTL	LOCAL	106												
CON	BOO						531							
CON	183						99							
CON	LOCAL						32							
CON	BOO							3,576						
CON	183							672						
CON	LOCAL							222						
		2,121	65	0	0	0	662	4,470	0	0	0	0	0	
		Total FY2011-2014			2,186	Total FY2015-2018			5,132	Total FY2019-2022				0

DVRPC FY 2011-2014 TIP for PA

Pennsylvania - Highway Program

Delaware

MPMS# 15183 *Station Road Bridge Over Chester Creek (CB #234)*

AQ Code S19

LIMITS Over Chester Creek

IMPROVEMENT: Bridge Repair/Replacement

Not SOV Capacity Adding

MUNICIPALITIES: Thornbury Township

PROJECT MANAGER: TSS/GANNETT

No Let Date

Station Road over Chester Creek in Thornbury Township - Single span bridge replacement

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	BOO*	544											
FD	BOO		306										
FD	183		58										
FD	LOCAL		19										
ROW	BOO			45									
ROW	183			9									
ROW	LOCAL			2									
UTL	BOO			45									
UTL	183			9									
UTL	LOCAL			2									
CON	BOO					1,910							
CON	183					358							
CON	LOCAL					119							
		544	383	112	0	2,387	0	0	0	0	0	0	0
		Total FY2011-2014			1,039	Total FY2015-2018			2,387	Total FY2019-2022			0

MPMS# 15185 *Old Forge Road Over Rocky Run (CB #209) SR:7023*

AQ Code S19

LIMITS Over Rocky Run

IMPROVEMENT: Bridge Repair/Replacement

Not SOV Capacity Adding

MUNICIPALITIES: Middletown Township

Adding Subcorr(s): 5B

PROJECT MANAGER: TSS/GANNETT

Est Let Date: 12/16/2010

The existing County-owned one lane bridge will be replaced with a two lane bridge with sidewalk on one side. There will also be a minor realignment of the bridge's horizontal curve.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	BOO	1,032											
CON	TOLL												
CON	BOO		1,032										
CON	TOLL												
		1,032	1,032	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014			2,064	Total FY2015-2018			0	Total FY2019-2022			0

DVRPC FY 2011-2014 TIP for PA

Pennsylvania - Highway Program

Delaware

MPMS# 15225

Ardmore Avenue Bridge Over SEPTA and Cobbs Creek SR:1018

AQ Code S19

LIMITS Over SEPTA and Cobbs Creek

Not SOV Capacity Adding

IMPROVEMENT: Bridge Repair/Replacement

Adding Subcorr(s): 7B

MUNICIPALITIES: Haverford Township

PROJECT MANAGER: AECOM/CC

Est Let Date: 6/15/2013

Replace two bridges on Ardmore Avenue between Harvest Lane and Haverford Avenue. One bridge crosses Cobbs Creek and one crosses SEPTA's Rt 100 line. The 62'-long encased steel stringer bridge carries a 2 lane road and sidewalk over SEPTA's Norristown High Speed Line.

This road segment is included in the Delaware County Bicycle Plan.

TOLL CREDIT

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	BOO	743											
ROW	BND		393										
UTL	BND	255											
CON	TOLL												
CON	BOO			3,787									
CON	TOLL												
CON	BOO				3,752								
		998	393	3,787	3,752	0	0	0	0	0	0	0	0
		Total FY2011-2014		8,930		Total FY2015-2018			0	Total FY2019-2022			0

DVRPC FY 2011-2014 TIP for PA

Pennsylvania - Highway Program

Delaware

MPMS# 15251 **US 1, Baltimore Pike Interchange Improvements SR:0352**

AQ Code R3 **LIMITS** At PA 352/Middletown Road

IMPROVEMENT: Intersection/Interchange Improvements

Minor SOV Capacity **MUNICIPALITIES:** Middletown Township

Adding Subcorr(s): **PROJECT MANAGER:** TSS/DMB

LRPID:05

Est Let Date: 3/8/2018

5B

Preliminary engineering is currently being undertaken for the reconstruction of this cloverleaf interchange, originally built in 1939.

This road segment is included in the Delaware County Bicycle Plan.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	STP		2,011										
FD	581		503										
ROW	STP						8,166						
ROW	581						2,042						
ROW	STP							8,166					
ROW	581							2,042					
UTL	STP					2,197							
UTL	581					549							
CON	STP								19,572				
CON	581								4,893				
CON	STP									10,000			
CON	581									2,500			
CON	STP										10,000		
CON	581										2,500		
CON	STP											10,000	
CON	581											2,500	
CON	STP												10,000
CON	581												2,500
CON	STP												
CON	581												
		0	2,514	0	0	2,746	10,208	10,208	24,465	12,500	12,500	12,500	12,500
		Total FY2011-2014		2,514		Total FY2015-2018			47,627	Total FY2019-2022			50,000

Pennsylvania - Highway Program

Delaware

MPMS# 15298 **US 1, Township Line Road Bridge Over SEPTA Route 100 Rail Line SR:0001**

AQ Code S19

LIMITS Over SEPTA Route 100 Rail Line

IMPROVEMENT: Bridge Repair/Replacement

Not SOV Capacity Adding

MUNICIPALITIES: Haverford Township; Upper Darby Township

Adding Subcorr(s): 5E

PROJECT MANAGER: Gannett/PTL

Est Let Date: 12/16/2010

This project includes rehabilitation of the bridge carrying S.R. 0001 (Township Line Road) over the SEPTA Norristown High Speed Line. The existing bridge is a single-span steel I-beam structure that is 62 feet long and 56 feet wide. The proposed bridge will be a prestressed concrete box beam structure that will be 61 feet wide. The existing roadway has four 11-foot lanes, two 5-foot sidewalks, two 1-foot exterior walls, and no median. The proposed roadway will have four 11-foot lanes, two 2-foot shoulders, a 6-foot right sidewalk, a 5-foot left sidewalk, two 1-foot exterior walls, and no median.

This road segment is included in the Delaware County Bicycle Plan.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	BOO	3,395												
CON	TOLL													
		3,395	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			3,395	Total FY2015-2018				0	Total FY2019-2022			0

MPMS# 15299

Concord Road Bridge Over SEPTA Chester Creek Branch Line SR:3004

AQ Code S19

LIMITS Over SEPTA Chester Creek Branch Line

IMPROVEMENT: Bridge Repair/Replacement

Not SOV Capacity Adding

MUNICIPALITIES: Chester City

Adding Subcorr(s): 2D, 4D, 6A

PROJECT MANAGER: AECOM/KS

Est Let Date: 6/23/2011

The existing bridge has deteriorated significantly, is narrower than the width of the approach roadway and is functionally obsolete. Further, the bridge is posted with a nine ton weight limit so school buses and certain emergency vehicles cannot use the bridge. The existing structure will be replaced and will meet the minimum standards for a two-way city street.

The existing multi-span concrete bridge will be removed and replaced with either a new bridge of similar type and size, earth fill and a pedestrian box culvert to potentially accommodate a rail-trail or a prefabricated concrete arch. The new structure and roadway design will conform with current design and safety standards. Accommodations for existing utilities, such as an existing water line, must be made during design and construction. The road will be closed during construction and a vehicular detour will be required. Pedestrian access will be maintained both during and after construction.

This road segment is included in the Delaware County Bicycle Plan.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	BOO	4,456												
CON	TOLL													
		4,456	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			4,456	Total FY2015-2018				0	Total FY2019-2022			0

Pennsylvania - Highway Program

Delaware

MPMS# 15306 *Sellers Avenue Bridge Over Amtrak and SEPTA R2 Rail Line SR:2031*

AQ Code S19

LIMITS Over Amtrak/SEPTA R2 Rail Line

IMPROVEMENT: Bridge Repair/Replacement

Not SOV Capacity Adding

MUNICIPALITIES: Ridley Park Borough

PROJECT MANAGER: AECOM/KS

Est Let Date: 11/10/2011

The superstructure of the Sellers Avenue Bridge over Amtrak will be replaced while reusing the existing stone abutments. The roadway profile is expected to be raised between three and four feet. Replacement of the bridge will require the rerouting of catenary wires and the relocation of railroad signals. Vehicular traffic will be detoured around the site but pedestrian access will be maintained using staged construction. The new bridge design will accommodate the existing utilities at this location.

TIP Program Years (\$ 000)														
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	BOO	458												
CON	185	115												
		573	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			573	Total FY2015-2018				0	Total FY2019-2022			0

MPMS# 15345 *PA 252, Providence Road Widening SR:0252*

AQ Code 2020M

LIMITS Palmer's Mill Road to Kirk Lane

IMPROVEMENT: Roadway New Capacity

Major SOV Capacity Adding Subcorr(s): 5C

MUNICIPALITIES: Upper Providence Township

PROJECT MANAGER: Gannett/SAN

Est Let Date: 5/2/2013

This project is full-depth pavement construction and widening from Palmers Mill Road to Kirk Lane in Upper Providence Township. The southern portion of the project will consist of widening and overlay. The existing typical section includes one 12' lane in the northbound direction and two 12' lanes in the southbound direction. The proposed typical section includes two 11' lanes in each direction with an 11' center turn lane and 3' offset to the curb. This project includes wide outside lanes for use by bicycles and also includes sidewalks, crosswalks, and hand/man signals for pedestrians. This project also includes overlaying the bridge over S.R. 0001 and the addition of protective fence on this structure. This project includes traffic signal upgrades at Kirk Lane / Route 1 NB Ramps and Rose Tree Road. This project includes the installation of new traffic signals at Route 1 SB Ramps and Palmers Mill / Providence Road.

This road segment is included in the Delaware County Bicycle Plan.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's annual memoranda on supplemental strategies for details related to this project.

TIP Program Years (\$ 000)														
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	581			4,110										
		0	0	4,110	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			4,110	Total FY2015-2018				0	Total FY2019-2022			0

Pennsylvania - Highway Program

Delaware

MPMS# 15406 *PA 452, Market Street Bridge Over Amtrak/SEPTA R-2 Rail Line SR:0452*

AQ Code S19

LIMITS Over Amtrak/SEPTA R-2 Rail Line

IMPROVEMENT: Bridge Repair/Replacement

Not SOV Capacity Adding

MUNICIPALITIES: Lower Chichester Township; Marcus Hook Borough

Adding Subcorr(s): 4D, 6A, 8A

PROJECT MANAGER: EE/LJL

Est Let Date: 8/16/2012

The existing two lane bridge (built in 1925) with shoulders and 8' sidewalks will be replaced in kind. This roadway segment is proposed for inclusion in the Delaware County Bicycle Plan.

This road segment is proposed for inclusion in the Delaware County Bicycle Plan.

TOLL CREDIT

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	916	1,764												
CON	916		8,886											
CON	916			2,440										
CON	916				1,935									
		1,764	8,886	2,440	1,935	0	0	0	0	0	0	0	0	
		Total FY2011-2014			15,025	Total FY2015-2018				0	Total FY2019-2022			0

MPMS# 15468

Concord Road Bridge Over Baldwin Run SR:3007

AQ Code S19

LIMITS Over Baldwin Run

IMPROVEMENT: Bridge Repair/Replacement

Not SOV Capacity Adding

MUNICIPALITIES: Aston Township; Chester Township

Adding Subcorr(s): 8A

PROJECT MANAGER: TSS/SPF

Est Let Date: 12/2/2010

This project consists of the replacement of the Bridge, roadway approach reconstruction is anticipated to be approx 1500 ft on both sides to accommodate a horizontal shift for staged construction.

This road segment is included in the Delaware County Bicycle Plan.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	916	1,803												
CON	916		1,803											
		1,803	1,803	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			3,606	Total FY2015-2018				0	Total FY2019-2022			0

DVRPC FY 2011-2014 TIP for PA

Pennsylvania - Highway Program

Delaware

MPMS# 47147 **3rd Street Dam Over Broomall Lake**
AQ Code S2 **LIMITS** Over Broomall Lake to Ridley Creek
IMPROVEMENT: Other
MUNICIPALITIES: Media Borough

Not SOV Capacity Adding
 Adding Subcorr(s): 5C, 5D

PROJECT MANAGER: TSS/GANNETT

Est Let Date: 1/8/2015

Rehabilitation of Broomall Lake dam carrying 3rd St., which is currently closed to traffic due to deterioration of the dam. The project also includes roadway reconstruction and stormwater management improvements. Project currently in litigation.

		TIP Program Years (\$ 000)														
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022			
CON	183					846										
CON	LOCAL					212										
CON	183						300									
CON	LOCAL						75									
		0	0	0	0	1,058	375	0	0	0	0	0	0			
		Total FY2011-2014				0	Total FY2015-2018				1,433	Total FY2019-2022				0

MPMS# 47409 **Route 291, Governor Printz Boulevard Bridge Over Darby Creek (Essington Bridge) SR:0291**
AQ Code S19 **LIMITS** Over Darby Creek

IMPROVEMENT: Bridge Repair/Replacement
MUNICIPALITIES: Ridley Township; Tinicum Township
PROJECT MANAGER: Gannett/PTL

Est Let Date: 3/17/2011

This project is a superstructure replacement of a 5-span bridge over Darby Creek. The proposed work includes minimal reconstruction of the bridge approaches and associated drainage and pavement markings. The project will be constructed under traffic, maintaining one lane in each direction during daylight hours. The proposed bridge will accommodate the East Coast Greenway and Bicycle PA Route E with a multi-use trail on the south side of the bridge separated from motor vehicle traffic by a barrier.

This road segment is included in the Delaware County Bicycle Plan.

		TIP Program Years (\$ 000)														
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022			
CON	916D		2,261													
CON	916D			2,045												
		0	2,261	2,045	0	0	0	0	0	0	0	0	0			
		Total FY2011-2014				4,306	Total FY2015-2018				0	Total FY2019-2022				0

Pennsylvania - Highway Program

Delaware

MPMS# 47986

Chester Creek Bicycle/Pedestrian Trail

AQ Code A2

LIMITS Former Chester Creek Branch Rail Line

Not SOV Capacity Adding

IMPROVEMENT: Bicycle/Pedestrian Improvement

MUNICIPALITIES: Various

Adding Subcorr(s): 2D, 5B, 6A, 8A

PROJECT MANAGER: EE/DVRPC/JB

Est Let Date: 10/4/2012

Phased construction of the Chester Creek Trail from the Wawa R3 train station to Upland Rd. in Chester Township. Phase I will extend from Lenni Road to Creek Road and include a paved ADA compliant trailway and associated facilities including a signage system, trailhead parking facilities, necessary bridges, etc. Phase II will extend south to the Caleb Pusey Plantation. Phase III will link with the extension of the R3 train station in Middletown Township and Chester Heights Borough to increase commuting possibilities along the corridor.

The Chester Creek Trail is intended for transportation purposes, including trips to work, school, shops, and services. The Chester Creek Trail will serve as bicycle and pedestrian access to SEPTA's proposed Wawa regional rail station, which will be the new terminus of the Elwyn regional rail line and will connect residential communities with major employment, school, retail, and service centers. The trail will also provide access for residents to various destinations in the corridor, such as Wawa's corporate headquarters and Wawa's dairy plant, the proposed town center project on the site of the Franklin Mint, various businesses in Lenni and Rockdale, Linvilla Orchards, Endless Pools, City of Chester employment sites, and the East Coast Greenway to provide an extensive trail network through the DVRPC region.

This project is included in the Delaware County Bicycle Plan.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	CMAQ	150											
FD	TOLL												
CON	CMAQ			1,605									
CON	TOLL												
CON	CMAQ				1,605								
CON	TOLL												
		150	0	1,605	1,605	0	0	0	0	0	0	0	0
		Total FY2011-2014		3,360		Total FY2015-2018			0	Total FY2019-2022			0

Pennsylvania - Highway Program

Delaware

MPMS# 47992 *New Road Over West Branch of Chester Creek (Crozierville Bridge) SR:7023*

AQ Code S19

LIMITS Over West Branch of Chester Creek

IMPROVEMENT: Bridge Repair/Replacement

Not SOV Capacity Adding

MUNICIPALITIES: Aston Township

PROJECT MANAGER: TSS/GANNETT

Est Let Date: 3/5/2015

Replacement of this County-owned concrete T-beam bridge built in 1931. The superstructure is in poor condition with cracks and significant spalls throughout. Exposed reinforcing steel is visible on the bottom of the deck. The beams are in overall serious condition with exposed reinforcing steel, large spalls, and heavy leaching. If the bridge is not repaired, the concrete will continue to crack and the bridge will continue to deteriorate. The project has been right-sized during the scoping phase of the project. This bridge has a stone façade and is not a structural stone arch bridge.

This project is subject to standard PENNDOT design procedures as defined in the Bicycle/Pedestrian Facilities checklist and less than 1/2 mile from to the Chester Creek Trail.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	BOF*	308											
ROW	BOF*	40											
UTL	BOF*	40											
CON	BOF					2,866							
CON	183					537							
CON	LOCAL					179							
		388	0	0	0	3,582	0	0	0	0	0	0	0
		Total FY2011-2014			388	Total FY2015-2018			3,582	Total FY2019-2022			0

MPMS# 47993 *7th Street Bridge Over Chester Creek SR:7023*

AQ Code S19

LIMITS Over Chester Creek

IMPROVEMENT: Bridge Repair/Replacement

Not SOV Capacity Adding

MUNICIPALITIES: Chester City

PROJECT MANAGER: TSS/GANNETT

Est Let Date: 1/16/2012

Major rehabilitation/superstructure replacement of this County-owned bridge in downtown Chester. This bridge serves SEPTA bus route 119 and currently has a 12 ton weight limit.

This road segment is included in the Delaware County Bicycle Plan.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	BOO		3,338										
CON	TOLL												
		0	3,338	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014			3,338	Total FY2015-2018			0	Total FY2019-2022			0

Pennsylvania - Highway Program

Delaware

MPMS# 47994 **US 13, Chester Pike/MacDade Boulevard SR:0013**

AQ Code 2013M **LIMITS** Morton Avenue to Wycombe Avenue

IMPROVEMENT: Signal/ITS Improvements

MUNICIPALITIES: Various

PROJECT MANAGER: CONSTR

No Let Date

The project consists of the upgrade and interconnection of 37 signalized intersections along a 5.9-mile multi-lane state route to enhance motor vehicle flow along the corridor. Intersection signalization equipment will be modernized as deemed necessary. Existing traffic signal controllers will be replaced within existing right-of-way.

This road segment is included in the Delaware County Bicycle Plan.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
UTL	CMAQ*	250											
		250	0	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014		250		Total FY2015-2018		0		Total FY2019-2022		0	

MPMS# 48168 **Baltimore Pike Signals SR:2016**

AQ Code 2020M **LIMITS** At PA 420/Woodland/Bishop Avenue/US 13/Church Lane

IMPROVEMENT: Signal/ITS Improvements

MUNICIPALITIES: Various

PROJECT MANAGER: HNTB/GCG

Est Let Date: 4/26/2012

Minor SOV Capacity
Adding Subcorr(s):
5E

The project consists of the upgrade and interconnection of 16 signalized intersections along a 3.2-mile multi-lane state route to enhance motor vehicle flow along the corridor. Signalization improvements will specifically involve full modernization of intersection signalization equipment. Existing equipment will be removed and replaced by new equipment including signal supports, traffic controllers, signal heads and all electrical equipment including wires and conduit

This road segment is included in the Delaware County Bicycle Plan.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	CMAQ	535											
CON	HSIP	1,591											
CON	CMAQ		495										
		2,126	495	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014		2,621		Total FY2015-2018		0		Total FY2019-2022		0	

Pennsylvania - Highway Program

Delaware

MPMS# 50520 **Nether Providence Sidewalks and Trail SR:3003**
AQ Code A2 **LIMITS** Turner Road/Rogers Lane/Possum Hollow Road
IMPROVEMENT: Bicycle/Pedestrian Improvement
MUNICIPALITIES: Nether Providence Township

Not SOV Capacity Adding
 Adding Subcorr(s): 2C, 5C

PROJECT MANAGER: EE/DVRPC/LS

No Let Date

This project involves the construction of 3700 LF of sidewalk along Turner Road, Rogers Lane, and Possum Hollow Road in the area of the Wallingford Train Station in Nether Providence Township. These sidewalks will connect the Leiper-Smedley Trail with existing walkways and SEPTA's Wallingford train station. The improvements will include installation of new sidewalks along the west side of Turner Road, the south side of Rogers Road, and the north side of Possum Hollow Road. Additionally, curbs, curb bump outs to accommodate parking, pedestrian crosswalk striping, roadway widening, modification of existing culverts, and the potential expansion of the existing train station platform are also proposed.

This road segment is included in the Delaware County Bicycle Plan.

\$344,000 TE funds were approved during the FY 1999 project selection process, to be programmed at the appropriate time, drawing funds from MPMS #64984.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STE	0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014				Total FY2015-2018				Total FY2019-2022			
		0				0				0			

MPMS# 57750 **Baltimore Pike Closed Loop Signals SR:2016**
AQ Code 2013M **LIMITS** Baltimore Avenue, Orange Street to Grandview Avenue
IMPROVEMENT: Signal/ITS Improvements
MUNICIPALITIES: Media Borough; Nether Providence Township
PROJECT MANAGER: CONSTR

Minor SOV Capacity Adding Subcorr(s): 2C, 5C, 5D

Actl Let Date: 8/19/2010

The proposed project consists of signalization improvements to the Baltimore Pike Closed Loop traffic signal system to ease congestion and improve safety conditions: Upgrade and interconnect 13 traffic signals on Baltimore Pike, Providence Road, and Orange St. in Media Borough and Nether Providence Township. Baltimore Avenue, a two-lane road in Media Borough, currently carries about 16,000 vehicles per day. The four-lane segment in Nether Providence Township carries about 24,000 vehicles per day. This project will improve traffic flow on the Baltimore Pike corridor through Nether Providence Township and Media Borough. This project is intended to complement downtown Media Borough revitalization efforts by improving access. It will also improve air quality by reducing stop-and-go traffic. All work will take place within existing PENNDOT owned right-of-way and previously disturbed areas.

This road segment is included in the Delaware County Bicycle Plan.

TOLL CREDIT

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	HSIP	2,652											
CON	CMAQ		1,591										
		2,652	1,591	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014				Total FY2015-2018				Total FY2019-2022			
		4,243				0				0			

Pennsylvania - Highway Program

Delaware

MPMS# 57757 *Morton Avenue Intersection Improvements SR:2025*

AQ Code R1

LIMITS At Swarthmore Avenue and 9th Street

IMPROVEMENT: Intersection/Interchange Improvements

Minor SOV Capacity
Adding Subcorr(s):
5C

MUNICIPALITIES: Ridley Township; Rutledge Borough

PROJECT MANAGER: Gannett/BPM

Est Let Date: 10/6/2012

The project includes widening of the intersection of Morton Ave. and Swarthmore Ave. to provide proper turning radii and left turn lanes. The roadway will be widened and resurfaced at the intersection where needed. Existing lane widths will be maintained except where widening will take place. The new lane widths at this location are 2-12 ft travel lanes, 2-2 ft shoulders and a 10 ft left turn lane. The sidewalk is intermittent through this section of Morton Ave and will be constructed to provide pedestrians with a continuous walkway from Swarthmore Ave. to Ridley High School (9th St.). Traffic signal upgrades/replacement will take pedestrian traffic into account. The four existing traffic signals at the intersection of Morton Ave. and Swarthmore Ave. will be replaced with new signals. The system will be traffic responsive via loop detectors. The project will comply with the Regional ITS Architecture.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	CMAQ			1,643									
CON	LOCAL			411									
		0	0	2,054	0	0	0	0	0	0	0	0	0
Total FY2011-2014		2,054				Total FY2015-2018				0			
										Total FY2019-2022			
										0			

MPMS# 57770 *Grant Avenue Bridge Over Muckinipates Creek SR:7023*

AQ Code S19

LIMITS Over Muckinipates Creek

IMPROVEMENT: Bridge Repair/Replacement

Not SOV Capacity
Adding

MUNICIPALITIES: Folcroft Borough; Glenolden Borough

PROJECT MANAGER: TSS/GANNETT

Est Let Date: 12/16/2010

The existing County-owned bridge, constructed in 1928 and posted at twelve tons, shall be completely reconstructed to improve the structural capacity of this relatively high use bridge. The new bridge will have two-lane geometry with a sidewalk similar to the existing construction. The PennDOT sufficiency rating for this bridge is 34.9. The concrete substructure is spalled with exposed and deteriorating reinforcing steel.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	BOO				2,898								
CON	TOLL												
		0	0	0	2,898	0	0	0	0	0	0	0	0
Total FY2011-2014		2,898				Total FY2015-2018				0			
										Total FY2019-2022			
										0			

Pennsylvania - Highway Program

Delaware

MPMS# 57772

Convent Road Bridge Over Chester Creek (CB# 6) SR:7023

AQ Code S19

LIMITS Over Chester Creek

Not SOV Capacity
Adding

IMPROVEMENT: Bridge Repair/Replacement

MUNICIPALITIES: Aston Township

PROJECT MANAGER: TSS/GANNETT

Est Let Date: 2/5/2015

The County of Delaware is proposing the complete replacement of the Convent Road Bridge. The existing structure is a two-span concrete structure built in 1927 that carries Convent Road over the confluence of Chester Creek and its west branch. Severe deterioration extends through the deck superstructure and substructure, resulting in a 20-ton weight restriction.

The bridge is currently 20 feet wide with a 6 foot wide concrete sidewalk provided on the upstream side of the structure. The bridge is located on a significant horizontal curve at both approaches. Heavy industrial development is present on the northern approach; residential development exists on the southern approach. The two-lane approach roadways are unlined and no safety features are provided.

A new structure will replace the existing bridge along the same alignment; the width of the new structure will be wider than the existing. Although significant changes to the roadway and bridge profile are not anticipated, minor roadway approach work will be required. The new structure will comply with current PennDOT design standards including an increased weight limit, which will allow the passage of larger vehicles. The bridge currently has a PennDOT sufficiency rating of 18.3. This bridge is .1 miles from the Chester Creek Trail.

TIP Program Years (\$ 000)

Phase	Fund	<u>FY2011</u>	<u>FY2012</u>	<u>FY2013</u>	<u>FY2014</u>	<u>FY2015</u>	<u>FY2016</u>	<u>FY2017</u>	<u>FY2018</u>	<u>FY2019</u>	<u>FY2020</u>	<u>FY2021</u>	<u>FY2022</u>	
CON	BOO					2,925								
CON	183					548								
CON	LOCAL					183								
		0	0	0	0	3,656	0	0	0	0	0	0	0	
		Total FY2011-2014				0	Total FY2015-2018			3,656	Total FY2019-2022			0

Pennsylvania - Highway Program

Delaware

MPMS# 57773

Lloyd Street Bridge Over Amtrak/SEPTA R2 Rail Line (CB) SR:7301

AQ Code S19

LIMITS Over Amtrak/SEPTA R2 Rail Line at 5th Street and 6

IMPROVEMENT: Bridge Repair/Replacement

Not SOV Capacity Adding

MUNICIPALITIES: Chester City

Adding Subcorr(s): 2D, 4D, 6A

PROJECT MANAGER: TSS/GANNETT

Est Let Date: 5/2/2019

The Lloyd Street bridge was constructed by the railroad in 1899. It must be replaced due to structural defects. It is currently posted for five tons, which is inadequate since it serves the industrial waterfront. The pedestrian walkways have been closed due to holes in the decking.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	BOO		918										
FD	183		173										
FD	LOCAL		57										
ROW	BOO						1,141						
ROW	183						214						
ROW	LOCAL						71						
UTL	BOO					1,996							
UTL	183					375							
UTL	LOCAL					124							
CON	BOO									4,494			
CON	183									843			
CON	LOCAL									281			
		0	1,148	0	0	2,495	1,426	0	0	5,618	0	0	0
		Total FY2011-2014		1,148		Total FY2015-2018		3,921		Total FY2019-2022		5,618	

MPMS# 61695

Oakland Road Corridor Easement

AQ Code X8

LIMITS Brandywine Battlefield National Historic Landmark

IMPROVEMENT: Bicycle/Pedestrian Improvement

Not SOV Capacity Adding

MUNICIPALITIES: Chadds Ford Township

Adding Subcorr(s): 5B, 8A

PROJECT MANAGER: TSS/TWB

No Let Date

Acquisition of historic and scenic easements along 1.3 miles of Oakland Road. Alternatives to easements are being explored.

This road segment is included in the Delaware County Bicycle Plan.

In the spring of 2000 this project was recommended for funding through the Transportation Enhancement Program. \$500,000 TE for ROW/CON will be drawn from MPMS #64984 at the appropriate time. Local contribution \$125,000.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STE	0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014		0		Total FY2015-2018		0		Total FY2019-2022		0	

Pennsylvania - Highway Program

Delaware

MPMS# 62299

Bicyclists' Baltimore Pike SR:2010

AQ Code X11

LIMITS Rose Valley/Avondale Road intersection to Longacre

IMPROVEMENT: Bicycle/Pedestrian Improvement

MUNICIPALITIES: Various

PROJECT MANAGER: CONSTR

Act/ Let Date: 12/3/2009

An east-west route roughly parallel to Baltimore Pike comprised of the following roads: Yale Avenue (SR3019 and local), Sylvan Ave. (local), Morton Ave. (SR 2025), Mitchell Ave. (local), Franklin Ave. (local), South Ave/Providence Rd. (SR 2010), Lansdowne Ave (SR 2005), Bailey Road (local), Fern St. (local), Rose St. (local), and Longacre Blvd. (local.) (Original intended LET FY06)

This project is intended to aid bicyclists in navigating an alternative route to the heavily traveled Baltimore Pike, and to improve the service quality for bicycling along this alternative route. Actions include bike route designation (including navigational signs), shoulder delineation with edgelines, widening and reconstruction; warning signage; replacement of drainage grates; and replacement of open swales contiguous to roadway shoulders with subsurface drainage systems.

This road segment is included in the Delaware County Bicycle Plan.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	CAQ	125											
CON	CMAQ*	295											
		420	0	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014		420		Total FY2015-2018			0	Total FY2019-2022			0

Pennsylvania - Highway Program

Delaware

MPMS# 64790 **MacDade Boulevard Closed Loop Signal System SR:2006**

AQ Code 2020M **LIMITS** Ashland Avenue to Cherry Street

IMPROVEMENT: Signal/ITS Improvements

Minor SOV Capacity **MUNICIPALITIES:** Collingdale Borough; Glenolden Borough

PROJECT MANAGER: TSS/DMB

Est Let Date: 7/3/2014

The project limits are along MacDade Boulevard from Ashland Avenue to Cherry Street. The following eleven intersections are currently signalized and the equipment will be replaced.

1. MacDade Boulevard & Ashland Avenue,
2. MacDade Boulevard & Cooke Avenue,
3. MacDade Boulevard & Oak Lane (S.R. 2015),
4. MacDade Boulevard & Lafayette Avenue,
5. MacDade Boulevard & Woodlawn Avenue,
6. MacDade Boulevard & Clifton Avenue (S.R. 2013),
7. MacDade Boulevard & Sharon Avenue,
8. MacDade Boulevard & Felton Avenue,
9. MacDade Boulevard & Jackson Avenue,
10. MacDade Boulevard & Roberta Avenue, and
11. MacDade Boulevard & Cherry Street.

The system will be designed and specified to be traffic responsive capable. During the design phase, the consultant and the Department will determine if the system should initially be implemented with time of day programs or traffic responsive operation. The system will be a true closed loop system where the system will be monitored from either a direct connect or remote central monitoring station. The location of the central monitor and method of connection (s) to the system will be determined during design as part of the System Report and Operation and Maintenance Plan. Each municipality and PennDOT's District 6-0 Office will have access to the system. The access will either be remote (via phone line or internet) or direct connect (via fiber optic cable or wireless communications).

Countdown hand/man pedestrian signal heads and pedestrian push buttons with latching confirmation light and audible confirmation will be proposed. The pedestrian interval timings will be calculated for each signalized intersection during design. Pedestrian accommodations are provided at the signalized intersections. Some of the intersections use standard red-yellow-green signals for pedestrians that will be replaced with universal hand/man pedestrian signal heads.

This road segment is included in the Delaware County Bicycle Plan.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	CMAQ		350										
UTL	CMAQ		437										
CON	CAQ				2,052								
		0	787	0	2,052	0	0	0	0	0	0	0	0
		Total FY2011-2014		2,839		Total FY2015-2018			0	Total FY2019-2022			0

Pennsylvania - Highway Program

Delaware

MPMS# 64791

PA 420 Kedron Avenue SR:0420

AQ Code R1

LIMITS At Franklin Avenue

IMPROVEMENT: Intersection/Interchange Improvements

Minor SOV Capacity

MUNICIPALITIES: Ridley Township

Adding Subcorr(s):

PROJECT MANAGER: P/CNV

5C

Est Let Date: 6/14/2013

Existing signalization and geometry is outdated. Substandard signal head configuration and size create a safety hazard. Roadway geometry is not adequate for proper turn movements, especially for buses. Traffic movement is impacted by inability of buses to negotiate turns. Intersection is heavily used by both SEPTA and school buses. Proposed solution would be modernization of signals, road widening and channelization. Project would alleviate safety problems and enhance turning movements.

Design and ROW are being advanced by the township.

This road segment is included in the Delaware County Bicycle Plan.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022		
FD	LOCAL	11													
ROW	LOCAL	106													
CON	CAQ			619											
		117	0	619	0	0	0	0	0	0	0	0	0		
Total FY2011-2014		736			Total FY2015-2018				0				Total FY2019-2022		0

MPMS# 65127

Chester Waterfront Development Streetscape Improvements

AQ Code X9

LIMITS Highland Avenue, 2nd Street to 5th Street

IMPROVEMENT: Streetscape

Not SOV Capacity

MUNICIPALITIES: Chester City

Adding

PROJECT MANAGER: EE/DVRPC/LS

Adding Subcorr(s):

4D, 6A

Est Let Date: 1/27/2011

The City of Chester has obtained a 2002 Transportation and Community System Preservation Program (TCSP) earmark award of \$495,654 for streetscape improvements and enhancements in support of a Brownfield redevelopment project (The Wharf at Rivertown) along the Delaware River waterfront between Highland Avenue and Flower Street. Streetscape improvements are proposed for Highland Avenue from 2nd Street to just west of 5th Street. The project will include replacement of existing sidewalks, new street trees, restriping of the existing roadway as well as striping of pedestrian crosswalks at several intersections.

This road segment is included in the Delaware County Bicycle Plan.

Federal project #E2PA02

TCSP - \$495,654

SAFETEA DEMO - PA ID #269 - \$350,000

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022		
CON	SXF	350													
CON	TOLL														
		350	0	0	0	0	0	0	0	0	0	0	0		
Total FY2011-2014		350			Total FY2015-2018				0				Total FY2019-2022		0

Pennsylvania - Highway Program

Delaware

MPMS# 65911

Marcus Hook Streetscape SR:0013

AQ Code X12

LIMITS US 13, Delaware State Line to Trainer Borough

IMPROVEMENT: Streetscape

Not SOV Capacity Adding

MUNICIPALITIES: Marcus Hook Borough

Adding Subcorr(s): 6A

PROJECT MANAGER: EE/DVRPC/JB

No Let Date

The Marcus Hook Streetscape Improvement Project looks to improve the appearance of SR 0013 (Post Road / 10th Street) and SR 0452 (Market Street), improve pedestrian and bicycle facilities, rescale the highway to suit current conditions, and construct the Borough as portion of the larger East Coast Greenway.

The improvements are divided into three sections: refinery, business, and residential. The refinery section extends from the Delaware/Pennsylvania state line to Green Street. The improvements will include traffic calming devices, landscaping, traffic signal equipment replacement, restriping of the roadway to reduce the cartway from four lanes to two lanes, with dedicated left turn lanes and signage. The transition from four lanes to two lanes will begin in the State of Delaware. The business section extends from Green Street to the railroad tracks, approximately 170 feet from McClenachan Terrace. The improvements will include traffic calming devices, landscaping, concrete pavers, parking meter replacement, traffic signal equipment replacement, restriping of the roadway and signage. The residential section extends from the railroad tracks to Marcus Hook Creek. The improvements will include traffic calming devices, landscaping, traffic signal equipment replacement, restriping of the roadway and signage.

Landscaping, construction of East Coast Greenway multi-use path, and reduction of through lanes on Route 13 from 4 lanes to 2. Additional interpretive signage is planned through the industrial section.

This road segment is included in the Delaware County Bicycle Plan. In the spring of 2002 this project was recommended for funding through the Transportation Enhancements Program. \$1,507,000 will be drawn from MPMS #64984 at the appropriate time.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STE												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014			0	Total FY2015-2018			0	Total FY2019-2022			0

MPMS# 65914

Sharon Hill Train Station Rehabilitation

AQ Code M8

LIMITS At SEPTA R2 Sharon Hill Station

IMPROVEMENT: Streetscape

Not SOV Capacity Adding

MUNICIPALITIES: Sharon Hill Borough

PROJECT MANAGER: EE/DVRPC/JB

No Let Date

Repair and replacement of serpentine stone on the exterior of the building, installation of a new floor, replacement of panels, trim and glass, the painting and finishing of walls, ceilings and trim.

The adjacent roadway is included in the Delaware County Bicycle Plan.

In the spring of 2002 this project was recommended for funding through the Transportation Enhancements (TE) Program. \$342,000 will be drawn from MPMS #64984 at the appropriate time.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STE												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014			0	Total FY2015-2018			0	Total FY2019-2022			0

Pennsylvania - Highway Program

Delaware

MPMS# 68027

Route 1, Upper Darby Township Closed Loop Signals SR:0001

AQ Code 2013M

LIMITS Harding Drive to Dermond Road

IMPROVEMENT: Signal/ITS Improvements

Minor SOV Capacity

MUNICIPALITIES: Haverford Township; Upper Darby Township

Adding Subcorr(s):

PROJECT MANAGER: CONSTR

No Let Date

5C, 10B, 10C

The installation of a closed loop signal system for six (6) intersections. Proposed construction includes removal of obsolete controllers, installation of new controllers, LED signal heads, pedestrian signal heads, vehicle detection, poles and mast arms, pavement markings, signage and other miscellaneous construction.

This road segment is included in the Delaware County Bicycle Plan.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
UTL	CMAQ*	520											
		520	0	0	0	0	0	0	0	0	0	0	0
Total FY2011-2014		520				Total FY2015-2018				0			
						Total FY2019-2022				0			

MPMS# 69665

South Creek Road Bridge Over Brandywine Creek SR:3101

AQ Code S19

LIMITS Over Brandywine Creek

IMPROVEMENT: Bridge Repair/Replacement

Not SOV Capacity

MUNICIPALITIES: Chadds Ford Township; Pennsbury Township

Adding

PROJECT MANAGER: TSS/SPF

Est Let Date: 10/2/2014

SR 3101, Section DRB, South Creek Road over Brandywine Creek in Chadds Ford Township, Delaware County. The project is the replacement of an existing structurally deficient and functionally obsolete C.I.P. Reinforced Concrete Arch Deck Closed Spandrel bridge. Also included are bridge approach roadway reconstruction and minor utility relocations.

This road segment is included in the Delaware County Bicycle Plan, and is Bicycle PA Route L.
TOLL CREDIT

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	BOO		546										
ROW	BOO			169									
UTL	BND	159											
CON	BOO								15,657				
		159	546	169	0	0	0	0	15,657	0	0	0	0
Total FY2011-2014		874				Total FY2015-2018				15,657			
						Total FY2019-2022				0			

DVRPC FY 2011-2014 TIP for PA

Pennsylvania - Highway Program

Delaware

MPMS# 69815 **US 322, Environmental Mitigation (MIT) SR:0322**

AQ Code S2 **LIMITS** US 1 to West of CSX Railroad bridge

IMPROVEMENT: Other

Not SOV Capacity Adding

MUNICIPALITIES: Bethel Township; Concord Township; Upper Chichester Township

Adding Subcorr(s): 5B, 8A

PROJECT MANAGER: TSS/PWB

LRPID:50

Est Let Date: 1/10/2014

The project involves mitigation measures for widening and improving SR 322 to a four lane typical section with a median barrier from US Route 1 in Concord Township, through Bethel Township, to just west of the CSX Bridge in Upper Chichester Township. The project includes development of a wetland mitigation site on the former Patterson tract in Thornbury Township, Delaware County and relocation of the Department's maintenance facility at SR 322 and SR 261 to the eastern end of the project at SR 322 near the CSX bridge. The relocation of the maintenance facility will involve development of the new site with buildings, storage and parking.

ROW and UTL for this project will be completed under MPMS# 69816.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
ROW	STU	1,020											
ROW	581	255											
UTL	STU	371											
UTL	581	92											
CON	STU				4,769								
CON	581				1,192								
CON	STU					9,538							
CON	581					2,385							
		1,738	0	0	5,961	11,923	0	0	0	0	0	0	0
		Total FY2011-2014			7,699	Total FY2015-2018			11,923	Total FY2019-2022			0

Pennsylvania - Highway Program

Delaware

MPMS# 69816 **US 322, US 1 to Featherbed Lane (Section 101) SR:0322**

AQ Code 2020M

LIMITS US 1 to Featherbed Lane

IMPROVEMENT: Roadway New Capacity

Major SOV Capacity

MUNICIPALITIES: Concord Township

Adding Subcorr(s):

PROJECT MANAGER: TSS/PWB

LRPID:50

Est Let Date: 1/5/2017

8A

The project involves widening SR 322 (currently two lanes) to a four lane typical section with a median barrier from US Route 1 in Concord Township to east of Mattson Road/Featherbed Lane near Clayton Park and the Bethel Township line. Auxiliary right turn lanes will be provided at intersections. Intersection improvements will include the following:

- Reconstruction of existing traffic signal at US Route 1 and construction of additional turn lanes on SR 322.
- Elimination of through and left turn traffic movements on Spring Valley Road and left turn traffic movements on SR 322.
- Reconstruction of existing traffic signal at Fellowship Road/Station Road Connector and reconstruction of Fellowship Road intersection to accommodate 4 lanes on SR 322 and a turn lane on Station Road Connector.
- Elimination of left turns from and into Station Road (SR 3025).
- Construction of a jughandle and a new traffic signal at Cambridge Drive intersection.
- Construction of a new traffic signal at Mattson Road/Featherbed Lane.

Although the widening from two lanes to four lanes will primarily entail widening to the south of the existing road to make use of the available right-of way, widening to the north or about the center will be done at some locations to minimize impacts to environmental and community resources. The bridge over SEPTA/Webb Creek and the bridge over Smith Bridge Road will be replaced. Sound barriers and retaining walls will also be constructed in this section.

See MPMS #14747 for design funding.

This project includes ROW and UTL work for MPMS# 69815.

MPMS #'s 69815, 69816, 69817, and 69818 contain construction phases for the US 322 project.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
ROW	NHS		4,634										
ROW	581		1,159										
ROW	NHS					4,634							
ROW	581					1,159							
CON	NHS						17,359						
CON	581						4,339						
CON	NHS							17,359					
CON	581							4,339					
CON	NHS								6,944				
CON	581								1,736				
		0	5,793	0	0	5,793	21,698	21,698	8,680	0	0	0	0
		Total FY2011-2014			5,793	Total FY2015-2018			57,869	Total FY2019-2022			0

Pennsylvania - Highway Program

Delaware

MPMS# 69817

US 322, Featherbed Lane to I-95 (Section 102) SR:0322

AQ Code 2030M

LIMITS East Mattson Road/Featherbed Lane to West of CSX b

IMPROVEMENT: Roadway New Capacity

Major SOV Capacity

MUNICIPALITIES: Bethel Township; Concord Township; Upper Chichester Township

Adding Subcorr(s):
8A

PROJECT MANAGER: TSS/PWB

LRPID:50

Est Let Date: 1/10/2019

The project involves widening and improving SR 322 to a four lane typical section with a median barrier from east of Mattson Road/Featherbed Lane near Clayton Park and the Concord Township/Bethel Township line, through Bethel Township, to just west of the CSX Bridge in Upper Chichester Township. The existing two lane section of SR 322 will be widened to 4 or 5 lanes with jughandles or exclusive left turn lanes to accommodate left turns at intersections. Between Chelsea Parkway and Cherry Tree Road a fifth center lane will accommodate left turns into and out of the adjacent commercial properties. Auxiliary right turn lanes will be provided at intersections. The existing four lane section from east of Cherry Tree Road to just west of the CSX Bridge will be improved. Intersection Improvements will include the following:

- Closure of existing intersection of Garnet Mine Road (SR 3038, west of Foulk Road intersection).
- Reconstruction of Foulk Road (SR 261) interchange to a diamond configuration, including two new traffic signals.
- Construction of a new traffic signal at SR 322 eastbound ramps and Garnet Mine Road (SR 3038).
- Elimination of left turns from and into Colonial Drive.
- Reconstruction of existing traffic signal at Creek Parkway and reconstruction of Creek Parkway intersection to accommodate 4 lanes on SR 322.
- Elimination of left turns from and into Sommers Lane.
- Reconstruction of existing traffic signal at Chelsea Parkway and reconstruction of Chelsea Parkway intersection to accommodate 4 lanes on SR 322.
- Reconfiguration and reconstruction of Cherry Tree Road/Bethel Road intersection to accommodate 4 lanes on SR 322, including construction of a new traffic signal, a Bethel Road connector and left turn lanes on SR 322.
- Reconstruction of Market Street (SR 452) interchange to a partial cloverleaf configuration, including two new traffic signals.

Although the widening from two lanes to four lanes will primarily entail widening to the south of the existing road to make use of the available right-of way, widening to the north or about the center will be done at some locations to minimize impacts to environmental and community resources. The project includes the replacement of 10 bridges and major culverts. Sound barriers and retaining walls will also be constructed in this section. See MPMS #14747 for design funding. MPMS #'s 69815, 69816, 69817, and 69818 contain construction phases for the US 322 project.

TEA-21 DEMO 0486 - PA ID #116 - \$13,220,615

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
ROW	NHS		5,993										
ROW	581		2,324										
ROW	NHS					6,756							
ROW	581					2,466							
UTL	SXF		2,492										
UTL	581		571										
CON	NHS							27,791					
CON	581							6,948					
CON	NHS								13,895				
CON	581								3,474				
CON	NHS									41,686			
CON	581									10,421			
		0	11,380	0	0	9,222	0	34,739	17,369	52,107	0	0	0
		Total FY2011-2014		11,380		Total FY2015-2018		61,330		Total FY2019-2022		52,107	

Pennsylvania - Highway Program

Delaware

MPMS# 70219

PA 291, East Coast Greenway

AQ Code A2

LIMITS Darby Creek to Wanamaker Avenue

IMPROVEMENT: Bicycle/Pedestrian Improvement

Not SOV Capacity Adding

MUNICIPALITIES: Tinicum Township

Adding Subcorr(s): 4C

PROJECT MANAGER: EE/DVRPC/LS

Est Let Date: 10/6/2012

Construction of the East Coast Greenway in Tinicum Township, including approximately 3500 feet of multi-use hard surface trail on the south side of Route 291 from Darby Creek to 2nd street, amenities and signing. Also included in the project is construction of the Tinicum-Fort Mifflin trail, which is approximately 3200 feet of multi-use hard surface trail along the southerly side of 2nd Street (SR 2002), which will connect the main trail proposed through Tinicum Township to Fort Mifflin. Additional funding is included in project MPMS# 71200.

This road segment is included in the Delaware County Bicycle Plan.

TOLL CREDIT

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	CMAQ			952									
		0	0	952	0	0	0	0	0	0	0	0	0
Total FY2011-2014				952		Total FY2015-2018		0		Total FY2019-2022		0	

MPMS# 70228

I-476, MacDade Boulevard Ramp Improvements SR:2006

AQ Code R3

LIMITS I-476 to Fairview Road

IMPROVEMENT: Intersection/Interchange Improvements

Minor SOV Capacity Adding Subcorr(s): 2D, 6A

MUNICIPALITIES: Ridley Township

PROJECT MANAGER: AECOM/MMP

Est Let Date: 12/15/2015

Channelization & signalization of shopping center entrance and reconfiguration of northbound I-476 / eastbound MacDade Boulevard off-ramp. Traffic safety concerns generated the need for this project. Congestion on I-476 Northbound causes drivers to exit at MacDade Blvd, cross 4 lanes of traffic, and reenter I-476. The project also includes the creation of a full access signalized intersection at a local shopping center. A former uncontrolled median opening at the shopping center entrance was closed due to excessive accidents.

This road segment is included in the Delaware County Bicycle Plan.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	STP		350										
FD	581		87										
CON	STP					3,821							
CON	581					955							
		0	437	0	0	4,776	0	0	0	0	0	0	0
Total FY2011-2014				437		Total FY2015-2018		4,776		Total FY2019-2022		0	

Pennsylvania - Highway Program

Delaware

MPMS# 70245

Chester City Access Improvements II SR:2028

AQ Code R1

LIMITS Chestnut Street/Morton Avenue, 10th Street to 12th

IMPROVEMENT: Intersection/Interchange Improvements

Not SOV Capacity Adding

MUNICIPALITIES: Chester City

Adding Subcorr(s): 2D, 4D, 6A

PROJECT MANAGER: HNTB/GCG

Est Let Date: 1/15/2012

This project entails the improvement of the Chestnut Street and Morton Avenue corridor which provides mobility between I-95 and PA 291 in the City of Chester, Delaware County, PA. Specifically, work includes the widening of Chestnut Street from 10th Street to 12th Street without adding additional travel lanes, and the reconfiguration of the intersections at 12th /Chestnut St., Chestnut St./10th St./ Morton Ave. (SR 0013), and Morton/Potter/5th/6th. Also includes drainage improvements, signalization and signing improvements along the corridor; vertical clearance improvements at the Amtrak overpass; and minor rehabilitation and painting of the I-95 overpass and maintenance of traffic during construction. This project was broken out from MPMS # 57780/TIP #7915.

This road segment is included in the Delaware County Bicycle Plan.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	STP	594											
FD	581	149											
ROW	STP		175										
ROW	581		44										
UTL	STP		87										
UTL	581		22										
CON	STP					3,014							
CON	581					753							
CON	STP						3,014						
CON	581						753						
		743	328	0	0	3,767	3,767	0	0	0	0	0	0
		Total FY2011-2014		1,071		Total FY2015-2018		7,534		Total FY2019-2022			0

Pennsylvania - Highway Program

Delaware

MPMS# 71200

PA 291, East Coast Greenway/Industrial Heritage Highway SR:0291

AQ Code A2

LIMITS 2nd Street, Poolsen Avenue to 4th Avenue

IMPROVEMENT: Bicycle/Pedestrian Improvement

Not SOV Capacity Adding

MUNICIPALITIES: Tinicum Township

Adding Subcorr(s): 4C, 6B

PROJECT MANAGER: EE/DVRPC/LS

No Let Date

Construction of the East Coast Greenway in Tinicum Township, including approximately 3500 feet of multi-use hard surface trail on the south side of Route 291 from Darby Creek to 2nd street, amenities and signing. Also included in the project is construction of the Tinicum-Fort Mifflin trail, which is approximately 3200 feet of multi-use hard surface trail along the southerly side of 2nd Street (SR 2002), which will connect the main trail proposed through Tinicum Township to Fort Mifflin. Additional funding is included in project MPMS# 71200. Additional funding is included in MPMS# 70219

This project is included in the Delaware County Bicycle Plan.

\$700,000 TE funds were approved during the FY2004 project selection process, to be programmed at the appropriate time, drawing funds from MPMS #64984.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022		
CON	STE														
		0	0	0	0	0	0	0	0	0	0	0	0		
Total FY2011-2014		0			Total FY2015-2018				0				Total FY2019-2022		0

MPMS# 71202

East Coast Greenway/Chester Riverfront Improvements, Phase II SR:0291

AQ Code X12

LIMITS Flower Street and Highland Avenue, PA 291 to River

IMPROVEMENT: Bicycle/Pedestrian Improvement

MUNICIPALITIES: Chester City

PROJECT MANAGER: W/DVRPC/RG

No Let Date

Connect portion of East Coast Greenway/Riverwalk with Rt. 291 along Flower Street and Highland Avenue. See companion projects MPMS #'s 65912 and 65923.

\$517,500 TE funds were approved during the FY2004 project selection process, to be programmed at the appropriate time, drawing funds from MPMS #64984.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022		
CON	STE														
		0	0	0	0	0	0	0	0	0	0	0	0		
Total FY2011-2014		0			Total FY2015-2018				0				Total FY2019-2022		0

Pennsylvania - Highway Program

Delaware

MPMS# 72913 **Chester Commercial Business District (HTSSRS)**
AQ Code A2 **LIMITS** Avenue of the States/Welsh Street/East 6th Street
IMPROVEMENT: Streetscape
MUNICIPALITIES: Chester City

Not SOV Capacity Adding
 Adding Subcorr(s): 2D, 4D, 6A

PROJECT MANAGER: EE/DVRPC/LS

No Let Date

Specific improvements will include streetscape enhancements that include new curbs, sidewalks, lighting, landscaping and other improvements along the triangle of streets created by the 600 blocks of Avenue of the States and Welsh Street, and East Sixth Street between Avenue of the States and sixth Street. The project seeks to build upon the ongoing revitalization of the City of Chester's Central Business District (CBD).

This project was recommended in the spring of 2005 for funding through the HTSSRS program. \$922,300 funding will be drawn down at the appropriate time.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STE												
		0	0	0	0	0	0	0	0	0	0	0	0
Total FY2011-2014		0				Total FY2015-2018				0			
										Total FY2019-2022			
										0			

MPMS# 75800 **College Avenue Bridge Over SEPTA Norristown High Speed Line**

AQ Code S19 **LIMITS** Over SEPTA Norristown High Speed Line
IMPROVEMENT: Bridge Repair/Replacement
MUNICIPALITIES: Haverford Township

Not SOV Capacity Adding
 Adding Subcorr(s): 7B

PROJECT MANAGER: HNTB/NV

Est Let Date: 6/7/2012

This project entails the replacement of a College Avenue (SR 1026) bridge over SEPTA. The current bridge is on a substandard vertical curve in order to provide clearance for SEPTA. This replacement will need to be completed by 2012 to accommodate a PGA Tour stop within the project limits.

This road segment is included in the Delaware County Bicycle Plan.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	STU*	352											
FD	916	1,061											
UTL	916	1,061											
CON	BND		2,652										
CON	BND			2,652									
Total FY2011-2014		2,474	2,652	2,652	0	Total FY2015-2018				Total FY2019-2022			
		7,778				0				0			

Pennsylvania - Highway Program

Delaware

MPMS# 77085

Ruth Bennett House

AQ Code NRS

LIMITS At 2nd Street and Reaney Street

Not SOV Capacity Adding

IMPROVEMENT: Other

MUNICIPALITIES: Chester City

Adding Subcorr(s): 2D, 4D, 6A, 8A

PROJECT MANAGER: TSS/PWB

Est Let Date: 7/14/2011

This project is for the rehab of the Ruth Bennett House in the City of Chester, as it is impacted by MPMS# 57780.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	STP	142												
CON	581	858												
		1,000	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			1,000	Total FY2015-2018				0	Total FY2019-2022			0

MPMS# 77450

Lansdowne Gateway Park & Pedestrian/Bike Trail

AQ Code A2

LIMITS Darby Creek, Gateway Park to Hoffman Park

Not SOV Capacity Adding

IMPROVEMENT: Bicycle/Pedestrian Improvement

MUNICIPALITIES: Lansdowne Borough

Adding Subcorr(s): 5E

PROJECT MANAGER: EE/DVRPC/RG

No Let Date

This project involves the creation of a gateway park on approximately 2 acres of vacant land located at the western entrance to the Borough. A pedestrian & bike path will be constructed to connect the gateway park to Hoffman Park (the borough's major recreational park located along the Darby Creek). The path will provide pedestrian access to the inbound side of SEPTA's Gladstone Station.

In the spring of 2006 this project was recommended for funding through the HTSSRS/TE Program. \$368,000 will be drawn from MPMS #64984 at the appropriate time.

This project is included in the Delaware County Bicycle Plan.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	STE	0	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			0	Total FY2015-2018				0	Total FY2019-2022			0

Pennsylvania - Highway Program

Delaware

MPMS# 77460 *Lincoln Avenue Renaissance Project SR:0420*
AQ Code X12 **LIMITS** Lincoln Avenue, Maryland Avenue to Chester Pike
IMPROVEMENT: Streetscape
MUNICIPALITIES: Prospect Park Borough

Not SOV Capacity Adding

PROJECT MANAGER: EE/DVRPC/JB

No Let Date

Improving the visual edges of Lincoln Ave. by installing plantings and small markers such as decorative fencing. Improvements to the SEPTA train station landscaping will be implemented. Additional improvements include street lights, furniture, benches, trash receptacles, sign posts, street name signs, and minor sidewalk and curb repair.

In the spring of 2006 this project was recommended for funding through the HTSSRS/TE Program. \$632,500 will be drawn from MPMS #64984 at the appropriate time.

This road segment is included in the Delaware County Bicycle Plan.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STE												
		0	0	0	0	0	0	0	0	0	0	0	0
Total FY2011-2014		0		0		Total FY2015-2018		0		Total FY2019-2022		0	

MPMS# 77471 *Amtrak Footbridge, Rosemont Avenue and Hinckley Avenue*
AQ Code X12 **LIMITS** Over Amtrak/SEPTA R2 at Rosemont Avenue and Hinckl
IMPROVEMENT: Bicycle/Pedestrian Improvement
MUNICIPALITIES: Ridley Park Borough

Not SOV Capacity Adding

PROJECT MANAGER: CONSTR.

Actl Let Date: 4/2/2009

Remedial repairs to the AMTRAK Footbridge located in Ridley Park. The work includes removal and replacement of steel treads and risers, removal and replacement of metal handrails, and replacement of concrete walk.

In the spring of 2006 this project was recommended for funding through the HTSSRS/TE Program. \$102,925 will be drawn from MPMS #64984 at the appropriate time.

Ridley Avenue is included on the Delaware County Bicycle Plan.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STE*												
		103											
		103	0	0	0	0	0	0	0	0	0	0	0
Total FY2011-2014		103		0		Total FY2015-2018		0		Total FY2019-2022		0	

Pennsylvania - Highway Program

Delaware

MPMS# 77472
AQ Code A2

Knowles Avenue Sidewalk and Underpass
LIMITS Macdade Boulevard to Llanwellyn Avenue
IMPROVEMENT: Bicycle/Pedestrian Improvement
MUNICIPALITIES: Glenolden Borough
PROJECT MANAGER: AECOM/KS

No Let Date

Install 1200 linear feet of 4' wide sidewalk and curb on main access to Glenolden School along Knowles Avenue. Construct a pedestrian underpass at the CSX railroad tracks. Stabilize and install a retaining wall along eastern side of Knowles Ave. to stop the erosion and protect the new sidewalks.

In the spring of 2006 this project was recommended for funding through the HTSSRS/TE Program. \$1,000,000 will be drawn from MPMS #64984 at the appropriate time.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STE	0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014				Total FY2015-2018				Total FY2019-2022			
		0				0				0			

MPMS# 80051
AQ Code S19

Rosemont Avenue Bridge Over Darby Creek (CB #73)
LIMITS Over Darby Creek
IMPROVEMENT: Bridge Repair/Replacement
MUNICIPALITIES: Springfield Township; Upper Darby Township
PROJECT MANAGER: TSS/GANNETT

Est Let Date: 7/15/2015

This project includes the complete replacement of Delaware County Bridge #73, a 72' single span, narrow, severely deteriorated, 12 ton concrete encased steel bridge construction in 1921. The project will include minor improvements to be the approach roadway and safety features associated with the bridge. The bridge is located at a T-intersection. The replacement structure will be single span bridge designed to meet current PennDOT standards.

The benefit to the bridge replacement project is that it will ensure the preservation of this stream crossing for the estimated 3,798 vehicles per day (as recorded in 2003) which currently use the bridge. The project will also greatly improve the load carrying capacity of the structure, improve the roadway and bridge geometry, and provide current safety features.

The existing bridge will be removed and replaced. The bicycle and pedestrian checklists will be incorporated into the project.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	BOO		306										
FD	183		57										
FD	LOCAL		20										
ROW	BOO			93									
ROW	183			18									
ROW	LOCAL			6									
UTL	BOO			37									
UTL	183			7									
UTL	LOCAL			2									
CON	BOO					2,460							
CON	183					461							
CON	LOCAL					154							
		0	383	163	0	0	3,075	0	0	0	0	0	0
		Total FY2011-2014				Total FY2015-2018				Total FY2019-2022			
		546				3,075				0			

DVRPC FY 2011-2014 TIP for PA

Pennsylvania - Highway Program

Delaware

MPMS# 86368

Mount Alverno Road Bridge Over Chester Creek (CB #9)

AQ Code S19

LIMITS Over Chester Creek

IMPROVEMENT: Bridge Repair/Replacement

MUNICIPALITIES: Aston Township; Middletown Township

PROJECT MANAGER: TSS/GANNETT

Est Let Date: 6/5/2014

The project will include the replacement of a single span, concrete bridge constructed in 1926. The structure is located in Aston and Middletown Townships. The bridge has the following condition ratings: deck - N, super - 3, sub - 5. This bridge is an arch under fill and therefore does not have a deck. Sufficiency rating: 33.7

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	BOO*	320											
FD	BOO	297											
FD	183	56											
FD	LOCAL	19											
ROW	BOO				185								
ROW	183				35								
ROW	LOCAL				12								
UTL	BOO			180									
UTL	183			338									
UTL	LOCAL			11									
CON	BOO					2,952							
CON	183					369							
CON	LOCAL					184							
		692	0	529	232	0	3,505	0	0	0	0	0	0
		Total FY2011-2014		1,453		Total FY2015-2018		3,505		Total FY2019-2022		0	

Pennsylvania - Highway Program

Delaware

MPMS# 86370

Tribbitt Avenue Bridge Over Hermesprota Creek (CB #237)

AQ Code S19

LIMITS Over Hermesprota Creek

IMPROVEMENT: Bridge Repair/Replacement

MUNICIPALITIES: Darby Township; Folcroft Borough

PROJECT MANAGER: TSS/GANNETT

No Let Date

This project will include the replacement of a single span, concrete slab bridge located in Folcroft Borough and Darby Township. The bridge has the following condition ratings: deck - 5, super - 5, sub - 4. Sufficiency rating: 41.8

TIP Program Years (\$ 000)													
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	BOO*	320											
FD	BOO			180									
FD	183			34									
FD	LOCAL			11									
ROW	BOO				185								
ROW	183				35								
ROW	LOCAL				12								
UTL	BOO				185								
UTL	183				35								
UTL	LOCAL				12								
CON	BOO					3,105							
CON	183					358							
CON	LOCAL					179							
		320	0	225	464	3,642	0	0	0	0	0	0	0
Total FY2011-2014		1,009			Total FY2015-2018			3,642		Total FY2019-2022			0

MPMS# 87109

Swarthmore Borough Pedestrian Access Upgrade (SRTS)

AQ Code A2

LIMITS Princeton Avenue at Benjamin West Avenue and Myers

IMPROVEMENT: Bicycle/Pedestrian Improvement

MUNICIPALITIES: Swarthmore Borough

PROJECT MANAGER: EE/DVRPC/JB

Est Let Date: 10/18/2012

The Borough of Swarthmore will receive \$662,270 for safety and accessibility upgrades to the Princeton Avenue underpass, the main pedestrian link between the southern portion of the borough and the local elementary school.

All improvements will occur within the existing tunnel and adjacent public sidewalk and street, which are located within a quarter mile of the school. No additional right of way is required, and train operations will not be affected.

Proposed improvements include removing and replacing existing steps with ADA-compliant sidewalk ramps; extension of the northern ramp for approximately 100 feet within the unopened right-of-way of Princeton Ave; extension of the two 62' switchbacks of the southern ramp to the west of the underpass along Myers Ave; installation of new stairs to allow for more convenient access; removing and replacing lighting with continuous indirect lighting along the eastern wall; removing and replacing the existing floor, and installing new French drains on either side.

This project was awarded \$662,270 in Safe Routes to School (SRTS) funding in May of 2009.

TIP Program Years (\$ 000)													
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	SRTS	662											
		662	0	0	0	0	0	0	0	0	0	0	0
Total FY2011-2014		662			Total FY2015-2018			0		Total FY2019-2022			0

Pennsylvania - Highway Program

Delaware

MPMS# 87119
AQ Code A2

Nether Providence Township Sidewalks (SRTS)

LIMITS Wallingford Avenue, Manchester Avenue to Providenc

IMPROVEMENT: Bicycle/Pedestrian Improvement

MUNICIPALITIES: Nether Providence Township

PROJECT MANAGER: EE/DVRPC/JB

Est Let Date: 10/18/2012

This project will install sidewalks and curbing along the north side of Wallingford Avenue, which will create a safer route to Wallingford Elementary School.

Improvements include constructing new sidewalks on 4,425 linear feet of Wallingford Avenue (SR 3024), designated a Hazardous Walking Route by PennDOT per March 2005 DVRPC Stud. This will delete Wallingford Avenue from the Hazard Route list.

This project was awarded \$304,500 in Safe Routes to School (SRTS) funding in May of 2009.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	SRTS	304												
		304	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			304	Total FY2015-2018				0	Total FY2019-2022			0

MPMS# 87120
AQ Code A2

Upper Darby Township Sidewalks (SRTS)

LIMITS Township Line Road, Bella Vista Road to Pilgrim La

IMPROVEMENT: Bicycle/Pedestrian Improvement

MUNICIPALITIES: Upper Darby Township

PROJECT MANAGER: EE/DVRPC/JB

Est Let Date: 10/18/2012

This project will construct sidewalks, curb cuts, and other improvements to provide a safer route leading to the Aronimink Elementary School on Bond Avenue.

Improvements include construction of sidewalks along the west side of Township Line Road to commence at Pilgrim Lane to the convergence of TLR and State Road (SR); construction of 6 curb cuts for ramps at the west side of TLR at both corners of Bella Vista Road (BVR), 2 on the north corner of BVR and 4 at the south corner of BVR (Includes Crosswalk for Pedestrians); installation of guard railing along the west side of TLR from the north corner of BVR to the south corner of BVR; installation of 140 linear feet (l.f.) of retaining wall along west side of TLR within the north & south corners of BVR.

This project was awarded \$242,893 in Safe Routes to School (SRTS) funding in May of 2009.

This road segment is included in the Delaware County Bicycle Plan.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	SRTS	242												
		242	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			242	Total FY2015-2018				0	Total FY2019-2022			0

Pennsylvania - Highway Program

Delaware

MPMS# 87940
AQ Code A2

Pedestrian and School Children Safety (TCSP)

LIMITS Paxon Hollow Road, Paxon Hollow Middle School to S

IMPROVEMENT: Bicycle/Pedestrian Improvement

MUNICIPALITIES: Marple Township

PROJECT MANAGER: AECOM/JD

Est Let Date: 10/3/2011

The project will provide for the installation of approximately 1500 linear feet of infill sidewalk and 600 square feet of curbing along Paxon Hollow Road from the Paxon Hollow Middle School to Sarah's Way. This stretch of the southeast side of Paxon Hollow Road currently contains several areas without sidewalks and any pedestrian navigation must occur in the street. As a result, pedestrian travel is limited and in most cases discouraged. The project also includes 8 new handicapped ramps and signage. New crosswalks will be installed not only to provide a continued safe access along the Northwest side of Paxon Hollow Road but also new crosswalks to provide controlled travel from the southeast side of the street. The project also proposes pedestrian crossing signals to warn motorists of the established intersection crossings. The goal of this project is to provide safe access for school children and pedestrians along Paxon Hollow Road (SR1022) from the adjoining residential neighborhoods which contain approximately 203 residential properties and will provide direct access to the school which will allow children to walk to and from school and reduce the need for utilizing a motor vehicle as transportation to the school.

\$177,840 FY2009 TCSP funds has been awarded to this project. The Transportation, Community, and System Preservation (TCSP) Program, an initiative of SAFETEA-LU which authorized the TCSP Program from FY2005 through FY2009, is a comprehensive initiative of research and grants to investigate the relationships between transportation, community, and system preservation plans and practices, and identify private sector-based initiatives to improve such relationships.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	TCS	178											
CON	LOCAL	44											
		222	0	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014			222	Total FY2015-2018			0	Total FY2019-2022			0

Total For Delaware	2011	2012	2013	2014	2011-2014	2015-2018	2019-2022
	\$33,550	\$46,372	\$21,462	\$18,899	\$120,283	\$245,992	\$107,725

Pennsylvania - Highway Program

Montgomery

MPMS# 15769 *Limekiln Pike Bridge Over Little Neshaminy Creek SR:0152*

AQ Code S19 **LIMITS** Over Little Neshaminy Creek

IMPROVEMENT: Bridge Repair/Replacement

Not SOV Capacity Adding

MUNICIPALITIES: Montgomery Township; Horsham Township

Adding Subcorr(s): 8G

PROJECT MANAGER: Gannett/BPM

Est Let Date: 8/16/2012

The proposed project is the replacement of the two span stone arch carrying SR 0152 over Neshaminy Creek. The project is located in rural Montgomery County. The project area is relatively flat/slightly rolling terrain and local land use is primarily residential and light commercial. An orchard is located northeast of the bridge and a private soccer field is located to the east. Neshaminy Creek flows southeast through the project area.

TIP Program Years (\$ 000)													
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
ROW	916			563									
UTL	916			113									
CON	916D			4,355									
		0	0	5,031	0	0	0	0	0	0	0	0	0
		Total FY2011-2014			5,031	Total FY2015-2018			0	Total FY2019-2022			0

MPMS# 15793 *Salfordville Road Bridge Over East Branch of Perkiomen Creek SR:1017*

AQ Code S19 **LIMITS** Over East Branch of Perkiomen Creek

IMPROVEMENT: Bridge Repair/Replacement

Not SOV Capacity Adding

MUNICIPALITIES: Lower Salford Township

PROJECT MANAGER: HNTB/GCG

Est Let Date: 12/16/2010

The project is the replacement of the SR 1017 Section 86S bridge carrying Salfordville Road over the Perkiomen Creek with no shoulders with a two lane bridge with shoulders and improve the horizontal alignment by relocating the bridge and tying it in to the Groff's Mill Rd. The existing bridge is a 4-span encased I-beam bridge carrying one lane in each direction. The project will consist of preliminary engineering, final design and construction services. The CE/4f approval was granted for this bridge in July 2003. Commitments from the CE will need to be incorporated into the proposed project.

The three-span, steel girder bridge was built in 1933 and is posted with a weight limit of three tons. It is 270 feet long and 28 feet wide. The structural carries 221 vehicles a day. Bridge closed in December 2008

TIP Program Years (\$ 000)													
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	TOLL												
CON	BOO	2,971											
		2,971	0	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014			2,971	Total FY2015-2018			0	Total FY2019-2022			0

DVRPC FY 2011-2014 TIP for PA

Pennsylvania - Highway Program

Montgomery

MPMS# 15992 *Rockland Avenue Bridge Over Amtrak's Harrisburg Line (Removal)*

AQ Code A2 **LIMITS** Over Amtrak's Harrisburg Line

IMPROVEMENT: Bicycle/Pedestrian Improvement

MUNICIPALITIES: Narberth Borough

PROJECT MANAGER: DEL02

No Let Date

This bridge is currently closed to both vehicular and pedestrian traffic. The bridge will be replaced with a pedestrian bridge.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	BOO				835								
CON	LOCAL				209								
		0	0	0	1,044	0	0	0	0	0	0	0	0
Total FY2011-2014					1,044	Total FY2015-2018			0	Total FY2019-2022			0

MPMS# 16085 *PA 29, Gravel Pike Bridge Over Hosensack Creek SR:0029*

AQ Code S19 **LIMITS** Over Hosensack Creek

IMPROVEMENT: Bridge Repair/Replacement

MUNICIPALITIES: Upper Hanover Township

PROJECT MANAGER: DAVIES/LEF

Est Let Date: 12/6/2012

Remove and replace the existing bridge. Reconstruct approach roadway as required. Project should be under construction at the same time as MPMS #16086 (PA 29 Gravel Pike over a tributary of the Perkiomen Creek).

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
ROW	185		56										
UTL	185		23										
CON	916			820									
CON	916				820								
		0	79	820	820	0	0	0	0	0	0	0	0
Total FY2011-2014					1,719	Total FY2015-2018			0	Total FY2019-2022			0

Pennsylvania - Highway Program

Montgomery

MPMS# 16086 *PA 29, Gravel Pike Bridge Over East Branch of Perkiomen Creek SR:0029*

AQ Code S19

LIMITS Over Branch of Perkiomen Creek

IMPROVEMENT: Bridge Repair/Replacement

Not SOV Capacity Adding

MUNICIPALITIES: Upper Hanover Township

PROJECT MANAGER: DAVIES/LEF

Est Let Date: 12/6/2012

Remove the existing bridge and construct a new Con-Span Arch bridge. Reconstruct approach roadway as required. Project should be under construction at the same time as MPMS #16085 (PA 29 Gravel Pike over Hosensack Creek).

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
ROW	BOO	90											
ROW	185	23											
UTL	BOO	9											
UTL	185	2											
CON	916		1,688										
		124	1,688	0	0	0	0	0	0	0	0	0	0
Total FY2011-2014		1,812		0		Total FY2015-2018		0		Total FY2019-2022		0	

MPMS# 16099 *Camp Road Bridge Over East Branch of Perkiomen Creek SR:1021*

AQ Code S19

LIMITS Over East Branch of Perkiomen Creek

IMPROVEMENT: Bridge Repair/Replacement

Not SOV Capacity Adding

MUNICIPALITIES: Salford Township; Franconia Township

PROJECT MANAGER: HNTB/GCG

Est Let Date: 6/23/2011

Replace the existing two lane bridge with no shoulders with a two lane bridge with shoulders and make a minor horizontal realignment to the S-curve. The existing bridge is a five-span arch carrying one lane of traffic in each direction. The project will consist of preliminary engineering, final design and construction services. The CE/4f approval was granted for this bridge in April 2003. Commitments from the CE will need to be incorporated into the proposed project.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	185	74											
CON	185		3,278										
		74	3,278	0	0	0	0	0	0	0	0	0	0
Total FY2011-2014		3,352		0		Total FY2015-2018		0		Total FY2019-2022		0	

DVRPC FY 2011-2014 TIP for PA

Pennsylvania - Highway Program

Montgomery

MPMS# 16150 *Tookany Creek Parkway Bridge Over Tookany Creek (CB) SR:7102*

AQ Code S19

LIMITS Over Tookany Creek

IMPROVEMENT: Bridge Repair/Replacement

Not SOV Capacity Adding

MUNICIPALITIES: Cheltenham Township

Adding Subcorr(s): 5G

PROJECT MANAGER: TSS/GANNETT

Est Let Date: 3/6/2014

In Cheltenham Township, east of Jenkintown, replace the Tookany Creek Parkway bridge over the tributary of the Tookany Creek. (Bridge Bill 2)

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	BOO				185								
FD	183				35								
FD	LOCAL				12								
UTL	BOO				93								
UTL	183				17								
UTL	LOCAL				6								
CON	BOO					984							
CON	183					184							
CON	LOCAL					61							
		0	0	0	348	0	1,229	0	0	0	0	0	0
Total FY2011-2014					348	Total FY2015-2018		1,229		Total FY2019-2022			0

MPMS# 16191 *Elm Street Bridge Over Plymouth Creek SR:3013*

AQ Code S19

LIMITS Over Reading Railroad/Capital Crescent Trail/Plymo

IMPROVEMENT: Bridge Repair/Replacement

Not SOV Capacity Adding

MUNICIPALITIES: Conshohocken Borough

Adding Subcorr(s): 2B

PROJECT MANAGER: P/CNV

Est Let Date: 12/2/2010

This project will involve the bridge replacement running east-west on Elm Street over Plymouth Creek and the abandoned Reading Railroad. The existing structure is 145 ft. long, and is a steel thru-girder with floorbeam system. It has stone masonry abutments and wingwalls on both sides and a concrete pier at the center. Under a separate project, a proposed cross-county trail is proposed parallel to the bridge to the north, on structure, and joining with a trail below the bridge (to the south). The project is located in the Borough of Conshohocken.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	BND	1,804											
		1,804	0	0	0	0	0	0	0	0	0	0	0
Total FY2011-2014					1,804	Total FY2015-2018		0		Total FY2019-2022			0

Pennsylvania - Highway Program

Montgomery

MPMS# 16194 *High Street Bridge Over Manatawny Creek SR:4031*

AQ Code S19 **LIMITS** Over Manatawny Creek

IMPROVEMENT: Bridge Repair/Replacement

Not SOV Capacity Adding **MUNICIPALITIES:** Pottstown Borough

PROJECT MANAGER: Gannett/BPM

Est Let Date: 12/16/2010

This bridge replacement project is located on Ridge Pike (S.R. 4031) between PA 100 and Manatawny Street in Pottstown Borough, Montgomery County, Pennsylvania (see attached project location map). The existing bridge carries High Street over Manatawny Creek which flows in a southerly direction into the Schuylkill River. The 165'-long and 51'-wide, 4 span bridge is composed of 3, 45' long built-up deck girder spans and a 28' elliptical-shaped, reinforced concrete deck arch span that is finished with ashlar spandrel walls. The substructure is composed of both stone and concrete piers and abutments. Metal lattice railings finish the bridge. The existing bridge was built in 1908.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	916	4,116												
		4,116	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			4,116	Total FY2015-2018				0	Total FY2019-2022			0

MPMS# 16197 *Greenwood Avenue Bridge Over SEPTA Mainline Commuter Rail SR:2054*

AQ Code S19 **LIMITS** Over SEPTA Mainline Commuter Rail

IMPROVEMENT: Bridge Repair/Replacement

Not SOV Capacity Adding **MUNICIPALITIES:** Cheltenham Township; Jenkintown Borough

PROJECT MANAGER: AECOM/PS

Est Let Date: 11/4/2010

The purpose of this project is to replace the existing bridge due to structural deficiencies over SEPTA's R2, R3 & R5 mainlines. The project involves a complete replacement of the Greenwood Ave. Bridge over SEPTA, a three lane bridge with sidewalk on one side and tying into the adjacent intersection and SEPTA driveways. The new structural design must accommodate the present abutment. A wingwall connection to the roadway retaining walls is also needed. The reconstruction also includes placing scour protection for the Greenwood Ave. over the Tacony Creek Structure. The underlying areas of the concrete bridge abutments will be addressed by placing scour protection around the structure at the creek. Project should be under construction at the same time as MPMS #16086 (PA 29 Gravel Pike over a tributary of the Perkiomen Creek. The existing structure only has one sidewalk with three lanes; the replacement will have 2 sidewalks, 2 travel lanes, and one turning lane

A second stone arch bridge over the creek was originally included in this project and has been repaired by PennDOT.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	BND	6,394												
		6,394	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			6,394	Total FY2015-2018				0	Total FY2019-2022			0

Pennsylvania - Highway Program

Montgomery

MPMS# 16214 *PA 611, Old York Road Over SEPTA R3 SR:0611*

AQ Code S19 **LIMITS** Over SEPTA R3 (Noble Station)

IMPROVEMENT: Bridge Repair/Replacement

Not SOV Capacity Adding **MUNICIPALITIES:** Abington Township

Adding Subcorr(s): 14B **PROJECT MANAGER:** TSS/HPF

Est Let Date: 1/8/2015

The Old York Road bridge must be replaced with a new structure and is a three span, concrete-encased, I-beam structure supported by reinforced concrete abutments and column pier bents. This structure carries five travel lanes (including one left turning lane) of PA Route 611 and two pedestrian sidewalks with a total structure width of 69' and structure length of approximately 113 feet. Signalized intersections are located at each approach to the bridge.

The existing bridge was rated poor in an inspection report performed in 2003. The overall bridge is deteriorating. The abutment has wide cracks, severe scale and large spalls. The superstructure over the loading platforms are exhibiting spalls and heavy scale. There were two small holes noted in the sidewalk on the bridge.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	BOO						15,447						
CON	185						3,862						
		0	0	0	0	0	19,309	0	0	0	0	0	0
Total FY2011-2014		0				Total FY2015-2018				19,309			
						Total FY2019-2022				0			

MPMS# 16216 *Pennswood Road Bridge Over Amtrak/SEPTA R5 Rail Lines SR:7104*

AQ Code S19 **LIMITS** Over Amtrak/SEPTA R5 Rail Lines

IMPROVEMENT: Bridge Repair/Replacement

Not SOV Capacity Adding **MUNICIPALITIES:** Lower Merion Township

Adding Subcorr(s): 7B **PROJECT MANAGER:** EE/MDH

Est Let Date: 10/16/2014

Replacement of the existing structure carrying Pennswood Road over Amtrak. It is anticipated that traffic will be detoured during construction. There will be minimal roadway approach work. The existing conditions include 2 – 12' travel lanes and sidewalks on both sides. The proposed conditions include 2 – 14'-6" lanes and 5' sidewalks on both sides.

Sufficiency Rating: 26.0

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
ROW	BOO*	160											
UTL	BOO*	1,600											
CON	BOF						3,542						
CON	183						664						
CON	LOCAL						221						
		1,760	0	0	0	0	4,427	0	0	0	0	0	0
Total FY2011-2014		1,760				Total FY2015-2018				4,427			
						Total FY2019-2022				0			

Pennsylvania - Highway Program

Montgomery

MPMS# 16334 *PA 73, Church Road Intersection and Signal Improvements SR:0073*

AQ Code 2030M **LIMITS** Greenwood Avenue to Rice's Mill Road

IMPROVEMENT: Intersection/Interchange Improvements

Minor SOV Capacity **MUNICIPALITIES:** Cheltenham Township

Adding Subcorr(s): **PROJECT MANAGER:** AECOM/PS

14B

Est Let Date: 5/3/2018

This project involves the addition of turn lanes at the intersections of PA 73 (Church Road) and Greenwood Avenue and PA 73 and Rices Mill Road. Interconnect the traffic signals and add left turn lanes on the PA 73 approaches to Greenwood Ave. and on eastbound PA 73 at Rice's Mill Rd. Provide right turn lanes on the Greenwood Avenue approaches to PA 73. TOLL CREDIT

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
ROW	CMAQ										692		
ROW	TOLL												
CON	CMAQ										7,198		
CON	TOLL												
		0	0	0	0	0	0	0	0	0	7,890	0	0
		Total FY2011-2014			0	Total FY2015-2018			0	Total FY2019-2022		7,890	

MPMS# 16396 *Church Road Bridge Over Norristown High Speed Line (CB) SR:7220*

AQ Code S19 **LIMITS** Over SEPTA Route 100

IMPROVEMENT: Bridge Repair/Replacement

Not SOV Capacity **MUNICIPALITIES:** Upper Merion Township

Adding Subcorr(s): **PROJECT MANAGER:** TSS/GANNETT

1A, 9B

Est Let Date: 6/6/2014

This project consists of the replacement of the Church Road Bridge and approaches over the SEPTA Route 100 rail line (Norristown High Speed Line) in Upper Merion Township. The project includes widening of the bridge to meet current design standards for a two lane roadway with a pedestrian sidewalk on one side.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
UTL	BOO		457										
UTL	183		85										
UTL	LOCAL		28										
CON	BOO				2,655								
CON	183				497								
CON	LOCAL				165								
CON	BOO					496							
CON	183					93							
CON	LOCAL					32							
		0	570	0	3,317	621	0	0	0	0	0	0	0
		Total FY2011-2014			3,887	Total FY2015-2018			621	Total FY2019-2022		0	

DVRPC FY 2011-2014 TIP for PA

Pennsylvania - Highway Program

Montgomery

MPMS# 16400 **Arcola Road Bridge Over Perkiomen Creek (CB# 155) SR:7046**

AQ Code S19 **LIMITS** Over Perkiomen Creek

IMPROVEMENT: Bridge Repair/Replacement

Not SOV Capacity Adding **MUNICIPALITIES:** Lower Providence Township; Upper Providence Township

Adding Subcorr(s): 9A **PROJECT MANAGER:** TSS/GANNETT

Est Let Date: 11/5/2015

The existing bridge (12 ton limit) is 26' wide with sidewalk on the south side. The new bridge will be two lanes, width to be determined, with sidewalk on at least one side. Reference MPMS# 16400.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	BOO			450									
FD	183			84									
FD	LOCAL			28									
ROW	BOO					208							
ROW	183					39							
ROW	LOCAL					13							
UTL	BOO					51							
UTL	183					10							
UTL	LOCAL					4							
CON	BOO						5,536						
CON	183						1,038						
CON	LOCAL						346						
		0	0	562	0	325	6,920	0	0	0	0	0	0
		Total FY2011-2014			562	Total FY2015-2018			7,245	Total FY2019-2022			0

DVRPC FY 2011-2014 TIP for PA

Pennsylvania - Highway Program

Montgomery

MPMS# 16408 **Fruitville Road Bridge Over Perkiomen Creek (CB #232) SR:7046**

AQ Code S19

LIMITS Over Perkiomen Creek

IMPROVEMENT: Bridge Repair/Replacement

Not SOV Capacity Adding

MUNICIPALITIES: Upper Hanover Township

PROJECT MANAGER: TSS/GANNETT

Est Let Date: 2/5/2015

The existing bridge will be maintained by Upper Hanover Township for recreational use. The new bridge will be constructed on a different alignment (location to be determined) and will have two lanes with shoulders.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
FD	BOF				464									
FD	183				87									
FD	LOCAL				29									
ROW	BOF					48								
ROW	183					10								
ROW	LOCAL					2								
UTL	BOF					48								
UTL	183					10								
UTL	LOCAL					2								
CON	BOF							3,040						
CON	183							570						
CON	LOCAL							190						
		0	0	0	580	120	0	3,800	0	0	0	0	0	
		Total FY2011-2014			580	Total FY2015-2018			3,920	Total FY2019-2022				0

Pennsylvania - Highway Program

Montgomery

MPMS# 16438

PA 309, Connector Project - Phase I SR:1058

AQ Code 2013M

LIMITS Allentown Road to PA 63/Sumneytown Pike

IMPROVEMENT: Roadway New Capacity

Major SOV Capacity

MUNICIPALITIES: Lower Salford Township; Towamencin Township; Franconia Township

Adding Subcorr(s):
2A, 11A, 14C

PROJECT MANAGER: CONSTR

LRPID:57

No Let Date

Provide an adequate two lane roadway connection by upgrading two existing two lane roads (Wambold Rd. and Township Line Rd.) and connecting them with a two lane roadway approximately one mile in length. This project will correct the disjointed and inadequate road system serving the north/south movement between PA 309 and the PA Turnpike Lansdale Interchange. This project will proceed in 2 phases.

The Right-Sized Phase 1 Project includes the proposed realignment of Sumneytown Pike (PA 63) from Old Forty Foot Road to Freed Road and improvements to Wambold Road from Sumneytown Pike (PA 63) to Allentown Road. The proposed work includes a three lane relocation of PA 63 with shoulders (11' lanes and 8' shoulders) on Wambold Road and a two lane runaround around Mainland Village.

Phase II: This phase will extend Phase I from Allentown Rd on a new two-lane roadway, one mile in length, to connect to Township Line Rd at Godshall Rd. Township Line Rd will be upgraded and extended to a new interchange at PA-309 and County Line Rd.

SAFETEA DEMO #613, PA ID# 338 - \$1.280 MILLION. DEMO PA ID #206 - \$4,59,394.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022			
ROW	SXF*	3,986														
		3,986	0	0	0	0	0	0	0	0	0	0	0			
Total FY2011-2014		3,986			Total FY2015-2018				0				Total FY2019-2022		0	

MPMS# 16484

Edgehill Road Bridge Over Old York Road SR:2034

AQ Code S19

LIMITS Over Old York Road

IMPROVEMENT: Bridge Repair/Replacement

Not SOV Capacity
Adding

MUNICIPALITIES: Abington Township

Adding Subcorr(s):
14B

PROJECT MANAGER: EE/JMD

Est Let Date: 12/4/2014

This project involves rehabilitating the bridge carrying Edgehill Road over Old York Road. The rehabilitation includes replacing the deck of the bridge and painting. The project will also include the replacement of approach curb and sidewalk.

The bridge carries a 2 lane road with sidewalks over a 4 lane road with sidewalks and a mountable median. The single span, 116'-long built-up steel through girder bridge is supported on horizontally scored concrete abutments with stepped modern style pilasters.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022			
FD	BND			900												
ROW	BND					239										
UTL	BND					418										
CON	916						3,075									
		0	0	900	0	657	3,075	0	0	0	0	0	0			
Total FY2011-2014		900			Total FY2015-2018				3,732				Total FY2019-2022		0	

DVRPC FY 2011-2014 TIP for PA

Pennsylvania - Highway Program

Montgomery

MPMS# 16577 *Ridge Pike, Butler Pike to Philadelphia Reconstruction and Signal Upgrade SR:0000*

AQ Code 2030M **LIMITS** Butler Pike to Philadelphia County Line

IMPROVEMENT: Roadway New Capacity

Major SOV Capacity
Adding Subcorr(s): **MUNICIPALITIES:** Springfield Township; Whitemarsh Township

2B, 15B **PROJECT MANAGER:** AECOM/MMP *LRPID:59* *Est Let Date: 2/8/2018*

This project involves reconstructing the roadway and drainage, upgrading the traffic signals, and adding turn lanes where needed. Sidewalks will be included. Signals will be upgraded and interconnected. Phase 1 will be from Church Lane to Phila line to widen existing three lanes to four lanes. Phase 2 will be from Butler Pike to Church Lane.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
ROW	STU*	400											
UTL	STU*	200											
CON	STU									23,653			
CON	LOCAL									5,913			
		600	0	0	0	0	0	0	0	29,566	0	0	0
		Total FY2011-2014			600	Total FY2015-2018			0	Total FY2019-2022			29,566

MPMS# 16610 *Ashmead Road Bridge Over Tookany Creek (CB) SR:7102*

AQ Code S19 **LIMITS** Over Tookany Creek

IMPROVEMENT: Bridge Repair/Replacement

Not SOV Capacity
Adding **MUNICIPALITIES:** Cheltenham Township

Adding Subcorr(s): **PROJECT MANAGER:** TSS/GANNETT *Est Let Date: 1/8/2015*
5G

The proposed project consists of the replacement of an existing steel girder bridge with a new concrete spread box beam bridge. The replacement will be on-alignment with little widening and no elevation change required. Only minimal approach work is needed to connect Ashmead Road with the new structure. The bicycle and pedestrian checklists will be incorporated into the project.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
ROW	BOO*	80											
UTL	BOO		87										
UTL	185		16										
UTL	LOCAL		5										
CON	BOO					2,475							
CON	185					464							
CON	LOCAL					155							
		80	108	0	0	3,094	0	0	0	0	0	0	0
		Total FY2011-2014			188	Total FY2015-2018			3,094	Total FY2019-2022			0

Pennsylvania - Highway Program

Montgomery

MPMS# 16665 **US 202, Markley Street Southbound (Section 500) SR:0202**

AQ Code 2030M **LIMITS** Main Street to Johnson Highway

IMPROVEMENT: Roadway Rehabilitation

Major SOV Capacity
Adding Subcorr(s):
8E, 9B

MUNICIPALITIES: Norristown Borough; East Norriton Township

PROJECT MANAGER: EE/JB

LRPID:21

No Let Date

This project serves for the pre-construction phases of the Markley Street rehabilitation project for Section 500 of US 202 (SR 3020 and Norristown Borough Street) ; from approximately 700 feet south of Main Street (local street) to Johnson Highway (SR 3017) for a total length of approximately 8,500 linear feet; and on Johnson Highway (SR 3017) from Markley Street to Powell Street (local street) for a total length of approximately 2,200 feet. Between Main Street (local street) and Marshall Street (local street), Markley Street is a four-lane divided street with no parking permitted. Between Marshall Street and Johnson Highway (SR 3017), it is a two-lane street, with parking typically permitted on both sides. This parent project will incorporate all pre-construction phases (UTL and ROW) for MPMS# 80021 (Section 510) and 80022 (Section 520), which will be used for the respective construction contracts.

In the DVRPC region, US 202 covers 61 miles, traversing 27 municipalities. It serves as a major commuter route and is a vital link for business and industry. For planning purposes, US 202 has been divided into seven major sections (100 through 700), and some of those sections have been broken down further to simplify construction management.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's annual memoranda on supplemental strategies for details related to this project.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
FD	NHS													
FD	581													
ROW	NHS													
ROW	581													
ROW	NHS*	855												
UTL	NHS													
UTL	581													
UTL	NHS*	1,712												
		2,567	0	0	0	0	0	0	0	0	0	0	0	
Total FY2011-2014		2,567		Total FY2015-2018				0				Total FY2019-2022		0

MPMS# 16681

Mill Road Bridge Over Branch of Meadow Brook Road SR:2068

AQ Code S19 **LIMITS** Over Branch of Meadow Brook Road

IMPROVEMENT: Bridge Repair/Replacement

Not SOV Capacity
Adding
Adding Subcorr(s):
14B

MUNICIPALITIES: Abington Township

PROJECT MANAGER: TSS/HPF

Est Let Date: 12/16/2010

The purpose of the project is to replace the existing deteriorated bridge structure. The stone arch recently suffered a partial collapse of the inside wall of the structure. A temporary repair has been made, but the bridge must be replaced in order to maintain the long term operation of the roadway.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	BOF		1,311											
CON	TOLL													
		0	1,311	0	0	0	0	0	0	0	0	0	0	
Total FY2011-2014		1,311		Total FY2015-2018				0				Total FY2019-2022		0

DVRPC FY 2011-2014 TIP for PA

Pennsylvania - Highway Program

Montgomery

MPMS# 16688 **PA 23, River Road Intersection Improvement SR:0023**

AQ Code R1 **LIMITS** At Balligomingo Road

IMPROVEMENT: Intersection/Interchange Improvements

Minor SOV Capacity **MUNICIPALITIES:** West Conshohocken Borough

Adding Subcorr(s): **PROJECT MANAGER:** HNTB/GCG

Est Let Date: 10/7/2010

Project Consists of relocation of intersection of SR 0023 and Balligomingo Road to improve congestion and safety. The project will include roadway widening and reconstruction of approximately 1440' (800' along S.R.2023 and about 600' along Balligomingo road) to accommodate Left and Right turning lanes at the intersection and construction of a retaining wall between SR0023 and the Norfolk Southern Rail Road and to replace the bridge that carries SR 0023 over Gulph Creek, a tributary to the Schuylkill River.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	BND	6,365												
		6,365	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			6,365	Total FY2015-2018				0	Total FY2019-2022			0

Pennsylvania - Highway Program

Montgomery

MPMS# 16703

AQ Code A2

Not SOV Capacity Adding

Adding Subcorr(s): 1A, 9B

Old Betzwood Bridge Bicycle/Pedestrian Trail (C047) - Part 5 of River Crossing Complex SR:3051

LIMITS Over Schuylkill River and Norfolk Southern Railroa

IMPROVEMENT: Bicycle/Pedestrian Improvement

MUNICIPALITIES: Upper Merion Township; West Norriton Township

PROJECT MANAGER: EE/MDH

Est Let Date: 12/15/2011

The new bridge which replaces the Old Betzwood vehicular bridge over the Schuylkill River will accommodate bicycles and pedestrians. This project will also provide for rehabilitation of the Trooper Road superstructure over Norfolk Southern railroad and replacement of the Trooper Road structure over the Schuylkill River Trail. Trails will also be constructed from the existing Montgomery County Schuylkill Trail to the new bridge and from the bridge to PA 23 in Valley Forge Park. This project is part of the Montgomery County Planning Commission recommended Trail Plan.

This trail project is intended for transportation purposes, including trips to public venues, businesses and services. This project will provide non-motorized transportation connections from residential communities (Riverview at Valley Forge, Valley Forge Crossing, Valley Forge Towers & Apartments) to major employment centers (King of Prussia Business Park, Valley Forge Corporate Center) and retail/service centers (King of Prussia Mall, Valley Forge Convention Center, Greater Philadelphia Expo Center) in Upper Merion, West Norriton and Lower Providence Townships. This project will also provide a connection between the north and south sides of the Valley Forge National Historical Park to minimize impacts of vehicular traffic within the National Historical Landmark.

This project is part (5) of the "River Crossing Complex," which is a complex area of roadways, interchanges, intersections, and bridges in and around the Valley Forge National Historic Park. Environmental clearance for various components was undertaken through MPMS #46954, and individual projects have been broken out as follows:

- 1) PA 23/US 422 Interchange and North Gulph Road Improvements (MPMS #66952).
- 2) US 422/PA 363 Interchange, including providing movements to/from the west (MPMS #64796) along with the Adams Ave west-bound off ramp. Provide west-bound on-ramp from PA 363 Trooper Road and west-bound off-ramp to Adams Avenue.
- 3) US 422 Exwy Bridge over the Schuylkill River, replacement of the existing bridge (MPMS #70197), and a new parallel four (4) lane bridge.
- 4) US 422 Widening for 1.8 miles from PA-363 interchange to the US-202 interchange. This project has not yet been broken out.
- 5) Old Betzwood Bridge Bike/Pedestrian Trail will be re-built as a bike/pedestrian bridge only, and will not re-instate vehicular traffic (MPMS# 16703).
- 6) An early action interim project to provide timely and effective relief to westbound afternoon congestion until the long range projects can fully advance was programmed and constructed as MPMS #74648.

The River Crossing complex projects have received the following Earmarks:

2008 Appropriation (PA ID# 711) -\$735,000

SAFETEA-LU (FED ID# 0020/PA ID# 672) -Originally \$20,000,000. Balance available \$3,120,779

TEA-21 (FED ID# 0140/PA ID# 088) -\$1,019,806

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	TOLL												
PE	STP	106											
FD	CMAQ	955											
FD	TOLL												
ROW	CMAQ	53											
ROW	TOLL												
UTL	CMAQ	265											
UTL	TOLL												
CON	CMAQ	5,769											
CON	TOLL												
CON	STP	849											

DVRPC FY 2011-2014 TIP for PA

Pennsylvania - Highway Program

Montgomery

7,997	0	0	0	0	0	0	0	0	0	0	0
Total FY2011-2014		7,997		Total FY2015-2018		0		Total FY2019-2022		0	

MPMS# 16705

Chester Valley Trail Extension (C036)

AQ Code A2

LIMITS South Gulph Road Bridge to Norristown Transit Cent

Not SOV Capacity Adding

IMPROVEMENT: Bicycle/Pedestrian Improvement

Adding Subcorr(s): 1A, 3C, 8D, 9B

MUNICIPALITIES: Norristown Borough; Upper Merion Township; Bridgeport Borough

PROJECT MANAGER: EE/DVRPC/RG

Est Let Date: 3/1/2012

This project includes the development of a 3.5 mile extension of the paved trail and bike lockers. It is part of a larger effort to provide a cross-county trail from Chester County through Montgomery to Bucks County. This project is related to the TE funded Chester Valley Trail project that will be constructed from the Montgomery County Line (near King of Prussia) to Downingtown in Chester County. This project is part of the Montgomery County Planning Commission recommended Trail Plan.

The Chester Valley Trail Extension is intended principally for transportation purposes, including trips to work, school, retail, and services. The Extension (MPMS #16705) will link to the Chester Valley Trail (see MPMS #14663 and 14675), connecting residential communities with major employment, school, retail, and service centers in King of Prussia, Bridgeport and Norristown Boroughs as well as major employment, school, retail, and service centers in Great Valley and Exton. The Extension will also unite with the Schuylkill River Trail (SRT) in Norristown and through the SRT, link to trails into and through Philadelphia with eventual connections to the East Coast Greenway to provide an extensive trail network through the DVRPC region.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	CMAQ*	61											
FD	CMAQ*	189											
FD	CMAQ		120										
FD	LOCAL		30										
ROW	CMAQ*	576											
ROW	CMAQ		584										
ROW	LOCAL		146										
CON	CMAQ		2,170										
CON	LOCAL		542										
CON	CMAQ			2,170									
CON	LOCAL			542									
CON	CMAQ				2,170								
CON	LOCAL				542								
		826	3,592	2,712	2,712	0	0	0	0	0	0	0	0
		Total FY2011-2014		9,842		Total FY2015-2018		0		Total FY2019-2022		0	

Pennsylvania - Highway Program

Montgomery

MPMS# 16755 *US 202, Morris Road to PA 309 Design (Section 650) SR:0202*

AQ Code 2030M **LIMITS** Morris Road to PA 309

IMPROVEMENT: Roadway New Capacity

MUNICIPALITIES: Lower Gwynedd Township; Montgomery Township; Upper Gwynedd Township; Whitpain Township

PROJECT MANAGER: TSS/MCF

No Let Date

Adding Subcorr(s):
8G, 14C

This project is currently in final design, and contains design phase only. Improvements include widening US 202 from two to four or five lanes and intersection improvements at major intersections. The limits of Section 600 are from Johnson Highway to PA 309.

In the DVRPC region, US 202 covers 61 miles, traversing 27 municipalities in Delaware, Chester, Montgomery, and Bucks counties. For planning purposes, US 202 has been divided into seven major sections (100 through 700), and some of those sections have been broken down further to simplify construction management.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
FD	NHS	1,000												
FD	581	250												
		1,250	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			1,250	Total FY2015-2018				0	Total FY2019-2022			0

MPMS# 48186 *Pottstown Area Signal System Upgrade SR:4031*

AQ Code 2020M **LIMITS** Montgomery and Chester Counties

IMPROVEMENT: Signal/ITS Improvements

MUNICIPALITIES: Pottstown Borough; North Coventry Township

PROJECT MANAGER: AECOM/ER

Est Let Date: 12/16/2010

Minor SOV Capacity

Upgrading traffic signal controllers, initiating a closed loop traffic signal system, and upgrading the signal heads and preemption for 45 signalized intersections and other miscellaneous construction items.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	CMAQ		2,914											
CON	CMAQ			1,500										
		0	2,914	1,500	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			4,414	Total FY2015-2018				0	Total FY2019-2022			0

Pennsylvania - Highway Program

Montgomery

MPMS# 48418 *Allentown Road Intersection Improvements SR:1001*

AQ Code R1 **LIMITS** At Troxel Road and Orvilla Road

IMPROVEMENT: Intersection/Interchange Improvements

Minor SOV Capacity **MUNICIPALITIES:** Towamencin Township

Adding Subcorr(s): **PROJECT MANAGER:** CONSTR

No Let Date

This project includes the realignment and widening of Allentown Road for approximately 1400 ft. Modification of one signalized intersection will be included along Allentown Road at Orvilla Road. A four-legged intersection will be formed with the realigned Troxel Road, Allentown Road, and Orvilla Road. Left turning lanes will be provided along each road at the intersection. Realignment of Troxel Road will tie into Allentown Road at the new four-legged signalized intersection (approximately 1000 ft.). Project will also include minor realignment and approach widening of Orvilla Rd. The two-signal traffic system will be replaced with a single traffic signal and left-turn lanes, which will increase intersection efficiency and improve traffic safety. Troxel Road and Orvilla Road presently have no significant shoulder areas, no curbing and no sidewalks.
This project is contained in PennDOT's Strategic Safety Plan.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
UTL	HSIP*	585												
		585	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			585	Total FY2015-2018				0	Total FY2019-2022			0

MPMS# 50646 *PA 63 Bridges (3) Over Unami Creek and East Branch of Perkiomen SR:0063*

AQ Code S19 **LIMITS** Over Unami Creek and East Branch of Perkiomen

IMPROVEMENT: Bridge Repair/Replacement

Not SOV Capacity **MUNICIPALITIES:** Lower Salford Township; Marlborough Township; Upper Salford Township

Adding **PROJECT MANAGER:** AECOM/MMP

Est Let Date: 7/2/2015

Rehabilitate 3 bridges on Route 63 Between PA 113 and PA 29, over the Unami Creek and the East Branch of the Perkiomen Creek.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
ROW	STP			450										
UTL	STP			281										
CON	BOO							7,724						
CON	185							1,931						
		0	0	731	0	0	0	0	9,655	0	0	0	0	
		Total FY2011-2014			731	Total FY2015-2018				9,655	Total FY2019-2022			0

DVRPC FY 2011-2014 TIP for PA

Pennsylvania - Highway Program

Montgomery

MPMS# 57849 **PA 29, Main Street Bridge Over Reading Railroad Tracks (Removal) SR:0029**

AQ Code S2 **LIMITS** Over abandoned Reading Railroad Tracks

IMPROVEMENT: Bridge Repair/Replacement

Not SOV Capacity Adding **MUNICIPALITIES:** Pennsburg Borough

PROJECT MANAGER: P/CNV

Est Let Date: 6/5/2014

Narrow and unnecessary bridge constrains traffic and restricts sight distance on Route 29. Bridge would be removed and overpass filled and connected with wider road section. This is a bridge bill project.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	916	0	0	0	1,159	0	0	0	0	0	0	0	0	
		Total FY2011-2014		1,159		Total FY2015-2018			0			Total FY2019-2022		0

Pennsylvania - Highway Program

Montgomery

MPMS# 57851

Plank Road/Otts Road/Meyers Road/Seitz Road Intersection Improvements SR:4044

AQ Code R1

LIMITS PA 73 to Township Line Road

Minor SOV Capacity

IMPROVEMENT: Intersection/Interchange Improvements

MUNICIPALITIES: Perkiomen Township; Skippack Township

PROJECT MANAGER: AECOM/CC

Est Let Date: 1/2/2014

Corridor/intersection improvements; realign off-set intersection, upgrade to good 2-lane road with shoulders:

- 1) Realignment of Meyers and Seitz Roads at SR 4014 - Currently, Meyers Road terminates at Seitz Road approximately 250 feet south of the intersection with SR 4014. Seitz and Meyers Roads will be realigned to best serve the predominant traffic movements between Meyers Road and SR 4014. The Seitz Road intersection with SR 4014 is currently two-way stop controlled. A new signal will be installed at the intersection of SR 4014 and Meyers Road as part of the proposed work. Seitz Road will then terminate at Meyers with a one-way stop controlled tee intersection.
- 2) Horizontal Realignment of Meyers and Otts Roads at the Miller/Bauman Roads intersection - Two horizontal curves in this area do not meet current geometric design criteria for 40 MPH Design Speed. Proposed realignment will meet current design criteria.
- 3) Vertical and Horizontal Realignment of Otts Road: A series of vertical curves east of the Miller/Bauman Road intersection do not meet current geometric design criteria for 40 MPH Design Speed. Topographic constraints require realignment to fit with the area topography, drainage ways, and existing residential driveways.
- 4) Otts Road Approach to the Intersection with SRs 4044 and 0029 - The Otts Road and SR 4044 approaches to SR 0029 are offset by approximately 100 feet. Both tee intersections are one-way stop controlled. As part of this project, Otts Road will be relocated to align opposite SR 4044 which will be widened to accommodate a left turn lane and the new four-way intersection will be signalized.
- 5) Plank Road Approach to the Intersection with SR 0073- Currently Plank Rd (SR 4044) ends at Skippack Pike (SR 0073) as a tee intersection. Plank Rd and SR 0073 will be widened but will not be realigned. A new signal will replace the existing one proposed for this intersection and a left turn lane will be added both to Plank Rd (SR 4044) and Skippack Pike (SR 0073). A flat area will be added along the westbound direction of Plank Road for a future sidewalk.

SAFETEA DEMO #2629, PA ID# 461 - \$800,000

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
ROW	SXF	1,000											
ROW	CMAQ		600										
ROW	STP					2,337							
UTL	CMAQ			141									
UTL	STP					154							
CON	CMAQ				5,449								
CON	STP					5,288							
		1,000	600	141	5,449	0	7,779	0	0	0	0	0	0
		Total FY2011-2014			7,190	Total FY2015-2018			7,779	Total FY2019-2022			0

DVRPC FY 2011-2014 TIP for PA

Pennsylvania - Highway Program

Montgomery

MPMS# 57858

Lafayette Street Extension (MG1) SR:9102

AQ Code 2030M

LIMITS Dannehower Bridge to PA Turnpike

IMPROVEMENT: Roadway New Capacity

Major SOV Capacity

MUNICIPALITIES: Norristown Borough; Plymouth Township

Adding Subcorr(s):

PROJECT MANAGER: EE/JB

LRPID:55

No Let Date

1A, 8E, 9B

This project (Section MG1) serves as the design project for the Lafayette series of construction projects. The project will involve extending Lafayette Street past its current terminus at Ford Street to Conshohocken Road, and building slip-ramps at that point to connect Lafayette Street with the Pennsylvania Turnpike. In addition to the proposed new roadway, the existing Schuylkill River bike/pedestrian trail will be realigned as a multi-purpose trail for public access and recreational use as part of the project. Further, the long term goal is to construct an interchange at the Dannehower Bridge/Lafayette Street intersection.

With an overall construction estimate of approximately \$115 million, this project has been broken down into several sections for construction management. See MPMS #'s 79863, 79864, and 79928.

Earmarks made available for the Lafayette Street Extension Projects:

TEA 21 DEMO -\$10 million

2004 DEMO - \$750,000

SAFETEA DEMO #4809, PA ID# 619 - \$500,000

SAFETEA DEMO #91, PA ID# 306 - \$9.120 MILLION

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	STU	1,648											
FD	STU*	497											
FD	LOCAL	412											
FD	STU		1,648										
FD	LOCAL		412										
FD	STU			1,648									
FD	LOCAL			412									
ROW	DEMO	6,303											
ROW	LOCAL	1,576											
ROW	STU					900							
ROW	LOCAL					226							
UTL	STU	618											
UTL	LOCAL	154											
UTL	STU			1,030									
UTL	LOCAL			265									
UTL	STU					412							
UTL	LOCAL					109							
		11,208	2,060	3,355	0	1,647	0	0	0	0	0	0	0
		Total FY2011-2014		16,623		Total FY2015-2018		1,647		Total FY2019-2022			0

Pennsylvania - Highway Program

Montgomery

MPMS# 57864

Cowpath Road/Godshall Road/Broad Street Improvements SR:1012

AQ Code R4

LIMITS At Cowpath Road/Godshall Road/Broad Street

IMPROVEMENT: Intersection/Interchange Improvements

Minor SOV Capacity

MUNICIPALITIES: Franconia Township

Adding Subcorr(s):

PROJECT MANAGER: HNTB/JA

Est Let Date: 12/12/2013

11A

Project S.R. 1012 (Godshall Road/West Broad Street) extends approximately 700 feet to either side of Cowpath Road intersection between Station 13+50.00 (Segment 0030/Offset 4060) and Station 28+50.00 (Segment 0040/Offset 0679). Work on T-410 (Cowpath Road) will extend approximately 650 feet to the West and 560 feet to the East of the intersection with Godshall Road between Station 12+25.00 and Station 24+30.00.

The project includes widening for its entire length to provide left turn lanes at all approaches and dedicated right turn lanes from westbound T-410 (Cowpath Road) and from northbound S.R. 1012 Godshall Road. Also, included is the addition of 4' shoulder and resurfacing near the limits of work of all approaches as the proposed vertical and horizontal alignments meet the adjacent existing alignments.

This project involves realignment of S.R. 1012 (Godshall Road and West Broad Street) in order to remove the offset that currently exists between the two roads and along the path of the state route.

S.R. 1012 currently consists of 11' lanes with shoulders varying from 0'-2'. The proposed design is comprised of 12' travel lanes, with 10' left turn lanes, a 12' right turn lane on the northbound approach and 4' shoulders.

T-410 currently consists of 11' lanes with shoulders varying from 0'-2'. The proposed design is comprised of 12' travel lanes, with 10' left turn lanes, a 12' right turn lane on the westbound approach and 4' shoulders.

Shoulders are to be widened from the existing 0'-2' to a 4' minimum. .

There are currently no accommodations for pedestrians or bicycles. Proposed pedestrian accommodations include sidewalk along the west side of S.R. 1012 (West Broad Street), cross walks and islands with associated hand/man pedestrian signals, and additional sidewalk near the intersection along (S.R. 1012) Godshall Road -There are no adjacent projects requiring coordination at this time.

This project also includes the replacement of two non-historical bridges. Their sufficiency ratings are as follows:

SR 1012 over Skippack Creek: □95.7
Proposed New Structure: Prestressed Adjacent Box Beam

SR 1012 over Tributary to Skippack Creek:□46.6
Proposed New Structure: Single Cell Precast Arch

Two retaining walls will also be constructed. One is located on the north side of Cowpath road, just east of the West Broad Street (SR 1012) intersection. The second is located along the east side of West Broad Street on the ramp carrying westbound traffic on Cowpath to northbound West Broad.

The project includes one (1) new signalized intersection with eleven (11) LED signal heads and four (4) LED pedestrian indications. The intersection is at Cowpath Road (T-410) and West Broad Street (SR 1012)/Godshall Road (SR 1012). The intersection signal will be traffic responsive with the use of video detection. Remote access is not included in the design. This project precedes the current Regional ITS Architecture; therefore compliance is out of scope.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STP	5,517											
CON	581	1,379											
		6,896	0	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014			6,896	Total FY2015-2018			0	Total FY2019-2022			0

Pennsylvania - Highway Program

Montgomery

MPMS# 57865 *Edge Hill Road Reconstruction SR:2034*

AQ Code S10 **LIMITS** Easton Road to Jenkintown Road

IMPROVEMENT: Roadway Rehabilitation

Not SOV Capacity Adding **MUNICIPALITIES:** Abington Township

PROJECT MANAGER: HNTB/JA

Est Let Date: 3/5/2015

The purpose of this project is to provide for the safe movement of vehicles and pedestrians on Edge Hill Road and Tyson Avenue between Easton Road and Jenkintown Road. The existing roadway consists of 11' lanes and intermittent shoulders used for parking. The proposed roadway will consist of 11' lanes and 2' minimum shoulders. Parking areas will be provided where feasible. Sidewalk will be constructed where feasible (currently there are no sidewalks). The roadway will be milled and resurfaced where feasible.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	STU*	1,104											
CON	STP									6,988			
CON	STU									6,988			
CON	581									3,494			
		1,104	0	0	0	0	0	0	0	17,470	0	0	0
		Total FY2011-2014		1,104		Total FY2015-2018		0		Total FY2019-2022		17,470	

MPMS# 59522 *I-476, PA Turnpike Northeast Extension/PA 309 Corridor Incident Traffic Management SR:9101*

AQ Code S7 **LIMITS** At I-476 and PA 309

IMPROVEMENT: Signal/ITS Improvements

Minor SOV Capacity Adding Subcorr(s): **MUNICIPALITIES:** Various

2A, 11A, 14C **PROJECT MANAGER:** AECOM/ER

Est Let Date: 3/1/2012

This project will implement a Unified Traffic Management and Signal Coordination Plan within the Pennsylvania Turnpike Northeast Extension (I-476)/PA 309 Corridor to handle both routine traffic conditions and diversions from the Turnpike. Video cameras, variable message signs, interconnected signal systems and trail blazer signage are components of the system. Work undertaken as part of the DVRPC FY06 Work Program provided signal inventories, cost estimates to make equipment consistent, identification of closed loop subsystems and priorities within the corridor, requirements for linking the system to PennDOT's Traffic Control Center, and a trail blazer signage plan.

MPMS# 71643 includes the utility work for the ITS components of this project and MPMS #48185 - ITS for I-76 Schuylkill Expressway.

This project is integral to the Delaware Valley Freight Corridors Initiative.

SAFETEA LU DEMO #878, PA ID #361 - \$3.2 MILLION

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	CMAQ	339											
FD	581	85											
ROW	CMAQ	42											
ROW	581	11											
CON	CMAQ		1,353										
CON	SXF		3,040										
CON	581		830										
		477	5,223	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014		5,700		Total FY2015-2018		0		Total FY2019-2022		0	

Pennsylvania - Highway Program

Montgomery

MPMS# 63486 **US 202, Johnson Highway to Township Line Road (61S) SR:0202**

AQ Code 2030M **LIMITS** Johnson Highway to Township Line Road

IMPROVEMENT: Roadway New Capacity

Major SOV Capacity

MUNICIPALITIES: Norristown Borough; Whitpain Township; East Norriton Township

Adding Subcorr(s):
8F, 9B

PROJECT MANAGER: TSS/MCF

Est Let Date: 2/1/2018

This project provides for the widening of US 202 for approximately 1.8 miles from two lanes to five lanes including a center turn lane in this section of US 202 between Johnson Highway and Township Line Road in Norristown Borough, East Norriton & Whitpain Twps. One bridge and one culvert will be replaced in this portion of Section 600. Traffic signal equipment will be replaced at the intersections with Johnson Highway, Germantown Pike and Township Line Road. This section is designed under Section 610. ITS elements are included in this project.

MPMS #50364 (US 202 Sec 610) contains the final design funding for this project.

In the DVRPC region, US 202 covers 61 miles, traversing 27 municipalities in Delaware, Chester, Montgomery, and Bucks counties. For planning purposes, US 202 has been divided into seven major sections (100 through 700), and some of those sections have been broken down further to simplify construction management.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's annual memoranda on supplemental strategies for details related to this project.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
ROW	NHS	1,910											
ROW	581	212											
CON	NHS								10,471				
CON	581								2,617				
CON	NHS									10,471			
CON	581									2,617			
CON	NHS										10,471		
CON	581										2,617		
		2,122	0	0	0	0	0	0	13,088	13,088	13,088	0	0
		Total FY2011-2014			2,122	Total FY2015-2018			13,088	Total FY2019-2022		26,176	

Pennsylvania - Highway Program

Montgomery

MPMS# 63490

US 202, Township Line Road to Morris Road (61N) SR:0202

AQ Code 2020M

LIMITS Township Line Road to Morris Road

IMPROVEMENT: Roadway New Capacity

Major SOV Capacity

MUNICIPALITIES: Whitpain Township

Adding Subcorr(s):
2A, 8F

PROJECT MANAGER: TSS/MCF

Est Let Date: 4/2/2015

This project provides for the widening of US 202 for approximately 2.3 miles from two lanes to five lanes including a center turn lane in this section of US 202 between Township Line Road and Morris Road In East Norriton & Whitpain Twps. Intersections along the project will be improved by adding lanes where necessary on both the mainline and side roads to provide adequate intersection capacities. New traffic signals will be installed. A coordinated ITS and traffic signal operating system will be integrated into the project. Improvement will also take place at two offline intersections, North Wales Rd./Township Line Rd. and Arch Rd./Township Line Rd. to improve traffic flow through the area during construction. This section is designed under Section 610. MPMS #50364 (US 202 Sec 610) contains the final design funding for this project.

In the DVRPC region, US 202 covers 61 miles, traversing 27 municipalities in Delaware, Chester, Montgomery, and Bucks counties. For planning purposes, US 202 has been divided into seven major sections (100 through 700), and some of those sections have been broken down further to simplify construction management.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's annual memoranda on supplemental strategies for details related to this project.

TOLL CREDIT

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
ROW	NHS	940											
CON	TOLL												
CON	STU					7,960							
CON	STU						23,881						
CON	TOLL												
CON	STU								15,921				
CON	TOLL												
		940	0	0	0	0	7,960	23,881	15,921	0	0	0	0
		Total FY2011-2014			940	Total FY2015-2018			47,762	Total FY2019-2022			0

Pennsylvania - Highway Program

Montgomery

MPMS# 63491

US 202, Morris Road to Swedesford Road (65S) SR:0202

AQ Code 2030M

LIMITS Morris Road to Swedesford Road

IMPROVEMENT: Roadway New Capacity

Major SOV Capacity

MUNICIPALITIES: Lower Gwynedd Township; Upper Gwynedd Township; Whitpain Township

Adding Subcorr(s):
8F, 14C

PROJECT MANAGER: TSS/MCF

Est Let Date: 4/2/2015

This project provides for the widening of US 202 from 2 lanes to 5 lanes in this 2.6 mile section. Add a center turn lane where required and a new bridge over the Wissahickon Creek with a wider single-span structure and equestrian path beneath the roadway. The project includes intersection improvements at Morris Rd., Sumneytown Pk., and Swedesford Rd. A coordinated ITS and traffic signal operating system will be integrated into the project. This section is designed under section 650. Section 600 was designed in two sections (Section 610 and 650) and will be built in four sections: Johnson Highway to Township Line Road; Township Line Road to Morris Road; Morris Rd. to Swedesford; Swedesford Road to PA 309.

In the DVRPC region, US 202 covers 61 miles, traversing 27 municipalities in Delaware, Chester, Montgomery, and Bucks counties. For planning purposes, US 202 has been divided into seven major sections (100 through 700), and some of those sections have been broken down further to simplify construction management.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's annual memoranda on supplemental strategies for details related to this project.

TOLL CREDIT

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
UTL	NHS	255											
UTL	581	64											
CON	NHS							16,399					
CON	581							4,100					
CON	NHS								16,399				
CON	581								4,100				
CON	NHS									16,399			
CON	581									4,100			
		319	0	0	0	0	0	20,499	20,499	20,499	0	0	0
		Total FY2011-2014		319		Total FY2015-2018		40,998		Total FY2019-2022		20,499	

Pennsylvania - Highway Program

Montgomery

MPMS# 63493 **US 202, 5-Points Intersection Improvements (71A) SR:0202**

AQ Code 2020M **LIMITS** At US 202/Route 309/PA 463

IMPROVEMENT: Intersection/Interchange Improvements

Minor SOV Capacity **MUNICIPALITIES:** Montgomery Township

Adding Subcorr(s): **PROJECT MANAGER:** TSS/MCF

Est Let Date: 1/9/2014

This project involves modifications to the intersection of SR 0202 (Doylestown Road) with SR 0309 (Bethlehem Pike) and SR 0463 (Horsham/Cowpath Road) in Montgomery Township, Montgomery County, Pennsylvania. Improvements to the intersection, commonly referred to as the "5 Points Intersection", will include the installation of additional thru lanes and minor widening on several legs, as well as the retiming of the existing traffic signal. Other improvements will include modifications to the existing drainage system, replacing the existing traffic signal support structures, adjusting several existing driveways to accommodate additional lanes, and upgrading the signing and pavement marking. Work will extend approximately 420 m (1400 ft) from the intersection on SR 0309 NB; 290m (950 ft) on SR 0202/SR 0309 SB; 204m (670 ft) on SR 0463 EB; 460m (1510 ft) on SR 0463 WB respectively. Both signal support structures will be replaced.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	581	1,031											
CON	581		2,575										
		1,031	2,575	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014		3,606		Total FY2015-2018		0		Total FY2019-2022		0	

MPMS# 63494

US 202, Section 700 ITS

AQ Code S7 **LIMITS** PA 63/Welsh Rd to PA 611 Bypass

IMPROVEMENT: Signal/ITS Improvements

MUNICIPALITIES: Lower Gwynedd Township; Upper Gwynedd Township; Doylestown Township

PROJECT MANAGER: Gannett/SAN

Est Let Date: 2/15/2011

This project will assist in managing traffic in the corridor between Montgomeryville and Doylestown along the new US-202 Parkway and its intersections, existing US-202 Doylestown Rd, Upper State Rd, Stump Rd, and the Pa-611 By-Pass. Install dynamic message signs, cameras, and fiber; upgrade and coordinate traffic signals. Integrate into the District's Traffic Control Center and affected townships and boroughs.

ISTEA earmark - PA ID# 017

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	SXF	250											
FD	SXF	250											
ROW	SXF	100											
UTL	SXF	1,000											
CON	SXF	8,353											
		9,953	0	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014		9,953		Total FY2015-2018		0		Total FY2019-2022		0	

Pennsylvania - Highway Program

Montgomery

MPMS# 64796

US 422/PA 363 Interchange Reconstruction (4TR) - Part 2 of River Crossing Complex SR:0422

AQ Code 2020M

LIMITS At US 422 and PA 363

IMPROVEMENT: Intersection/Interchange Improvements

Major SOV Capacity

MUNICIPALITIES: Lower Providence Township; West Norriton Township

Adding Subcorr(s):

PROJECT MANAGER: EE/MDH

LRPID:95

Est Let Date: 3/1/2012

1A, 9B

Located in West Norriton and Lower Providence Townships, this project will provide a full-movement interchange at US 422/PA 363. This includes a US 422 eastbound off-ramp to PA 363, a US 422 westbound on-ramp from PA 363, and modifications to the existing ramps as necessary. This project also includes improvements to the Trooper Road (PA 363)/Audubon Road intersection.

This project is part (2) of the "River Crossing Complex," which is a complex area of roadways, interchanges, intersections, and bridges in and around the Valley Forge National Historic Park. Environmental clearance for various components was undertaken through MPMS #46954, and individual projects have been broken out as follows:

- 1) PA 23/US 422 Interchange and North Gulph Road Improvements (MPMS #66952).
- 2) US 422/PA 363 Interchange, including providing movements to/from the west (MPMS #64796) along with the Adams Ave west-bound off ramp. Provide west-bound on-ramp from PA 363 Trooper Road and west-bound off-ramp to Adams Avenue.
- 3) US 422 Exwy Bridge over the Schuylkill River, replacement of the existing bridge (MPMS #70197), and a new parallel four (4) lane bridge.
- 4) US 422 Widening for 1.8 miles from PA-363 interchange to the US-202 interchange. This project has not yet been broken out.
- 5) Old Betzwood Bridge Bike/Pedestrian Trail will be re-built as a bike/pedestrian bridge only, and will not re-instate vehicular traffic (MPMS# 16703).
- 6) An early action interim project to provide timely and effective relief to westbound afternoon congestion until the long range projects can fully advance was programmed and constructed as MPMS #74648.

The River Crossing complex projects have received the following Earmarks:

2008 Appropriation (PA ID# 711) -\$735,000

SAFETEA-LU (FED ID# 0020/PA ID# 672) -Originally \$20,000,000. Balance available \$3,120,779

TEA-21 (FED ID# 0140/PA ID# 088) -\$1,019,806

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	STP	849											
FD	581	212											
ROW	TOLL												
ROW	STP	1,697											
UTL	TOLL												
UTL	STP	1,266											
CON	STU		8,742										
CON	581		2,185										
		4,024	10,927	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014		14,951		Total FY2015-2018			0	Total FY2019-2022			0

Pennsylvania - Highway Program

Montgomery

MPMS# 64798 *North Narberth Avenue Bridge Over Amtrak/SEPTA (CB) SR:7412*

AQ Code S19

LIMITS Over Amtrak/SEPTA

IMPROVEMENT: Bridge Repair/Replacement

MUNICIPALITIES: Narberth Borough

Not SOV Capacity Adding

PROJECT MANAGER: TSS/GANNETT

Est Let Date: 4/2/2015

Adding Subcorr(s): 7B

Replace this borough owned, through girder type bridge. This bridge currently has one sidewalk. This project is subject to standard PENNDOT design procedures as defined in the Bicycle/Pedestrian Facilities checklist. The bicycle and pedestrian checklists will be incorporated into the project.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	BOO*	800											
FD	BOO					459							
FD	183					86							
FD	LOCAL					41							
CON	BOO								5,845				
CON	183								1,096				
CON	LOCAL								365				
		800	0	0	0	586	0	0	7,306	0	0	0	0
		Total FY2011-2014		800		Total FY2015-2018		7,892		Total FY2019-2022		0	

MPMS# 64845 *Terwood Road Bridge Over Branch of Pennypack Creek SR:2033*

AQ Code S19

LIMITS Over Branch of Pennypack Creek

IMPROVEMENT: Bridge Repair/Replacement

MUNICIPALITIES: Lower Moreland Township

Not SOV Capacity Adding

PROJECT MANAGER: TSS/HPF

Est Let Date: 11/25/2010

Adding Subcorr(s): 12A

The existing structure carries Terwood Road over an unnamed tributary to Pennypack Creek in Lower Moreland Township, Montgomery County, Pennsylvania. Terwood Road and the bridge that crosses a tributary of the Pennypack Creek is owned and maintained by PENNDOT. The existing structure is a single span concrete encased steel I-beam bridge supported by stone masonry abutments and has an approximate 5-foot under clearance and a 40 degree skew. The existing roadway width across the structure is 22 feet curb-to-curb and 23.8 feet out to out. The existing bridge is narrower than the approach roadway and does not meet current design criteria. This is a safety issue. The need for this project is to increase the hydraulic opening and to bring the bridge section up to current design standards. Additionally the northern approach is showing erosions problems that will be addressed as part of this project.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	BND	1,061											
		1,061	0	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014		1,061		Total FY2015-2018		0		Total FY2019-2022		0	

DVRPC FY 2011-2014 TIP for PA

Pennsylvania - Highway Program

Montgomery

MPMS# 65910 **Ambler Streetscape/Station Landscaping SR:0309**
AQ Code X9 **LIMITS** Along Butler Pike/Vicinity of Ambler Train Station
IMPROVEMENT: Streetscape
MUNICIPALITIES: Ambler Borough
PROJECT MANAGER: EE/DVRPC/LS

Not SOV Capacity
Adding

No Let Date

Project will include the addition of Victorian streetlights, trash receptacles, benches and street trees along Butler Avenue in Ambler Borough's central business district, as well as landscaping around the Ambler train station.

\$552,000 TE funds were approved during the FY2004 project selection process, to be programmed at the appropriate time, drawing funds from MPMS #64984. This project will be designed and constructed concurrently with MPMS #46953.

TOLL CREDIT

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STE												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014				Total FY2015-2018				Total FY2019-2022			
							0					0	

Pennsylvania - Highway Program

Montgomery

MPMS# 66952

AQ Code R3

Minor SOV Capacity

Adding Subcorr(s):

1A, 9B

PA 23/Valley Forge Road and North Gulph Road Relocation (2NG) - Part 1 of River Crossing Complex SR:0422

LIMITS PA 23, Moore Road to County Line Road and US 422 O

IMPROVEMENT: Intersection/Interchange Improvements

MUNICIPALITIES: Upper Merion Township

PROJECT MANAGER: EE/MDH

Est Let Date: 1/8/2015

This project will relocate PA 23 and North Gulph Road in the vicinity of the PA 23/US 422 interchange. This project includes relocating PA 23 and N. Gulph Road to improve operations and reduce traffic impacts within Valley Forge National Historic Park with full mitigation buffer zone. In addition, relocation improvements will be made to North Gulph Road in order to provide the opportunity for a new "gateway" for the Valley Forge National Historic Park. The roadway will be moved approximately 300 feet to the east of the park entrance.

This project is part (1) of the "River Crossing Complex," which is a complex area of roadways, interchanges, intersections, and bridges in and around the Valley Forge National Historic Park. Environmental clearance for various components was undertaken through MPMS #46954, and individual projects have been broken out as follows:

- 1) PA 23/US 422 Interchange and North Gulph Road Improvements (MPMS #66952).
- 2) US 422/PA 363 Interchange, including providing movements to/from the west (MPMS #64796) along with the Adams Ave west-bound off ramp. Provide west-bound on-ramp from PA 363 Trooper Road and west-bound off-ramp to Adams Avenue.
- 3) US 422 Exwy Bridge over the Schuylkill River, replacement of the existing bridge (MPMS #70197), and a new parallel four (4) lane bridge.
- 4) US 422 Widening for 1.8 miles from PA-363 interchange to the US-202 interchange. This project has not yet been broken out.
- 5) Old Betzwood Bridge Bike/Pedestrian Trail will be re-built as a bike/pedestrian bridge only, and will not re-instate vehicular traffic (MPMS# 16703).
- 6) An early action interim project to provide timely and effective relief to westbound afternoon congestion until the long range projects can fully advance was programmed and constructed as MPMS #74648.

The River Crossing complex projects have received the following Earmarks:

2008 Appropriation (PA ID# 711) -\$735,000

SAFETEA-LU (FED ID# 0020/PA ID# 672) -Originally \$20,000,000. Balance available \$3,120,779

TEA-21 (FED ID# 0140/PA ID# 088) -\$1,019,806

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022		
FD	STP	721													
FD	581	180													
ROW	STP					60									
ROW	TOLL														
UTL	STP					898									
UTL	TOLL														
CON	SXF						10,501								
CON	TOLL														
CON	TCS							222							
CON	LOCAL							59							
		901	0	0	0	958	10,782	0	0	0	0	0	0		
		Total FY2011-2014				901	Total FY2015-2018				11,740	Total FY2019-2022			0

DVRPC FY 2011-2014 TIP for PA

Pennsylvania - Highway Program

Montgomery

MPMS# 66986 **US 422, Schuylkill River Bridge Over Schuylkill River (M2A) SR:0422**

AQ Code S19 **LIMITS** Over Schuylkill River

IMPROVEMENT: Roadway Rehabilitation

Not SOV Capacity Adding

MUNICIPALITIES: West Pottsgrove Township; North Coventry Township

PROJECT MANAGER: EE/LJL

LRPID:02

Est Let Date: 4/5/2012

Reconstruction of 1.7 miles of expressway on both existing and new alignments meeting current design standards for horizontal radii, shoulder widths, and vertical clearance. SR 0422 will be reconstructed with a 9 foot left shoulder, 2-12 foot lanes, and a 12 foot right shoulder in each direction of travel. A concrete glare screen will be provided for physical separation between eastbound and westbound traffic. This project involves reconfiguration of the "S-curve" and Stowe Interchange. The Stowe Interchange will be realigned from the existing Trumpet configuration with tight loop ramps to a Diamond configuration. The horizontal radii comprising the Stowe "S-curve" will be increased to meet current design standards including stopping sight distance. Reconstruct the bridge carrying SR 0422 over Schuylkill River. The Schuylkill River Bridge is a fracture critical structure with Hone-like details. In 2003, a fracture crack was found in a girder carrying eastbound SR 0422, requiring closure of the bridge followed by the emergency repair work. The new structure will have a multi-girder superstructure. The bridge carrying Ramp XY over SR 0422 at the Stowe Interchange will be reconstructed with the realigned interchange and will provide 16'-6" of vertical clearance with SR 0422. Structural improvements also include the replacement and extension of two (2) culverts. Also see MPMS #s 14698, 16738, 64220, and 64222. SAFETEA DEMO # 1202, PA ID# 384 \$1.2 MILLION

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	BOO				8,550								
CON	185				2,137								
CON	BOO					7,738							
CON	185					1,935							
CON	BOO						3,039						
CON	185						760						
CON	BOO							9,728					
CON	185							2,431					
		0	0	0	10,687	9,673	3,799	12,159	0	0	0	0	0
		Total FY2011-2014			10,687	Total FY2015-2018			25,631	Total FY2019-2022			0

MPMS# 69799 **PA 309, ITS Integration SR:0309**

AQ Code S7 **LIMITS** Cheltenham Avenue to PA 63 and PA 63 to US 202

IMPROVEMENT: Signal/ITS Improvements

Not SOV Capacity Adding

MUNICIPALITIES: Various

Adding Subcorr(s): 1A, 14A, 14B

PROJECT MANAGER: CONSTR

LRPID:07

Actl Let Date: 2/9/2007

This project would provide for the installation of ITS elements (conduit, junction boxes, and fiber optics) for the full length of the Route 309 Reconstruction project between Cheltenham Avenue and PA Route 63 in Montgomery County. In addition, ITS infrastructure components would be installed along the Pennsylvania Turnpike between the 309 Fort Washington Interchange and the Plymouth Meeting/Blue Route/I-476 Interchange of the Turnpike in order to better coordinate activity on the two facilities and tie the system into PENNDOT's central Control Center in King of Prussia.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	NHS*	792											
		792	0	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014			792	Total FY2015-2018			0	Total FY2019-2022			0

Pennsylvania - Highway Program

Montgomery

MPMS# 70197

US 422, (New) Expressway Bridge Over Schuylkill River (SRB) - Part 3 of River Crossing Complex SR:0422

AQ Code 2030M

LIMITS Over Schuylkill River

IMPROVEMENT: Bridge Repair/Replacement

Major SOV Capacity

MUNICIPALITIES: Upper Merion Township; West Norriton Township

Adding Subcorr(s):
1A, 9B

PROJECT MANAGER: EE/MDH

LRPID:96

Est Let Date: 1/8/2015

This project will replace the US 422 Schuylkill River Crossing. This project provides for the construction of a new US 422 bridge structure over the Schuylkill River for westbound traffic, replacement of the existing US 422 structure over the Schuylkill River (sufficiency rating 44.1) for eastbound traffic; replacement of the US 422 structure over Indian Lane (sufficiency rating 69.1); replacement of the US 422 structure over the Schuylkill River Trail (sufficiency rating 62.5); replacement of the PA 23 structure over US 422 (sufficiency rating 24.8), and construction of a new flyover ramp from US 422 eastbound to PA 23. (See MPMS #16489 for the Old Betzwood Bridge.)

This project is part (3) of the "River Crossing Complex," which is a complex area of roadways, interchanges, intersections, and bridges in and around the Valley Forge National Historic Park. Environmental clearance for various components was undertaken through MPMS #46954, and individual projects have been broken out as follows:

- 1) PA 23/US 422 Interchange and North Gulph Road Improvements (MPMS #66952).
- 2) US 422/PA 363 Interchange, including providing movements to/from the west (MPMS #64796) along with the Adams Ave west-bound off ramp. Provide west-bound on-ramp from PA 363 Trooper Road and west-bound off-ramp to Adams Avenue.
- 3) US 422 Exwy Bridge over the Schuylkill River, replacement of the existing bridge (MPMS #70197), and a new parallel four (4) lane bridge.
- 4) US 422 Widening for 1.8 miles from PA-363 interchange to the US-202 interchange. This project has not yet been broken out.
- 5) Old Betzwood Bridge Bike/Pedestrian Trail will be re-built as a bike/pedestrian bridge only, and will not re-instate vehicular traffic (MPMS# 16703).
- 6) An early action interim project to provide timely and effective relief to westbound afternoon congestion until the long range projects can fully advance was programmed and constructed as MPMS #74648.

The River Crossing complex projects have received the following Earmarks:

2008 Appropriation (PA ID# 711) -\$735,000

SAFETEA-LU (FED ID# 0020/PA ID# 672) -Originally \$20,000,000. Balance available \$3,120,779

TEA-21 (FED ID# 0140/PA ID# 088) -\$1,019,806

6) An early action interim project to provide timely and effective relief to westbound afternoon congestion until the long range projects can fully advance was programmed and constructed as MPMS #74648.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	BOO	1,697											
FD	185	424											
ROW	BOO		2,185										
ROW	TOLL												
UTL	BOO		2,185										
UTL	TOLL												
CON	BOO						25,520						
CON	185						6,149						
CON	BOO							25,520					
CON	185							6,149					
CON	BOO								25,520				
CON	185								6,149				
CON	BOO									25,520			
CON	185									6,149			

DVRPC FY 2011-2014 TIP for PA

Pennsylvania - Highway Program

Montgomery

2,121	4,370	0	0	0	0	31,669	31,669	31,669	31,669	0	0
Total FY2011-2014		6,491		Total FY2015-2018		63,338		Total FY2019-2022		63,338	

MPMS# 71203

Flourtown-Erdenheim Community Gateways SR:2018

AQ Code X9

LIMITS Bethlehem Pike at East Mill Road and Penn Oak Road

IMPROVEMENT: Streetscape

Not SOV Capacity Adding

MUNICIPALITIES: Springfield Township

Adding Subcorr(s): 1A, 14B

PROJECT MANAGER: CONSTR

No Let Date

Establish gateway medians and install street trees to delineate entranceways to the Flourtown and Erdenheim Village Shopping Districts and the Valley Green Road Commercial Center. Gateways will be constructed at three locations, Bethlehem Pike and Valley Green Road, East Mill Road and Penn Oak Road, and Bethlehem Pike and Gordon Road.

\$190,900 TE funds were approved during the FY2004 project selection process, to be programmed at the appropriate time, drawing funds from MPMS #64984.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STE*	0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014		0		Total FY2015-2018		0		Total FY2019-2022		0	

MPMS# 72355

Valley Green Road Bridge Over Wissahickon Creek SR:7046

AQ Code S19

LIMITS Over Wissahickon Creek

IMPROVEMENT: Bridge Repair/Replacement

Not SOV Capacity Adding

MUNICIPALITIES: Whitemarsh Township

PROJECT MANAGER: TSS/GANNETT

Est Let Date: 1/8/2015

Replace this heavily traveled bridge across the Wissahickon Creek in Whitemarsh. The bridge was temporarily closed for some stop gap repairs and now allows a restricted 3 ton weight limit. The county hopes to provide new pedestrian access on the bridge which would allow access from the eastern side of the bridge to the Wissahickon Trail which runs along the creek on the westerly side of the bridge.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	BOO							9,121					
CON	185							2,280					
		Total FY2011-2014		0		Total FY2015-2018		11,401		Total FY2019-2022		0	

Pennsylvania - Highway Program

Montgomery

MPMS# 72977

Butler Pike Pedestrian Walkway Improvements (HTSSRS)

AQ Code A2

LIMITS Germantown Pike, Whitmarsh High School to Butler

IMPROVEMENT: Bicycle/Pedestrian Improvement

Not SOV Capacity Adding

MUNICIPALITIES: Whitmarsh Township

Adding Subcorr(s): 2B, 15B

PROJECT MANAGER: W/DVRPC/JC

No Let Date

The proposed improvement include 150 LF of 6' wide sidewalk, curbing and segmental block wall, 4 ADA Access Ramps, crosswalk striping, installation of 5 push button access & 6 pedestrian head signals, 2 bus shelters with street furniture along SEPTA Bus Route 95 i.e. Germantown Pike (SR 3053) from Whitmarsh High School to Butler Pike (SR 3016) and at the intersection of S.R. 3053 & S.R. 3016.

The Home Town Streets/Safe Routes to School (HTSSRS) programs are intended to improve the quality of life in our communities. Projects aim to encourage reinvestment in and redevelopment of our downtowns, and to establish safe walking routes for children to commute to school where feasible.

This project was recommended in the spring of 2005 for funding through the HTSSRS program. \$187,335 funding will be drawn down at the appropriate time.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022		
CON	STE														
		0	0	0	0	0	0	0	0	0	0	0	0		
Total FY2011-2014		0			Total FY2015-2018				0				Total FY2019-2022		0

MPMS# 72978

Norristown Main Street Streetscape - Phase III (HTSSRS)

AQ Code A2

LIMITS Cherry Street to Barbadoes Street

IMPROVEMENT: Bicycle/Pedestrian Improvement

Not SOV Capacity Adding

MUNICIPALITIES: Norristown Borough

Adding Subcorr(s): 8E, 9B

PROJECT MANAGER: EE/DVRPC/LS

No Let Date

Continuation of existing streetscape improvement project. Phase III will consist of new sidewalks to improve pedestrian safety and increase foot traffic in the Borough's main commercial corridor along Main Street from Cherry Street to Barbadoes Street. New street trees, historic lightning and other amenities will be provided once the improvements are completed. Improvements will eliminate existing tripping hazards and ensure ADA compliance.

The Home Town Streets/Safe Routes to School (HTSSRS) programs are intended to improve the quality of life in our communities. Projects aim to encourage reinvestment in and redevelopment of our downtowns, and to establish safe walking routes for children to commute to school where feasible.

This project was recommended in the spring of 2005 for funding through the HTSSRS program. \$529,840 funding will be drawn down at the appropriate time.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022		
CON	STE														
		0	0	0	0	0	0	0	0	0	0	0	0		
Total FY2011-2014		0			Total FY2015-2018				0				Total FY2019-2022		0

Pennsylvania - Highway Program

Montgomery

MPMS# 72994 *PA 263, York Road Hatboro Revitalization (HTSSRS)*

AQ Code A2 **LIMITS** Horsham Road to Summit Avenue

IMPROVEMENT: Streetscape

Not SOV Capacity Adding **MUNICIPALITIES:** Hatboro Borough

Adding Subcorr(s): 1A, 12A **PROJECT MANAGER:** EE/DVRPC/LS

No Let Date

Streetscape improvements are proposed along York Road (SR 263) between Horsham Road and Summit Avenue to reestablish the Hatboro downtown and commercial centers by improving pedestrian facilities and safety. Improvements will consist of gateway signage, street lightning, street trees, brick and/or textured crosswalks, benches, trash receptacles and landscaping.

The Home Town Streets/Safe Routes to School (HTSSRS) programs are intended to improve the quality of life in our communities. Projects aim to encourage reinvestment in and redevelopment of our downtowns, and to establish safe walking routes for children to commute to school where feasible.

This project was recommended in the spring of 2005 for funding through the HTSSRS program. \$800,998 funding will be drawn down at the appropriate time.

SAFETEA DEMO 109, PA ID #308 - \$1 MILLION DEMO has been broken out to MPMS #74817 for use on this project.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STE	0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014				Total FY2015-2018				Total FY2019-2022			
		0				0				0			

MPMS# 74801

AQ Code A2

Bethlehem Pike Streetscapes

LIMITS Springfield Avenue to Wissahickon Avenue and Yeake

IMPROVEMENT: Streetscape

MUNICIPALITIES: Springfield Township

PROJECT MANAGER: CONSTR

Actl Let Date: 8/6/2009

This project is the design of the Bethlehem Pike Streetscape project within Springfield Township, Montgomery County. The goal of the project is to complete streetscape improvements in the central business districts of Flourtown and Erdenheim to create a pedestrian oriented "main street" atmosphere, improve pedestrian safety and enhance commercial activities. The project includes streetscape enhancements including stamped crosswalks, sidewalk reconstruction at the corners of prominent intersections, ornamental street lighting, ornamental signal poles, and installation of street trees. This project will be broken up into two separate portions of Bethlehem Pike. The Flourtown area will be along Bethlehem Pike from Springfield Avenue heading south to Wissahickon Avenue. The Erdenheim area of Bethlehem Pike will start at Yeakel Avenue and head south past Gordon Lane to the entrance of the Cisco Park.

This project was awarded TSCP funds in 2009 (\$444,600)

SAFETEA-LU earmark \$800,000 (Fed ID# 1153, PA ID# 377)

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	SXF*	428											
CON	TCS	445											
CON	TOLL												
		873	0	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014				Total FY2015-2018				Total FY2019-2022			
		873				0				0			

Pennsylvania - Highway Program

Montgomery

MPMS# 74803 *Main Street in Lansdale Pedestrian SR:0063*

AQ Code X12 **LIMITS** Broad Street to Richardson Street

IMPROVEMENT: Streetscape

MUNICIPALITIES: Lansdale Borough

Not SOV Capacity Adding

Adding Subcorr(s): 14C, 14D

PROJECT MANAGER: AECOM/JD

Est Let Date: 10/7/2010

Reconstruction of curbs and sidewalks, and streetscape improvements on Main Street between Broad and Richardson Streets.

SAFETEA DEMO ID #2443 - \$640,000. PA ID #448. Any additional funds required to complete the project will be provided locally.

This project is a companion to MPMS #74804 (streetscape earmark) and MPMS#77461 (Home Town Streets

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022		
CON	SXF	640													
		640	0	0	0	0	0	0	0	0	0	0	0		
		Total FY2011-2014			640			Total FY2015-2018			0			Total FY2019-2022	
					640			0					0		

MPMS# 74804

Mill Street Improvements

AQ Code A2 **LIMITS** Green Street to Richardson Avenue

IMPROVEMENT: Bicycle/Pedestrian Improvement

MUNICIPALITIES: Lansdale Borough

Not SOV Capacity Adding

Adding Subcorr(s): 14C, 14D

PROJECT MANAGER: AECOM/JD

Est Let Date: 10/7/2010

Reconstruction of curbs and sidewalks, utility relocation, and improved roadway drainage. This project will contribute to Transit Oriented Development to what is currently a parking area adjacent to SEPTA's Lansdale station.

SAFETEA DEMO ID #2046 - \$720,000. PA ID #424. Any additional funds required to complete the project will be provided locally.

This project is a companion to MPMS #74803 (streetscape earmark) and MPMS#77461 (Home Town Streets).

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022		
CON	SXF	720													
		720	0	0	0	0	0	0	0	0	0	0	0		
		Total FY2011-2014			720			Total FY2015-2018			0			Total FY2019-2022	
					720			0					0		

Pennsylvania - Highway Program

Montgomery

MPMS# 74807 **North Broad Streetscape Improvements**
AQ Code X9 **LIMITS** Lansing Avenue to Lynwood Road
IMPROVEMENT: Streetscape
MUNICIPALITIES: Hatfield Township

Not SOV Capacity Adding
 Adding Subcorr(s): 14c

PROJECT MANAGER: TSS/DMB

Est Let Date: 5/15/2014

The project will include streetscape improvements such as concrete sidewalks, curbs and street plantings. The preliminary engineering phase was completed by Hatfield Township in 2008.

SAFETEA-LU Earmark, ID# 3514, PA ID# 516 - \$100,000
 \$20,000 will be provided by Lansdale Warehouse
 \$20,000 will be provided by Hatfield Township

TIP Program Years (\$ 000)														
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	DEMO	100												
CON	TOLL*													
CON	LOCAL	40												
		140	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			140	Total FY2015-2018				0	Total FY2019-2022			0

MPMS# 74808 **Old York Rd Street Improvements**
AQ Code A2 **LIMITS** Summit Avenue to Cherry Street
IMPROVEMENT: Bicycle/Pedestrian Improvement
MUNICIPALITIES:

Not SOV Capacity Adding
 Adding Subcorr(s): 14B

PROJECT MANAGER: AECOM/PS

Est Let Date: 5/19/2011

This project will reconstruct curb, sidewalk, lighting and landscaping along Old York Road from Summit Avenue to Cherry Street. The goal is to improve the appearance of downtown Jenkintown, improve pedestrian safety, and to promote revitalization of the downtown area. The existing streetscape elements are outdated and in need of aesthetic upgrade and safety improvements.

SAFETEA DEMO #7515, PA ID #517 - \$800,000

TIP Program Years (\$ 000)														
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	DEMO	800												
		800	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			800	Total FY2015-2018				0	Total FY2019-2022			0

Pennsylvania - Highway Program

Montgomery

MPMS# 74811

PA 73, Skippack Pike at Narcissa Road Improvements SR:0073

AQ Code R2

LIMITS Lewis Lane to Narcissa Road/Prophecy Park/Park Acc

IMPROVEMENT: Intersection/Interchange Improvements

Not SOV Capacity Adding

MUNICIPALITIES: Whitpain Township

Adding Subcorr(s): 8g

PROJECT MANAGER: CONSTR

Act Let Date: 8/6/2009

This project involves the construction of a new/relocated entrance into Prophecy Creek Park located in Whitpain Township, Montgomery County. Additional roadway and drainage improvements are required to facilitate the engineering design of the new park entrance, including a new signalized intersection at Skippack Pike and Narcissa Road and exclusive left turn lanes. The new entrance road will intersect with Skippack Pike at Narcissa Road which is a shift of approximately 75-feet from its current location. This will improve safety of park visitors when entering and leaving Prophecy Park

\$480,000 SAFETEA LU DEMO/PA ID #519 funds were made available for this project. This project also received \$222,000 TCSP funds (MPMS#87941) which were combined with the SAFETEA LU earmark. Any additional funds required to complete the project will be provided locally.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022		
CON	SXF*	49													
		49	0	0	0	0	0	0	0	0	0	0	0		
Total FY2011-2014		49			Total FY2015-2018				0				Total FY2019-2022		0

MPMS# 74813

Ambler Pedestrian Sidewalk Improvements

AQ Code A2

LIMITS Orange Avenue/Highland Avenue/Southern Park Avenue

IMPROVEMENT: Bicycle/Pedestrian Improvement

Not SOV Capacity Adding

MUNICIPALITIES: Ambler Borough

PROJECT MANAGER: EE/DVRPC/LS

Est Let Date: 4/4/2013

Ambler streetscape improvement including curb and sidewalk reconstruction along Orange, Highland, Southern, Park, and Spring Avenues.

Any additional funds required to complete the project will be provided locally. SAFETEA DEMO #2058 - \$520,000. PA ID #425. \$354,000 DEMO applied to this project. Also see MPMS #48173.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022		
CON	SXF			354											
CON	LOCAL			99											
		0	0	453	0	0	0	0	0	0	0	0	0		
Total FY2011-2014		453			Total FY2015-2018				0				Total FY2019-2022		0

Pennsylvania - Highway Program

Montgomery

MPMS# 74815

Upper Gwynedd Streetscape Improvements

AQ Code X12

LIMITS At West Point Avenue and Garfield Avenue

IMPROVEMENT: Streetscape

Not SOV Capacity Adding

MUNICIPALITIES: Upper Gwynedd Township

Adding Subcorr(s): 8F, 14C

PROJECT MANAGER: DAVIES/LEF

Est Let Date: 3/7/2013

Streetscape improvement at West Point and Garfield Avenues, including curb and sidewalk reconstruction and improved lighting in the four block section surrounding the intersection of West Point and Garfield Avenue.

Any additional funds required to complete the project will be provided locally.
SAFETEA DEMO ID #3519 - \$300,000. PA ID #521

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	DEMO			300	0								
		0	0	300	0	0	0	0	0	0	0	0	0
Total FY2011-2014				300		Total FY2015-2018		0		Total FY2019-2022		0	

MPMS# 74817

PA 263, York Road Hatboro Revitalization

AQ Code A2

LIMITS Horsham Road to Summit Avenue

IMPROVEMENT: Streetscape

Not SOV Capacity Adding

MUNICIPALITIES:

Adding Subcorr(s): 12a, 14f

PROJECT MANAGER: EE/DVRPC/LS

Est Let Date: 6/6/2013

Streetscape improvements are proposed along York Road (SR 263) between Horsham Road and Summit Avenue to reestablish the Hatboro downtown and commercial centers by improving pedestrian facilities and safety. Improvements will consist of gateway signage, street lightning, street trees, brick and/or textured crosswalks, benches, trash receptacles and landscaping.

The Home Town Streets/Safe Routes to School (HTSSRS) programs are intended to improve the quality of life in our communities. Projects aim to encourage reinvestment in and redevelopment of our downtowns, and to establish safe walking routes for children to commute to school where feasible.

This project was recommended in the spring of 2005 for funding through the HTSSRS program. \$800,998 funding will be drawn down at the appropriate time and programmed in MPMS #72994 for this project.

SAFETEA DEMO 109, PA ID #308 - \$1 MILLION DEMO has been programmed for this project in MPMS #74817.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	SXF			800									
CON	581			200									
		0	0	1,000	0	0	0	0	0	0	0	0	0
Total FY2011-2014				1,000		Total FY2015-2018		0		Total FY2019-2022		0	

Pennsylvania - Highway Program

Montgomery

MPMS# 74937

Whitemarsh Township Street Improvements

AQ Code S6

LIMITS Germantown Pike, Church Road to Joshua Road

IMPROVEMENT: Streetscape

Not SOV Capacity Adding

MUNICIPALITIES: Whitemarsh Township

Adding Subcorr(s): 1A, 2B, 14B, 15B

PROJECT MANAGER: EE/DVRPC/JC

Est Let Date: 7/5/2013

Improvements necessary to enhance pedestrian movement, safety, and calm traffic along Germantown Pike (SR 3053), from Joshua Road (SR 3014) to Church Road. Included will be the construction of a roundabout at the intersection of Church Road and Germantown Pike; the installation of new curb, curb bump-outs, sidewalks, ADA ramps, pedestrian crosswalks, street furniture, lighting, traffic signal modification, on-street parking, and landscaping; along with other related street improvements on Germantown Pike from Ridge Pike to Joshua Road and from Joshua Road to Church Road

Any additional funds required to complete the project will be provided locally.

(2) SAFETEA-LU earmarks, ID# 3516/ PA ID# 518 (\$640,000); ID #2556/PA ID# 453 (\$1.2 mil). MPMS #74937/74816

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	SXF			1,840									
		0	0	1,840	0	0	0	0	0	0	0	0	0
Total FY2011-2014				1,840		Total FY2015-2018		0		Total FY2019-2022		0	

MPMS# 75764

Salford Station Road Bridges (2) Over Mill Race and Perkiomen Creek

AQ Code S19

LIMITS Over Mill Race and Perkiomen Creek

IMPROVEMENT: Bridge Repair/Replacement

Not SOV Capacity Adding

MUNICIPALITIES: Lower Frederick Township; Upper Salford Township

PROJECT MANAGER: HNTB/NV

Est Let Date: 12/16/2010

This project entails the replacement of two bridges. Salford Station Road (SR 1024) over a Mill Race and Salford Station Road over the Perkiomen Creek. The bridge over the Mill Race is a concrete encased steel I-beam bridge with concrete parapets. The bridge over the Perkiomen is a through girder.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	STU*	310											
FD	916	1,061											
ROW	916	106											
UTL	916	212											
CON	916	8,487											
		10,176	0	0	0	0	0	0	0	0	0	0	0
Total FY2011-2014				10,176		Total FY2015-2018		0		Total FY2019-2022		0	

Pennsylvania - Highway Program

Montgomery

MPMS# 77461 **Broad Street Corridor Streetscape (HTSSRS) SR:2004**

AQ Code X12 **LIMITS** PA 63/Welsh Road to North of West 9th Street

IMPROVEMENT: Streetscape

Not SOV Capacity Adding **MUNICIPALITIES:** Lansdale Borough

Adding Subcorr(s): 14C, 14D **PROJECT MANAGER:** AECOM/JD

No Let Date

The Borough of Lansdale will undertake streetscape improvements along Broad Street.

In the spring of 2006 this project was recommended for funding through the HTSSRS/TE Program. \$886,020 will be drawn from MPMS #64984 at the appropriate time.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STE	0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014				Total FY2015-2018				Total FY2019-2022			
		0				0				0			

MPMS# 77462 **Collegeville Main Street Revitalization - Phase II (HTSSRS)**

AQ Code X12 **LIMITS** 1st Avenue to 4th Avenue

IMPROVEMENT: Streetscape

Not SOV Capacity Adding **MUNICIPALITIES:** Collegeville Borough

Adding Subcorr(s): 9A **PROJECT MANAGER:** CONSTR.

No Let Date

Enhance the pedestrian experience on Main Street by completing curb, sidewalk, landscape, and lighting improvements between 1st Ave and 4th Ave.

In the spring of 2006 this project was recommended for funding through the HTSSRS/TE Program. \$522,950 will be drawn from MPMS #64984 at the appropriate time.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STE	0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014				Total FY2015-2018				Total FY2019-2022			
		0				0				0			

DVRPC FY 2011-2014 TIP for PA

Pennsylvania - Highway Program

Montgomery

MPMS# 77804 **Huntingdon Pike Traffic Signal Upgrade SR:0232**

AQ Code 2013M **LIMITS** Philadelphia to the Lower Moreland border

IMPROVEMENT: Signal/ITS Improvements

Minor SOV Capacity **MUNICIPALITIES:** Abington Township

Adding Subcorr(s): **PROJECT MANAGER:** CONSTR

Act/ Let Date: 11/12/2009

5G, 12A

Upgrade traffic signals along 2.3 miles along Huntingdon Pike from Lower Rockledge to Lower Moreland. The Borough of Rockledge and the City of Philadelphia have partnered to coordinate the lights along the Huntingdon Pike/Rahwn Street corridor. Upgrades will include new poles, signals, underground wiring and battery back-up systems. The central monitoring station will be located in Abington Township which already operates three other closed loop systems. Additional equipment at the Township building and training are not required. The system will operate on pre-programmed timings that vary by time of day. Remote access will be provided via a phone drop. Huntingdon Pike is not part of the regional ITS plan.

SAFETEA DEMO ID #53 - \$1.6 million. PA ID #301. \$600,000 DEMO applied to this project. Also see MPMS #77805 and 74812. \$544,000 DEMO applied to this project.

Also see MPMS #77805 and 74812. Any additional funds required to complete the project will be provided locally.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	SXF*	163											
		163	0	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014		163		Total FY2015-2018		0		Total FY2019-2022		0	

MPMS# 78742 **Lafayette Avenue Bridge Over Wissahickon Creek**

AQ Code S19 **LIMITS** Over Wissahickon Creek

IMPROVEMENT: Bridge Repair/Replacement

Not SOV Capacity **MUNICIPALITIES:**

Adding Subcorr(s): **PROJECT MANAGER:** DELETE

No Let Date

1A, 14B

Bridge Replacement

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	BND	144											
FD	BND		149										
CON	916					1,672							
		144	149	0	0	0	1,672	0	0	0	0	0	0
		Total FY2011-2014		293		Total FY2015-2018		1,672		Total FY2019-2022		0	

Pennsylvania - Highway Program

Montgomery

MPMS# 79863

Lafayette Street, Ford Street to Conshohocken Road Extension (MGP)

AQ Code 2020M

LIMITS Ford Street to Conshohocken Road

IMPROVEMENT: Roadway New Capacity

Major SOV Capacity

MUNICIPALITIES: Norristown Borough; Plymouth Township

Adding Subcorr(s):

PROJECT MANAGER: EE/JB

Est Let Date: 1/12/2012

1A, 8E, 9B

This project (Section MGP) will extend Lafayette Street as a four lane roadway on a new alignment to tie into a new PA Turnpike interchange. This new section between Ford Street and Conshohocken Road will be constructed and will provide turn lanes onto Conshohocken Road.

This project is a component of a much larger project aimed at extending Lafayette Street past its current terminus at Ford Street to Conshohocken Road, and building new slip-ramps at that point to connect Lafayette Street with the Pennsylvania Turnpike. In addition to the proposed new roadway, the existing Schuylkill River bike/pedestrian trail will be realigned as a multi-purpose trail for public access and recreational use as part of the project. Further, the long term goal is to construct an interchange at the Dannehower Bridge/Lafayette Street intersection.

With an overall construction estimate of approximately \$115 million, this project has been broken down into several sections for construction management. See MPMS #'s 79863, 79864, and 79928.

Earmarks made available for the Lafayette Street Extension Projects:

TEA 21 DEMO -\$10 million

2004 DEMO - \$750,000

SAFETEA DEMO #4809, PA ID# 619 - \$500,000

SAFETEA DEMO #91, PA ID# 306 - \$9.120 MILLION

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STU	4,384											
CON	LOCAL	1,096											
CON	STU		4,384										
CON	LOCAL		1,096										
		5,480	5,480	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014		10,960		Total FY2015-2018			0	Total FY2019-2022			0

Pennsylvania - Highway Program

Montgomery

MPMS# 79864

Lafayette Street, Barbados Street to Ford Street Widening (MGN)

AQ Code 2020M

LIMITS Barbados Street to Ford Street

IMPROVEMENT: Roadway New Capacity

Major SOV Capacity

MUNICIPALITIES: Norristown Borough

Adding Subcorr(s):

PROJECT MANAGER: EE/JB

Est Let Date: 1/12/2015

1A, 8E, 9B

This project (Section MGN) will reconstruct and widen existing Lafayette Street from 2 to 4 lanes between Barbados and Ford Streets, as well as provide turn lanes and upgrade signals.

This project is a component of a much larger project aimed at extending Lafayette Street past its current terminus at Ford Street to Conshohocken Road, and building new slip-ramps at that point to connect Lafayette Street with the Pennsylvania Turnpike. In addition to the proposed new roadway, the existing Schuylkill River bike/pedestrian trail will be realigned as a multi-purpose trail for public access and recreational use as part of the project. Further, the long term goal is to construct an interchange at the Dannehower Bridge/Lafayette Street intersection.

With an overall construction estimate of approximately \$115 million, this project has been broken down into several sections for construction management. See MPMS #'s 79863, 79864, and 79928.

Earmarks made available for the Lafayette Street Extension Projects:

TEA 21 DEMO -\$10 million

2004 DEMO - \$750,000

SAFETEA DEMO #4809, PA ID# 619 - \$500,000

SAFETEA DEMO #91, PA ID# 306 - \$9.120 MILLION

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022		
CON	STU					6,782									
CON	LOCAL					1,696									
CON	STU						6,782								
CON	LOCAL						1,696								
		0	0	0	0	8,478	8,478	0	0	0	0	0	0		
		Total FY2011-2014				0	Total FY2015-2018				16,956	Total FY2019-2022			0

Pennsylvania - Highway Program

Montgomery

MPMS# 80021 *US 202, Markley Street Improvements (Section 510)*

AQ Code 2020M **LIMITS** Main Street to Harding Boulevard
IMPROVEMENT: Roadway New Capacity

Major SOV Capacity
MUNICIPALITIES: Norristown Borough

Adding Subcorr(s):
 1A, 8E, 9B

PROJECT MANAGER: EE/JB

LRPID:21

Est Let Date: 1/2/2014

This project provides for reconstruction and signal improvements to Route US 202, from Main Street from Harding Blvd. Improvements include the reconstruction of the existing four-lane cross-section, which will involve replacement of the existing "Bailey Bridge" carrying the northbound lanes over Stony Creek and rehabilitation of the box beam structure carrying the southbound lanes over Stony Creek. Also included in this section will be rehabilitation of the Main Street arch bridge over Stony Creek. In general, the roadway reconstruction will take place within the existing roadway footprint or will involve minor widening. More significant widening will occur at the intersection with Main Street to provide two northbound left turn lanes from Markley Street to Main Street. Total pavement reconstruction is anticipated. Corridor-wide improvements will include traffic signal upgrades at the six signalized intersections, highway lighting, and pedestrian accommodations (including pedestrian signals, sidewalks, crosswalks, and bump outs).

This project is the construction work broken out from MPMS #16665, which incorporates all pre-construction phases (UTL and ROW) for MPMS# 80021 (Section 510) and 80022 (Section 520), companion project.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STU					4,478							
CON	TOLL						13,433						
CON	STU												
CON	TOLL												
		0	0	0	0	4,478	13,433	0	0	0	0	0	0
Total FY2011-2014		0				Total FY2015-2018		17,911		Total FY2019-2022		0	

MPMS# 80022 *US 202, Markley Street Improvements (Section 520)*

AQ Code 2020M **LIMITS** Harding Boulevard to Johnson Highway
IMPROVEMENT: Roadway New Capacity

Major SOV Capacity
MUNICIPALITIES: Norristown Borough; East Norriton Township

Adding Subcorr(s):
 1A, 8E, 9B

PROJECT MANAGER: EE/JB

LRPID:21

Est Let Date: 7/14/2011

This project provides for reconstruction and signal improvements to Route US 202, from Harding Blvd to Johnson Highway. Improvements include the reconstruction of the two-lane cross-section between as a three-lane roadway, with one northbound lane, one southbound lane, and one two-way left turn lane. The roadway widening will follow the existing alignment. Total pavement reconstruction is anticipated.

The improvements along Johnson Highway will primarily involve pavement marking and signing, and will include some widening at the intersection with Markley Street and radius improvements at local roadways. Corridor-wide improvements will include traffic signal upgrades at the six signalized intersections, highway lighting, and pedestrian accommodations (including pedestrian signals, sidewalks, crosswalks, and bump outs).

This project is the construction work broken out from MPMS #16665, which incorporates all pre-construction phases (UTL and ROW) for MPMS# 80022 (Section 510) and 80021 (Section 520), companion project.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STU				5,402								
CON	581				1,351								
CON	STU					5,402							
CON	581					1,351							
		0	0	0	6,753	6,753	0	0	0	0	0	0	0
Total FY2011-2014		6,753				Total FY2015-2018		6,753		Total FY2019-2022		0	

DVRPC FY 2011-2014 TIP for PA

Pennsylvania - Highway Program

Montgomery

MPMS# 80052 *Fetters Mill Bridge Over Pennypack Circle*

AQ Code S19

LIMITS Over Pennypack Circle

IMPROVEMENT: Bridge Repair/Replacement

Not SOV Capacity Adding

MUNICIPALITIES: Lower Moreland Township; Bryn Athyn Borough

PROJECT MANAGER: TSS/GANNETT

Est Let Date: 12/4/2014

A Preliminary Case Study will be done to determine if the bridge can be rehabilitated or should be replaced. The bicycle and pedestrian checklists will be incorporated into the project.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	STU			270									
PE	LOCAL			68									
FD	BOO				337								
FD	183				64								
FD	LOCAL				21								
ROW	BOO					96							
ROW	185					18							
ROW	LOCAL					6							
CON	BOO					1,910							
CON	185					358							
CON	LOCAL					119							
		0	0	338	422	2,507	0	0	0	0	0	0	0
		Total FY2011-2014			760	Total FY2015-2018			2,507	Total FY2019-2022			0

MPMS# 80053 *Knight Road Bridge Over Green Lane Reservoir*

AQ Code S19

LIMITS Over Green Lane Reservoir

IMPROVEMENT: Bridge Repair/Replacement

Not SOV Capacity Adding

MUNICIPALITIES: Upper Hanover Township

PROJECT MANAGER: TSS/GANNETT

Est Let Date: 10/2/2014

This project consists of the replacement of the existing bridge carrying Knight Road over Green Lane Reservoir. Minor approach work is also anticipated. The bicycle and pedestrian checklists will be incorporated into the project.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	BOO			315									
FD	183			59									
FD	LOCAL			20									
ROW	BOO					96							
ROW	183					18							
ROW	LOCAL					6							
UTL	BOO				42								
UTL	183				8								
UTL	LOCAL				2								
CON	BOO					1,719							
CON	183					322							
CON	LOCAL					107							
		0	0	394	52	2,268	0	0	0	0	0	0	0
		Total FY2011-2014			446	Total FY2015-2018			2,268	Total FY2019-2022			0

Pennsylvania - Highway Program

Montgomery

MPMS# 80479 *I-476, Mid County Expressway Roadway Reconstruction*

AQ Code S10 **LIMITS** I-76/Schuylkill Expressway to I-276/Mid County Toll

IMPROVEMENT: Roadway Rehabilitation

Not SOV Capacity Adding

MUNICIPALITIES: Lower Merion Township; Plymouth Township; West Conshohocken Borough

Adding Subcorr(s): 2B, 3C

PROJECT MANAGER: CONSTR

Act/ Let Date: 7/30/2009

This project involves the total reconstruction project of 3.5 miles of I-476 from the Schuylkill Expressway (I-76) to the Mid-County Toll Plaza of the Pennsylvania Turnpike (I-276).

In general, the existing roadway consists of 3-12' lanes, with 10' wide outside shoulders and predominately 4' wide paved inside shoulders each way. The purpose of this reconstruction is to replace the pavement and rehabilitate seven (8) dual mainline bridges and one (1) overhead bridge. Major tasks will include roadway reconstruction, shoulder widening, sinkhole remediation, signing upgrades, acceleration/deceleration lane upgrades, drainage improvements, and bridge rehabilitation work.

Also see MPMS #16737 in the Interstate Management Program. Components of this project have already been advanced under MPMS #'s 77523, 83603, and 83606. Total roadway construction estimate is \$112 million.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STP*	12,500											
CON	STP*		12,000										
		12,500	12,000	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014		24,500		Total FY2015-2018			0	Total FY2019-2022			0

MPMS# 83742 *Keim Street Bridge Over Schuylkill River*

AQ Code S19 **LIMITS** Over Schuylkill River

IMPROVEMENT: Bridge Repair/Replacement

Not SOV Capacity Adding

MUNICIPALITIES:

PROJECT MANAGER: TSS/GANNETT

Est Let Date: 4/5/2018

Existing structure is 8 span, 749' steel Pony Truss over Schuylkill River. Posted for 22 tons, carries two 10' lanes and one 5' sidewalk. Proposed structure to meet current design standards is two 12'lanes, two 6' shoulders, one 5-6' sidewalk

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	BOO*	605											
FD	BOO					813							
FD	183					153							
FD	LOCAL					51							
UTL	BOO					48							
UTL	183					10							
UTL	LOCAL					2							
CON	BOO								5,219				
CON	183								979				
CON	LOCAL								326				
		605	0	0	0	1,077	0	0	6,524	0	0	0	0
		Total FY2011-2014		605		Total FY2015-2018			7,601	Total FY2019-2022			0

Pennsylvania - Highway Program

Montgomery

MPMS# 86361

Rockledge Streetscape Improvements, Rockledge - Phase III SR:0232

AQ Code X12

LIMITS At Shady Lane/Penn Avenue/Elm Avenue/Central Avenue

IMPROVEMENT: Streetscape

MUNICIPALITIES: Rockledge Borough

PROJECT MANAGER: CONSTR

No Let Date

This project will improve the intersections of Shady Lane, North and South Penn Avenue, Elm Avenue, and Central Avenue along S.R. 0232 (Huntingdon Pike) in Rockledge Borough, Montgomery County.

The intersection improvements will include improvements to curbs, street furniture, signage, lighting, medians, traffic signalization, and crosswalks along the corridor. The project will also improve existing parking along the corridor. The number of lanes along the roadway will remain the same.

The City of Philadelphia (sponsor of MPMS #77467) has agreed to a 50/50 split of awarded TE funds with Rockledge Borough (sponsor of MPMS #86361). MPMS #86361 has been programmed with \$488,750 for construction and is ready to advance. \$488,750 remain for MPMS #77467.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STE	0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014				Total FY2015-2018				Total FY2019-2022			
		0				0				0			

MPMS# 86924

PA 422 Resurfacing (PM2)

AQ Code S10

LIMITS Walnut Street to Pleasant Street

IMPROVEMENT: Roadway Rehabilitation

MUNICIPALITIES: Various

PROJECT MANAGER: TSS/HPF

Est Let Date: 10/1/2013

This project includes concrete patching, diamond grinding, spall repair, rehab and seal all joints or overlay, upgrading or replacement of guiderail, mile post sign repair or replacement, and pavement marker installation for 6 segment miles on Route 422 (EB and WB).

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	STU	663											
CON	STP				5,065								
CON	TOLL					15,194							
CON	STP												
CON	TOLL												
		663	0	0	5,065	15,194	0	0	0	0	0	0	0
		Total FY2011-2014				Total FY2015-2018				Total FY2019-2022			
		5,728				15,194				0			

Pennsylvania - Highway Program

Montgomery

MPMS# 87097
AQ Code A2

Pottstown Borough Improvements (SRTS)

LIMITS Vicinity of Pottstown's 5 elementary schools

IMPROVEMENT: Bicycle/Pedestrian Improvement

MUNICIPALITIES: Pottstown Borough

PROJECT MANAGER: EE/DVRPC/JC

No Let Date

This project will include sidewalk rehabilitation, updated and new signage, and pavement markings.

The proposed improvements at each of the Borough's elementary schools aim to create a safe environment for children to walk and bike to school. The addition of crosswalks with diagonal markings will create more of an awareness for drivers and also provide the children with an identified area for safe crossings. The addition of stop bars to intersections will alert the drivers approaching intersection where they should be stopping thus creating a safer environment to cross. Improvements to the sidewalks on school property will eliminate any hazards that would hinder students walking to and from school. Upgrading all the signage along key walking/biking paths students take will rectify a very hazardous situation for students walking to and from school.

This project was awarded \$224,649 in Safe Routes to School (SRTS) funding in May of 2009.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	SRTS	224											
		224	0	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014		224		Total FY2015-2018		0		Total FY2019-2022		0	

MPMS# 87099
AQ Code A2

Upper Gwynedd Township Improvements (SRTS)

LIMITS Vicinity of St. Rose of Lima and North Wales Eleme

IMPROVEMENT: Bicycle/Pedestrian Improvement

MUNICIPALITIES: Upper Gwynedd Township

PROJECT MANAGER: EE/DVRPC/JC

Est Let Date: 1/24/2013

This project will install curbing, sidewalk and traffic calming measures within a half mile radius of the St. Rose of Lima and North Wales Elementary Schools on West Prospect, Washington, Second, Swartley, Summit, Pennsylvania, Fairfield, Highland and Main Streets.

Specific improvements include: curbing and sidewalk along hazardous route of W. Prospect Ave from train bridge to Pennsylvania and around corner of first home on Pennsylvania to connect existing sidewalk; Installation of sidewalk along Fairview extending from existing sidewalk to bend at Highland Ave; installation of sidewalk along Highland Ave between Fairview and existing sidewalk; installation of sidewalk along Swartley Ave from Washington to alleyway; installation of sidewalk along Washington Ave from West to Swartley; curbing and sidewalk along 2nd St from E. Prospect to Summit Ave and Summit Ave. improvements; installation of speed feedback signs on Main Street between North Wales Elementary and St. Rose; installation of raised crosswalk on Main Street between East Prospect and St. Rose; installation of flashing yellow school zone signs and crosswalks along W. Prospect route; and lastly, bike rack.

This project was awarded \$1,069,977 in Safe Routes to School (SRTS) funding in May of 2009.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	SRTS		1,101										
		0	1,101	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014		1,101		Total FY2015-2018		0		Total FY2019-2022		0	

DVRPC FY 2011-2014 TIP for PA

Pennsylvania - Highway Program

Montgomery

MPMS# 87392

Lafayette Street Extension (MGL)

AQ Code 2020M

LIMITS Norristown Borough Line to I-276

IMPROVEMENT: Roadway New Capacity

MUNICIPALITIES:

PROJECT MANAGER:

Est Let Date: 1/2/2014

The project will improve the following roads around the new Lafayette Street/I-276 turnpike EZ Pass-only interchange (see MPMS# 57858 Ridge Pike, Conshohocken road, Diamond Avenue, New Connector Road; replace NS rail bridge.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STU				2,782								
CON	LOCAL				696								
CON	STU					8,347							
CON	LOCAL					2,087							
		0	0	0	3,478	10,434	0	0	0	0	0	0	0
		Total FY2011-2014			3,478	Total FY2015-2018			10,434	Total FY2019-2022			0

MPMS# 87938

Bethlehem Pike Roadway Streetscape Improvements (TCSP)

AQ Code R4

LIMITS Whitmarsh Township to Philadelphia County Line

IMPROVEMENT: Streetscape

MUNICIPALITIES: Springfield Township

PROJECT MANAGER:

No Let Date

This project will implement a new roadway realignment plan along the length of Bethlehem Pike (SR 2018) in Springfield Township. The proposed configuration will eliminate the current four-lane travel alignment in favor of a new "road diet" plan providing two travel lanes, a center left-turn lane, a single lane of on-street parking, and share the road markings for bicyclists. The total cost for this work is estimated to be \$570,000, \$95,000 of which will be provided by the Township for engineering and design work.

\$444,600 FY2009 TCSP funds has been awarded to this project. The Transportation, Community, and System Preservation (TCSP) Program, an initiative of SAFETEA-LU which authorized the TCSP Program from FY2005 through FY2009, is a comprehensive initiative of research and grants to investigate the relationships between transportation, community, and system preservation plans and practices, and identify private sector-based initiatives to improve such relationships.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	TCS	448											
CON	TOLL												
		448	0	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014			448	Total FY2015-2018			0	Total FY2019-2022			0

Pennsylvania - Highway Program

Montgomery

MPMS# 89715 **US 422, Sanatoga Interchange Ramp Improvements**

AQ Code R3 **LIMITS** US 422 at Evergreen Road

IMPROVEMENT: Intersection/Interchange Improvements

Not SOV Capacity Adding **MUNICIPALITIES:** Limerick Township

PROJECT MANAGER: EE/MDH

No Let Date

This project includes improvements to the existing ramps of the Sanatoga Interchange, which lies at the intersection of US 422 and Evergreen Road.

TIP Program Years (\$ 000)													
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	LOCAL	400											
		400	0	0	0	0	0	0	0	0	0	0	0
Total FY2011-2014		400				Total FY2015-2018				0			
										Total FY2019-2022			
										0			

MPMS# 90006 **Trooper Road Closed Loop (TCSP)**

AQ Code 2013M **LIMITS** Germantown Pike to US 422

IMPROVEMENT: Intersection/Interchange Improvements

MUNICIPALITIES:

PROJECT MANAGER:

Est Let Date: 10/6/2011

This project involves the upgrade and inclusion of seven intersections along Trooper Road, between Germantown Pike and US 422 into an existing closed loop signal system. These intersections include: Trooper and Norrington, Trooper and Main, Trooper and Egypt, Trooper and Boulevard, Trooper and Norris Hall, Trooper and Van Buren, Trooper and Germantown, and Trooper and Audubon. Cameras will also be installed on the following roads: Four on Trooper Road and one camera on Main St., Audubon, Van Buren, Boulevard, and Egypt.

Lower Providence Township operates and monitors a closed loop signal system along Ridge Pike from its master controller location in Lower Providence Township's Police Department. The new project would be coordinated with the Ridge Pike system in which the cameras are owned and operated by the municipalities, alleviating any burden to PennDOT and with all data shared with the department.

\$222,300 FY2009 TCSP funds has been awarded to this project. The Transportation, Community, and System Preservation (TCSP) Program, an initiative of SAFETEA-LU which authorized the TCSP Program from FY2005 through FY2009, is a comprehensive initiative of research and grants to investigate the relationships between transportation, community, and system preservation plans and practices, and identify private sector-based initiatives to improve such relationships.

The engineering and design phase for this project will be locally funded by both Lower Providence and West Norriton Townships.

TIP Program Years (\$ 000)													
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	TCS	222											
CON	LOCAL	56											
		278	0	0	0	0	0	0	0	0	0	0	0
Total FY2011-2014		278				Total FY2015-2018				0			
										Total FY2019-2022			
										0			

Total For Montgomery	2011	2012	2013	2014	2011-2014	2015-2018	2019-2022
	\$120,551	\$58,025	\$20,077	\$41,886	\$240,539	\$365,804	\$164,939

Pennsylvania - Highway Program

Philadelphia

MPMS# 17350 *Henry Avenue Bridge Over Wissahickon Creek SR:4001*

AQ Code S19

LIMITS Over Wissahickon Creek

Not SOV Capacity Adding

IMPROVEMENT: Bridge Repair/Replacement

Adding Subcorr(s): 5G, 15A

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER: CONSTR

Act Let Date: 12/18/2008

The project will provide for the rehabilitation of the National Register listed Wissahickon Memorial bridge. The structure is a stone faced reinforced concrete arch with a concrete encased steel stringer, floorbeam and spandrel truss structural framing system. The structure was built in the early 1930's and carries four lanes of traffic (two in each direction) as well as two sidewalks. The bridge crosses the Wissahickon Creek and Lincoln Drive. The proposed rehabilitation will consist of removing the top quarter-inch of concrete wearing surface in preparation for a one and one-quarter inch LMC overlay; replacing deteriorated concrete in the gutter area replaced; eliminating water from entering into the trolley tubes by replacing current deck joints with strip seal expansion joint retainers; repairing the spalls on the underside of the concrete deck and on the concrete encased stringers and floor beams; cleaning the exposed bottom flanges of all stringers and floor beams and painting them using an organic, zinc rich coating system; removing the concrete sidewalk slab and replacing them with new concrete sidewalks; cleaning and replacing parts of the existing, failed drainage system; replacing the existing manhole frames and covers using water tight covers; removing, cleaning, storing, resizing, and resetting the granite curb; repairing concrete surfaces on the superstructure and substructure; repairs will include the removal of rock climbing gear anchored to Piers 3-6 and the adjoining spandrel walls and arches; relocating utilities from within the sidewalks to a point beneath the sidewalk and inside the exterior spandrel walls; replacing the existing highway lighting with standard poles and luminaries. The existing highway lighting connections will be used. Existing utility boxes will be raised to meet the proposed grade.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	BOO*	834												
		834	0	0	0	0	0	0	0	0	0	0	0	
Total FY2011-2014		834			Total FY2015-2018				0		Total FY2019-2022			0

MPMS# 17460 *40th Street Bridge Over Amtrak/SEPTA SR:7301*

AQ Code S19

LIMITS Over Amtrak/SEPTA

Not SOV Capacity Adding

IMPROVEMENT: Bridge Repair/Replacement

Adding Subcorr(s): 7A

MUNICIPALITIES: West Philadelphia

PROJECT MANAGER: TSS/GANNETT

Est Let Date: 9/30/2010

The existing bridge (built in 1915) has two lanes, shoulders, and sidewalks on both sides. It currently has a 3-ton weight restriction, forcing the detour of two SEPTA bus routes. The new bridge will also have two lanes, shoulders, and sidewalks on both sides. The bicycle and pedestrian checklists will be incorporated into the project.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
UTL	BOO	2,908												
UTL	185	545												
UTL	LOCAL	181												
CON	BOO		11,801											
CON	185		2,213											
CON	LOCAL		738											
Total FY2011-2014		3,634	14,752	0	0	Total FY2015-2018				0		Total FY2019-2022		0

Pennsylvania - Highway Program

Philadelphia

MPMS# 17464 *Holme Avenue Bridge Over Conrail SR:1016*

AQ Code S19 **LIMITS** Over Conrail (1 Track)

IMPROVEMENT: Bridge Repair/Replacement

Not SOV Capacity Adding

MUNICIPALITIES: Far-Northeast Philadelphia

Adding Subcorr(s): 5H

PROJECT MANAGER: CONSTR

Actl Let Date: 6/25/2009

The project involves the removal of an existing concrete encased steel I-beam structure and the construction of a prestressed concrete spread box beam bridge over the Bustleton Branch of Conrail. The proposed bridge is to be constructed along the existing alignment. Also involved is the reconstruction of the existing roadway approaches, curbs and sidewalks, drainage improvements, and utility relocation. A drainage easement improvement, consisting of the relocation of the storm drain to the north side of Holme Avenue with outfall to Wooden Bridge Run within Pennypack Park, is to be used to replace the failed system located within the roadway. A rock outfall is to be utilized to prevent erosion at the relocated storm drain outfall.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	BOO*	1,413												
		1,413	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014		1,413		Total FY2015-2018			0			Total FY2019-2022		0

MPMS# 17622 *Adams Avenue Bridge Over Tacony Creek SR:1002*

AQ Code S19 **LIMITS** Over Tacony Creek

IMPROVEMENT: Bridge Repair/Replacement

Not SOV Capacity Adding

MUNICIPALITIES: Philadelphia City; Near Northeast Philadelphia

Adding Subcorr(s): 5G

PROJECT MANAGER: EE/JMD

Est Let Date: 2/6/2014

This project involves the replacement of the Adams Avenue (SR 1002, Sec 0050) bridge spanning Tacony Creek in the East Oak Lane section of the City of Philadelphia. The existing structure is a 71 ft Masonry arch deck closed spandrel and provides a 22.5 ft travel way. The railroad bridge to the south of the project area is a constraint to the bridge width. The purpose of this project is to maintain mobility within the project area. The bridge is structurally deficient due to severe deterioration and corrosion of the concrete and stone masonry.

TOLL CREDIT

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
PE	BOO	477												
FD	916				580									
ROW	916				290									
UTL	916				290									
CON	BOO				2,898									
		477	0	0	4,058	0	0	0	0	0	0	0	0	
		Total FY2011-2014		4,535		Total FY2015-2018			0			Total FY2019-2022		0

Pennsylvania - Highway Program

Philadelphia

MPMS# 17655 *Center City Traffic Systems (South) - Phase II SR:0291*

AQ Code 2013M **LIMITS** South Street to Spring Garden Street

IMPROVEMENT: Signal/ITS Improvements

MUNICIPALITIES: Center City Philadelphia

PROJECT MANAGER: CONSTR

Act/ Let Date: 10/31/2006

This project provides for the modernization of traffic signal equipment at 72 intersections in the southeast quadrant of Center City Philadelphia bounded by Market Street to the north, Broad Street to the west, South Street to the south and Front Street to the east. The project includes new signal equipment, installation of fiber optic communication cable, roadway resurfacing, crosswalks and placement of pavement markings, new hand/man signals and signs, pedestrian timings, and 10 incident management cameras. The system will operate jointly with Phase I in the city's southwest quadrant (see MPMS #17579), will be monitored by the City's Traffic Engineering Division, and will allow remote access by PennDOT.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	CMAQ*	400											
		400	0	0	0	0	0	0	0	0	0	0	0
Total FY2011-2014		400				Total FY2015-2018		0		Total FY2019-2022		0	

MPMS# 17657 *Market Street Signal and Pedestrian Improvements SR:3010*

AQ Code R2 **LIMITS** 46th Street to 63rd Street

IMPROVEMENT: Bicycle/Pedestrian Improvement

MUNICIPALITIES: West Philadelphia

PROJECT MANAGER: TWB/VLF

Est Let Date: 11/4/2010

Not SOV Capacity Adding

Adding Subcorr(s): 10A

Install pedestrian crosswalks at 17 intersections beneath SEPTA's Market St. Elevated Line, modernize the traffic signals, and lengthen the left turn standby lane on Market St. where possible.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	CMAQ	5,356											
CON	LOCAL	1,339											
CON	CMAQ		5,356										
CON	LOCAL		1,339										
		6,695	6,695	0	0	0	0	0	0	0	0	0	0
Total FY2011-2014		13,390				Total FY2015-2018		0		Total FY2019-2022		0	

Pennsylvania - Highway Program

Philadelphia

MPMS# 17659 *Harbison Avenue/Aramingo Avenue Safety Improvements (C048) SR:2009*

AQ Code 2013m

LIMITS I-95 to Roosevelt Boulevard

IMPROVEMENT: Signal/ITS Improvements

Minor SOV Capacity
Adding Subcorr(s):
4B, 5G

MUNICIPALITIES: Philadelphia City; Near Northeast Philadelphia; Kensington

PROJECT MANAGER: CONSTR

Actl Let Date: 4/29/2010

Corridor Safety Improvement Project of approximate construction length of 9.1 kilometers (5.6 miles). Limits of work on Aramingo Avenue extend from York Street (at Seg./Off. 0010/2359) to Tacony Street (at Seg./Off. 0090/0000 to 0091/0000) and on Harbison Avenue extend from Tacony Street (at Seg./Off. 0090/0000 to 0091/0000) to Roosevelt boulevard 9 Seg./Off. 0120/3315 and 0121/3311). Aramingo Avenue/Harbison Avenue traverses residential and commercial areas with 35 signalized intersections in the City of Philadelphia.

Proposed construction on Aramingo Avenue includes: Computerized traffic signal system at twenty (20) intersections including; solid state controllers, interconnect, overhead signal displays, re-striping; relocation of signal displays; actuation of selected side streets will be accomplished via video cameras; minor signal phasing modification; and addition of left turn lanes at selected intersections. Designated bicycle lanes will be provided; pedestrian accommodations will include hand/man signals and pedestrian timing.

Proposed construction on Harbison Avenue includes: computerized traffic signal system at fifteen (15) intersections including; solid state controllers, interconnect, overhead signal displays and actuation of selected side streets will be accomplished via video cameras; construction of left turn lanes; upgrading of signal faces, and minor median modifications. Pedestrian accommodations will include hand/man signals and pedestrian timing.

Presently, the entire project is intended to be milled and overlaid. Additionally, the signal system will not be tied into a central monitoring location and remote access will not be provided. Finally, coordination will be required with the Lehigh Avenue (SR 2014) signal improvement project.

The existing lane and shoulder configurations will remain when completed.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	CMAQ*	4,000												
		4,000	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			4,000	Total FY2015-2018				0	Total FY2019-2022			0

MPMS# 17697 *Island Avenue Signal Upgrade SR:3013*

AQ Code 2020M

LIMITS Woodland Avenue to Bartram Avenue

IMPROVEMENT: Signal/ITS Improvements

Minor SOV Capacity
Adding Subcorr(s):
4C, 6B

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER: TWB/MLF

Est Let Date: 1/15/2014

Upgrade the signal controls at six intersections, incorporating preference for SEPTA Route 36; narrow the roadway to accommodate pedestrians; and simplify three intersections.

This project location is included in Philadelphia's Bike Network and is rated BF (Bike Friendly - wide shoulders or lanes)

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
FD	CMAQ	106												
FD	LOCAL	21												
CON	CAQ				5,750									
CON	LOCAL				1,437									
		127	0	0	7,187	0	0	0	0	0	0	0	0	
		Total FY2011-2014			7,314	Total FY2015-2018				0	Total FY2019-2022			0

DVRPC FY 2011-2014 TIP for PA

Pennsylvania - Highway Program

Philadelphia

MPMS# 17813 *North Broad Street/Avenue of the Arts Study SR:0611*

AQ Code A2 **LIMITS** Kennedy Boulevard to Somerset Street

IMPROVEMENT: Streetscape

Not SOV Capacity Adding **MUNICIPALITIES:** Philadelphia City

PROJECT MANAGER: CONSTR

No Let Date

This project provides for a study and preconstruction to extend the Avenue of the Arts from Kennedy Blvd. to Somerset St., a distance of about 2.5 miles. See MPMS #87937 for construction. The study scope includes new street lights throughout the entire length, updated traffic signals at 22 intersections, streetscape improvements at selected heavy pedestrian locations (subway stops) and new median islands in selected locations.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
PE	STU*	115												
FD	STP	318												
FD	LOCAL	80												
		513	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			513	Total FY2015-2018				0	Total FY2019-2022			0

Pennsylvania - Highway Program

Philadelphia

MPMS# 17816

Chestnut Street Bridges (4) at 30th Street SR:0003

AQ Code S19

LIMITS Over Amtrak/Schuylkill River/I-76/CSX Rail Line/24

IMPROVEMENT: Bridge Repair/Replacement

Not SOV Capacity Adding

MUNICIPALITIES: Philadelphia City

Adding Subcorr(s): 3A, 10A

PROJECT MANAGER: AECOM/DD

Est Let Date: 4/3/2014

This project involves rehabilitating the Chestnut Street (PA 3) bridges spanning I-76, Schuylkill River, CSX Railroad, and 24th Street. The purpose of the project is to maintain mobility within the project area. The bridges are structurally deficient. The steel portions have severe rust and advanced section loss. The brick and concrete components have mortar loss and spalling respectively.

The Chestnut Street Bridge over I-76 is composed of composite continuous built-up stringers supported on built up column bents and a single supported span of the same type.

The Chestnut Street Bridge over CSX Railroad was built in 1864 and is a brick arch bridge. The bridge is part of a larger brick arch viaduct with brownstone ashlar spandrel walls and granite arch rings. The bridge carries a 3 lane street with sidewalks on the eastern side of the Schuylkill River.

Portions of the Chestnut Street Bridge over Schuylkill River were built in 1912 and the bridge was replaced in 1958. The bridge is a continuous deck girder.

The Chestnut Street Bridge over 24th Street is a three span brick arch with a main span over 24th Street and smaller arches over existing sidewalks. Sidewalks on the bridge were added at a later date and are supported by steel framing. The Chestnut Street Bridge over Amtrak/I-76/30th Street is a 10 span bridge composed of 9 spans of composite continuous built-up stringers supported on built up column bents and a single supported span of the same type. The bridge is individually eligible for listing in the National Register. Construction of this component will be included in MPMS #64844.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	BOO	4,244											
FD	185	1,061											
ROW	BOO				927								
ROW	185				232								
UTL	BOO			4,502									
UTL	185			1,126									
CON	916				2,772								
CON	916					10,729							
		5,305	0	5,628	3,931	10,729	0	0	0	0	0	0	0
		Total FY2011-2014				Total FY2015-2018				Total FY2019-2022			
		14,864				10,729				0			

Pennsylvania - Highway Program

Philadelphia

MPMS# 17821

I-95, Shackamaxon Street to Ann Street (GIR) - Design SR:0095

AQ Code 2020M

LIMITS Shackamaxon Street to Ann Street

IMPROVEMENT: Roadway Rehabilitation

Major SOV Capacity

MUNICIPALITIES: Philadelphia City

Adding Subcorr(s):

PROJECT MANAGER: EE/

4B

No Let Date

This project provides for the design of I-95 construction sections GR0 (MPMS# 80094 which has been Let), GR1 (MPMS# 79686), GR2 (MPMS# 83640), GR3, GR4, and GR5. The construction projects will provide widening and reconstruction of I-95 to eliminate the lane drop (from 4 to 3) in both directions at the Girard Avenue Interchange by providing 4 continuous thru lanes in each direction (Construction Sections GR0 thru GR4). In addition, an auxiliary lane will be provided in each direction to connect the ramps between adjacent interchanges at Vine St and Allegheny Ave. The existing substandard shoulders will be replaced with full width shoulders along most of the project length. Specifically, 22 mainline bridges will be replaced, 4 Girard Ave Interchange ramp bridges will be replaced, 2 arterial road bridges will be replaced or rehabilitated and 4 Conrail bridges over relocated Richmond St will be constructed. The Girard Avenue Interchange will be reconfigured to improve access, operation and safety. Specifically, direct access will also be provided from I-95 SB to Delaware Ave. Additional direct access is being provided from Girard and Delaware Avenues to I-95 SB and from Aramingo Avenue to I-95 NB. No existing interchange movements will be eliminated. Pedestrian, bicycle and transit facilities are present along Delaware Avenue, Richmond Street, Aramingo Avenue and Girard Avenue. The pedestrian and bicycle facilities will be expanded under this project to include wider sidewalks, a shared-use trail and other pathways. Appropriate pedestrian access will be provided via signalized crossings, refuge medians, signing, hand/man signals and visible pavement markings.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's annual memoranda on supplemental strategies for details related to this project.

This project is integral to the Delaware Valley Freight Corridors Initiative.

An investment of more than \$2 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, some which appear in the DVRPC Regional TIP, and most which will occur in Later Fiscal Years and are yet to be programmed. MPMS #'s include: 17821 (Section GIR Design: GR0, GR1, GR2, GR3, GR4, GR5), 47811 (Section BSR Design), 47812 (Section BRI Design), 79683 (Section CP1 Construction), 79685 (Section CP2 Construction), 79686 (Section GR1 Construction), 79903 (section BR0 Construction), 79908 (Section BS1 Construction), 83640 (Section GR2 Construction).

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	BOO*		4,660										
PE	BOO*			4,660									
FD	SPK-FB			7,950									
FD	SPK-FB				7,950								
		0	4,660	12,610	7,950	0	0	0	0	0	0	0	0
		Total FY2011-2014			25,220	Total FY2015-2018			0	Total FY2019-2022			0

Pennsylvania - Highway Program

Philadelphia

MPMS# 46956

North Delaware Avenue Extension SR:0000

AQ Code 2020M

LIMITS Lewis Street to Buckius Street

IMPROVEMENT: Roadway New Capacity

Major SOV Capacity

MUNICIPALITIES: Philadelphia City

Adding Subcorr(s):

PROJECT MANAGER: AECOM/PS

LRPID:66

Est Let Date: 1/12/2012

4B

Construct a new roadway and a new bridge across Frankford Creek. The project has been identified as the first of a multi-phased project to construct a "River Road" along the north Delaware Riverfront amidst planned residential and recreational facilities. The new road will extend between Lewis Street where it currently ends, further north approximately a mile and 1/2 to Buckius Street. The roadway is planned with wide shoulders for bike use, sidewalks, and will serve as an alternative to the North Delaware Greenway Trail while some portions are under construction. The road will also serve as an alternate route for local truck traffic in order to get that traffic off of narrow Richmond Street.

Other recreational facilities associated with this project includes a \$15 million North Delaware River Greenway trail, a joint project of Philadelphia Streets Department, Fairmount Park Commission, and PA Environmental Council. See MPMS #'s:

See MPMS#s

MPMS #79830 - Section 1/N Del Riverfront Greenway/Delaware River Heritage Trail

MPMS #61712 - Section 2/N Del Riverfront Greenway/Kensington & Tacony

MPMS #79832 - Section 3/N Del Riverfront Greenway/Delaware River Heritage Trail

MPMS #79833 - Section 4/N Del Riverfront Greenway/Delaware River Heritage Trail

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's annual memoranda on supplemental strategies for details related to this project.

TEA-21 Earmark - ID# 1094 - (\$4.3 million) Balance available \$3.952 million - PA ID# 171

SAFETEA-LU Earmark -ID# 3286/PA ID 511 - \$8 million

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	DEMO	8,100											
CON	LOCAL	1,458											
CON	STU		5,834										
CON	LOCAL		1,669										
		9,558	7,503	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014		17,061		Total FY2015-2018			0	Total FY2019-2022			0

DVRPC FY 2011-2014 TIP for PA

Pennsylvania - Highway Program

Philadelphia

MPMS# 46958

Philadelphia Naval Shipyard Access

AQ Code S10

LIMITS 26th Street, Penrose Avenue to Broad Street

IMPROVEMENT: Roadway Rehabilitation

Not SOV Capacity Adding

MUNICIPALITIES: Philadelphia City

Adding Subcorr(s): 4C

PROJECT MANAGER: TSS/SPF

LRPID:67

Est Let Date: 10/1/2013

This project consists of all phases from preliminary and final design to re-construction of Langley Ave access road from 26th Street to Broad Street adjacent to the Navy Yard reserve basin. This project will improve safety and access from the west to the east side of The Navy Yard. This project includes the reconstruction of the roadway and installation of new curbs, curb cuts, sidewalks and streetscaping features along the existing Langley Avenue and the eastern half of the existing Broad Street from Langley to Intrepid, while maintaining the existing roadway widths and lane configurations. Langely Ave. will be reconstructed and have a curve straightened to more safely accommodate passing tractor trailers. Major utilities on a weakening timber structure will be relocated from a structure in Broad to solid ground within the existing ROW of Broad Street.

TEA 21 Earmark - ID# 0122 - (\$1,537,648) Balance available: \$1,165,648 - PA ID# 086

TEA 21 Earmark - ID# 1723 - \$2,050,199 - PA ID# 086

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022		
FD	SXF	172													
FD	LOCAL	43													
ROW	SXF			40											
ROW	LOCAL			10											
UTL	SXF		40												
UTL	LOCAL		10												
CON	SXF				2,998										
CON	LOCAL				750										
		215	50	50	3,748	0	0	0	0	0	0	0	0		
		Total FY2011-2014			4,063	Total FY2015-2018				0	Total FY2019-2022				0

Pennsylvania - Highway Program

Philadelphia

MPMS# 48193

Allen's Lane Bridge Over SEPTA R8 Rail Line SR:4003

AQ Code S19

LIMITS Over SEPTA R8 Rail Line (South of Germantown Avenue)

IMPROVEMENT: Bridge Repair/Replacement

Not SOV Capacity Adding

MUNICIPALITIES: Philadelphia City

Adding Subcorr(s): 5G

PROJECT MANAGER: TSS/DMB

Est Let Date: 6/5/2014

The project consists of the replacement of the existing Allens Lane bridge carrying two lanes of north/south traffic of S.R. 4003 over two tracks of SEPTA's Chestnut Hill West (R8) Regional Rail Line. The existing bridge is being replaced along the existing horizontal alignment and approximate vertical alignment with minimal approach work.

The proposed bridge will consist of a 50-foot long single span structure comprised of adjacent prestressed concrete box beams supporting a reinforced concrete deck. The proposed bridge roadway width is one 10-foot wide travel lane in each direction with a 6.6-foot wide shoulder area on the right side to equal the existing 26.6 feet curb-to-curb approach width. The proposed sidewalk width has been set to 8 feet on both sides of the structure to conform to that of the existing sidewalks on the approaches. The sidewalks will be flanked by 3.5-foot high concrete parapet walls with the existing metal protective barrier mounted to the top of the parapets to provide further pedestrian safety.

There will be approximately 115 feet of approach roadway work on each approach end of the project to meet the existing pavement and sidewalk conditions. The approach roadway work will include the intersections of Allens Lane with Cresheim Road at the southwest and northeast of the structure. The proposed roadway consists of a normal crowned section within the project limits.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	BOF	679											
FD	185	170											
ROW	BND		628										
UTL	BND		574										
CON	BND				3,246								
		849	1,202	0	3,246	0	0	0	0	0	0	0	0
		Total FY2011-2014			5,297	Total FY2015-2018			0	Total FY2019-2022			0

MPMS# 48195

Tyson Avenue Signal Improvement

AQ Code 2020M

LIMITS Rising Sun Avenue to Torresdale Avenue

IMPROVEMENT: Signal/ITS Improvements

Minor SOV Capacity

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER: TWB/VLF

Est Let Date: 1/15/2015

Signal modernization at 21 intersections, pavement markings, provisions for bicycles, improved pedestrian crosswalks, signal interconnection, minor work on five recently completed intersections, and related work.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	CAQ		87										
FD	LOCAL		22										
CON	CAQ					3,057							
CON	LOCAL					764							
		0	109	0	0	3,821	0	0	0	0	0	0	0
		Total FY2011-2014			109	Total FY2015-2018			3,821	Total FY2019-2022			0

Pennsylvania - Highway Program

Philadelphia

MPMS# 50522 *Manayunk Recreational Path/Fairmount Bikeway - Phase 2*

AQ Code A2 **LIMITS** Ridge Avenue to Main Street

IMPROVEMENT: Bicycle/Pedestrian Improvement

Not SOV Capacity Adding **MUNICIPALITIES:** Philadelphia City

Adding Subcorr(s): 3B **PROJECT MANAGER:** EE/DVRPC/LS

No Let Date

Sections 1 and 2 of this project include improvements to the existing paved and unpaved recreation paths of the Fairmont Park Bikeway within the City of Philadelphia. Section 1 includes widening of the existing sidewalk and improvement of the existing paths along Kelly drive from Falls Bridge to Ridge Avenue to Main Street. Section 2 is the improvement, paving, design, and widening of existing paths from Lock Street to Shawmont Avenue along the Manayunk Canal and Schuylkill River, along Nixon Drive from Shawmont Avenue to Port Royal Avenue and on the existing Rail to Trail path from Port Royal Avenue to the Philadelphia County/Montgomery County line, as well as repair of six existing wooden pedestrian bridges.

\$800,000 TE funds were approved during the FY2004 project selection process and were to be programmed at the appropriate time, drawing funds from MPMS #64984. Since the approval of the TIGER projects, \$400,000 of the TE funds will now be applied to MPMS #90144, leaving \$400,000 TE to advance this Manayunk Rec. Path project.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STE	0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014				Total FY2015-2018				Total FY2019-2022			
		0				0				0			

DVRPC FY 2011-2014 TIP for PA

Pennsylvania - Highway Program

Philadelphia

MPMS# 56768

41st Street Bridge Over Amtrak's Harrisburg Line (CB) SR:7301

AQ Code S19

LIMITS Over Amtrak's Harrisburg Line

Not SOV Capacity Adding

IMPROVEMENT: Bridge Repair/Replacement

Adding Subcorr(s): 7A

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER: TSS/GANNETT

Est Let Date: 3/5/2014

This project is the complete reconstruction of a 3 span , concrete encased steel thru girder bridge over Amtrak's Harrisburg line and Norfolk Southern RR . It will also include utility , railroad electrification , approach paving and miscellaneous work . The new bridge is preliminarily believed to be a 2 span steel girder bridge atop new reinforced concrete pier and abutments . The bicycle and pedestrian checklists will be incorporated into the project.

The existing bridge was built in 1928 and has been closed to traffic since 1994 . Originally believed to be Railroad maintenance responsibility , the State Court of Appeals assigned final responsibility to the City in 2000.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	BOO*	1,100											
FD	BOO	424											
FD	183	80											
FD	LOCAL	27											
UTL	BOO*	1,200											
UTL	BOO		2,623										
UTL	183		492										
UTL	LOCAL		164										
CON	BOO				1,844								
CON	183				346								
CON	LOCAL				115								
CON	BOO					8,061							
CON	183					1,512							
CON	LOCAL					504							
		2,831	3,279	0	2,305	10,077	0	0	0	0	0	0	0
		Total FY2011-2014			8,415	Total FY2015-2018			10,077	Total FY2019-2022			0

DVRPC FY 2011-2014 TIP for PA

Pennsylvania - Highway Program

Philadelphia

MPMS# 57276

Montgomery Avenue Bridge over Amtrak at 30th Street (CB) SR:7301

AQ Code S19

LIMITS Over Amtrak at 30th Street

IMPROVEMENT: Bridge Repair/Replacement

Not SOV Capacity Adding

MUNICIPALITIES: Philadelphia City

Adding Subcorr(s): 15A

PROJECT MANAGER: TSS/GANNETT

Est Let Date: 2/5/2015

This project is the complete reconstruction of a 5 span , concrete encased steel thru girder bridge over Amtrak's Northeast Corridor along with historically sensitive approach paving restoration , utility and railroad electrification work . The new bridge will be a 3 span steel girder bridge founded atop new reinforced concrete piers and integral abutments .

The existing bridge was built in 1913 , has a Sufficiency Rating of 31.7 and is posted for a weight limit of 10 Tons .

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
UTL	BOO		2,185										
UTL	183		437										
UTL	LOCAL		109										
CON	BOO					9,552							
CON	183					1,791							
CON	LOCAL					597							
		0	2,731	0	0	11,940	0	0	0	0	0	0	0
		Total FY2011-2014		2,731		Total FY2015-2018		11,940		Total FY2019-2022		0	

MPMS# 57278

Rising Sun Avenue Over Conrail at 2nd Street (CB) - Removal SR:7301

AQ Code S2

LIMITS Over Conrail at 2nd Street

IMPROVEMENT: Bridge Repair/Replacement

Not SOV Capacity Adding

MUNICIPALITIES: Philadelphia City

Adding Subcorr(s): 14A

PROJECT MANAGER: CONSTR

Actl Let Date: 7/22/2010

Removal of bridge, fill of area, repaving. The bicycle and pedestrian checklists will be incorporated into the project.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	BOO*	150											
CON	BOO		2,993										
CON	183		561										
CON	LOCAL		187										
		150	3,741	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014		3,891		Total FY2015-2018		0		Total FY2019-2022		0	

Pennsylvania - Highway Program

Philadelphia

MPMS# 57893

Lehigh Avenue East Signal Modernization SR:2014

AQ Code 2013M

LIMITS Richmond Street to Broad Street

IMPROVEMENT: Signal/ITS Improvements

Minor SOV Capacity

MUNICIPALITIES: Upper North Philadelphia; Kensington; Lower North Philadelphia

Adding Subcorr(s):

PROJECT MANAGER: TWB/VLF

Est Let Date: 6/23/2011

4B, 14A

This is a signal modernization project to upgrade 23 existing signalized intersections along Lehigh Avenue between Broad Street and Richmond Street with new traffic signal mastarms and new conduit. The signalized intersections will also be interconnected with fiber optic cable. This proposed work will require minor curb and sidewalk replacement and the installation of underground concrete mastarm foundations at some of the intersections. There will be minor trenching in the intersections for the installation of underground conduits and cable. Geometric reconfiguration may also be required at some intersections based on capacity analysis to minimize pedestrian time. Any ground disturbance will remain within the existing right of way and will be limited to the cartway and sidewalks in the corridor. In all cases, pavement restoration in the disturbed areas will match existing pavement types. Eligible for HSIP funds.

This project location is included in Philadelphia's Bike Network and is rated BL (has a formal Bike Lane) between Germantown and Aramingo and rated BF (Bike Friendly - wide shoulders or lanes) for the remainder.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	CMAQ	5,747											
CON	LOCAL	1,436											
		7,183	0	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014		7,183		Total FY2015-2018		0		Total FY2019-2022		0	

MPMS# 57894

Stenton Avenue and Godfrey Avenue Signal Modernization

AQ Code 2020M

LIMITS Paper Mill Road to Broad Street and Broad Street t

IMPROVEMENT: Signal/ITS Improvements

Minor SOV Capacity

MUNICIPALITIES: Philadelphia City; Germantown-Chestnut Hill

Adding Subcorr(s):

PROJECT MANAGER: TWB/VLF

Est Let Date: 2/16/2012

14A, 15A, 15B

Signal modernization (30 intersections), minor roadway improvements, pavement markings and related work on Stenton Avenue between Paper Mill Road and Broad Street, and on Godfrey Avenue between Broad Street and Front Street.

This project location is included in Philadelphia's Bike Network and is rated BL (has a formal Bike Lane) on Godfrey Avenue.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	CMAQ	85											
FD	LOCAL	21											
CON	CMAQ		6,993										
CON	LOCAL		1,748										
		106	8,741	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014		8,847		Total FY2015-2018		0		Total FY2019-2022		0	

Pennsylvania - Highway Program

Philadelphia

MPMS# 57897 *Haverford Avenue Signal Modernization*

AQ Code 2020M

LIMITS 40th Street to City Avenue

IMPROVEMENT: Signal/ITS Improvements

Minor SOV Capacity

MUNICIPALITIES: West Philadelphia

Adding Subcorr(s):
5F, 7A

PROJECT MANAGER: TWB/VLF

Est Let Date: 2/5/2014

Signal modernization (33 intersections), minor roadway improvements, pavement markings and related work.

This project location is included in Philadelphia's Bike Network and is rated BL (has a formal Bike Lane).

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	CAQ		87										
FD	LOCAL		22										
CON	CMAQ				4,927								
CON	LOCAL				1,232								
CON	CAQ					4,347							
CON	LOCAL					1,087							
		0	109	0	6,159	5,434	0	0	0	0	0	0	0
	Total FY2011-2014			6,268		Total FY2015-2018		5,434		Total FY2019-2022		0	

MPMS# 57898 *Lancaster Avenue Signal Modernization SR:0030*

AQ Code 2013M

LIMITS 45th Street to City Avenue

IMPROVEMENT: Signal/ITS Improvements

Minor SOV Capacity

MUNICIPALITIES: West Philadelphia

Adding Subcorr(s):
5F, 7A

PROJECT MANAGER: CONSTR

Actl Let Date: 6/11/2009

This project will provide for signal upgrades to 8 intersections: Lancaster Avenue & Overbrook Avenue, Lancaster Avenue & Woodbine Avenue, Lancaster Avenue & 63rd Street, 63rd Street & Woodbine Avenue, Lancaster Avenue & 62nd Street & Malvern Avenue, Lancaster Avenue & 59th Street, Lancaster Avenue & Columbia Avenue, Lancaster Avenue & Oxford Avenue & 57th Street. A new signal at the intersection of Lancaster Avenue and 56th Street, interconnection of signals from City Line Avenue to 52nd Street, Intersection realignments at Lancaster Avenue & Woodbine Avenue, Lancaster Avenue and 63rd Street, 59th & Columbia Avenue & Lancaster Avenue, Lancaster Avenue & 57th Street, the replacement of streetlights from City Avenue to 63rd Street, and pavement markings and traffic sign upgrades from City Line Avenue to 52nd Street.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	CMAQ*	1,200											
		1,200	0	0	0	0	0	0	0	0	0	0	0
	Total FY2011-2014			1,200		Total FY2015-2018		0		Total FY2019-2022		0	

DVRPC FY 2011-2014 TIP for PA

Pennsylvania - Highway Program

Philadelphia

MPMS# 57901

Lincoln Drive (3R)

AQ Code S10

LIMITS Ridge Avenue to Wayne Avenue

IMPROVEMENT: Roadway Rehabilitation

Not SOV Capacity Adding

MUNICIPALITIES: Philadelphia City

Adding Subcorr(s): 5G, 15A

PROJECT MANAGER: TWB/VLF

Est Let Date: 4/4/2013

Typical components of a "3R" project include base repair, milling, overlay, resurfacing, drainage improvements, signal modernization, and guiderail improvements. The intent of a "3R" project is to make whatever improvements are necessary to bring the road up to current standards.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STU	5,941											
CON	LOCAL	1,485											
		7,426	0	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014		7,426		Total FY2015-2018			0	Total FY2019-2022			0

MPMS# 57902

City Wide 3R Betterments

AQ Code S10

LIMITS City-wide

IMPROVEMENT: Roadway Rehabilitation

Not SOV Capacity Adding

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER: TWB/

No Let Date

Typical components of a '3R' project include base repair, milling, overlay, resurfacing, drainage improvements, signal modernization, and guiderail improvements. The intent of a '3R' project is to make whatever improvements are necessary to bring the road up to current standards.

Bike lanes will be included as the road widths allow.

Funds for this project are drawn down as appropriate to specific citywide resurfacing contracts. See phase V. See MPMS #71978 for the 2005 Phase V contract. See MPMS #72946 for the 2006 contract #101.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	STP	339											
PE	LOCAL	85											
CON	STP		8,742										
CON	LOCAL		2,185										
		424	10,927	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014		11,351		Total FY2015-2018			0	Total FY2019-2022			0

DVRPC FY 2011-2014 TIP for PA

Pennsylvania - Highway Program

Philadelphia

MPMS# 57904 **PA 291, Platt Bridge Over Schuylkill River SR:0291**

AQ Code S19 **LIMITS** Over Schuylkill River

IMPROVEMENT: Bridge Repair/Replacement

Not SOV Capacity Adding **MUNICIPALITIES:** Philadelphia City

Adding Subcorr(s): 6B **PROJECT MANAGER:** Gannett/VAG

Est Let Date: 1/27/2011

The project proposes to rehabilitate the existing structure and improve the north-bound ramp merge with the I-95 east-bound ramp to the south of the bridge. The bridge is a total length of 8,780 feet. The proposed rehabilitation includes deck joint repair, pier structure concrete repair, guiderail repair, impact attenuator replacement, pedestrian railing repair, and deck slab concrete repair.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
ROW	916	265											
UTL	916	265											
CON	BOO			14,332									
CON	185			3,583									
CON	BOO				17,600								
CON	185				4,400								
		530	0	17,915	22,000	0	0	0	0	0	0	0	0
		Total FY2011-2014		40,445		Total FY2015-2018			0	Total FY2019-2022			0

Pennsylvania - Highway Program

Philadelphia

MPMS# 61712

North Delaware Riverfront Greenway/Heritage Trail/K&T Line Item

AQ Code A2

LIMITS North Delaware Riverfront

IMPROVEMENT: Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City

Not SOV Capacity Adding

Adding Subcorr(s): 4B

PROJECT MANAGER: EE/DVRPC/RG

Est Let Date: 2/9/2012

The PA Environmental Council is the sponsor of a multi-use trail (aka "North Delaware River East Coast Greenway" or "Delaware River Heritage Trail" or "Bridesburg Trail" or "Kensington & Tacony Trail"), which entails a bike/pedestrian trail along the Delaware riverfront. The trail consists of four main sections and this line item (MPMS #61712) contains funding for all 4 sections, to be broken out at the appropriate time. Additionally, MPMS #79830 was awarded TIGER funding for a connecting segment of the trail.

- Section 1/N Del Riverfront Greenway/Delaware River Heritage Trail, Lewis to Old Frankford Creek (MPMS #79830): approximately two miles long, this portion of the trail will begin at Lewis Street, cross the Frankford Creek, travel east to the Delaware River and run north along the river's edge to Old Frankford Creek.

- Section 2/N Del Riverfront Greenway/Kensington & Tacony, Old Frankford Creek to Milnor/Disston Street (MPMS #61712): approximately two miles long, it entails a 12-foot wide multi-use trail within the approximate 30-foot wide Kensington & Tacony right-of-way along the North Delaware River waterfront in Philadelphia. This trail is assumed to follow the alignment of the old centerline of the Kensington & Tacony Railroad and includes a connection to Tacony Street.

- Section 3/N Del Riverfront Greenway/Delaware River Heritage Trail, Milnor/Disston to Pennypack Creek (MPMS #79832): approximately two miles long, the trail will begin at Milnor Street/ Disston Street, continues north to the Tacony Boat Launch and Quaker City Yacht Club, then east along the river's edge to the Pennypack Creek.

- Section 4/N Del Riverfront Greenway/Delaware River Heritage Trail, Pennypack Creek to Linden Ave (MPMS #79833): approximately two miles long, the trail will begin at Pennypack Creek, run west of the Fire Academy out to State Road along the Baxter Water Treatment Plant, and returns to the river at Linden Avenue where it will loop through Pleasant Hill Park.

Funding made available for the 4 sections:

CON \$500,000 TE W/TOLL CREDIT from 2000 TE Selection Round, funds drawn from MPMS #64984

SECTION 115 - \$750,000

SAFETEA DEMO #363, PA ID# 671 - \$500,000

SAFETEA DEMO #4805, PA ID# 615 - \$3 MILLION

SAFETEA DEMO #2649, PA ID# 464 - \$8 MILLION

Additional TIGER FUNDING - \$1.5 million for MPMS #90482.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
ERC	SXF	3,000											
ERC	SXF	431											
ERC	SXF		8,000										
ERC	CMAQ		1,000										
CON	STE	500											
		3,931	9,000	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014		12,931		Total FY2015-2018			0	Total FY2019-2022			0

Pennsylvania - Highway Program

Philadelphia

MPMS# 61714

Manayunk Canal Restoration

AQ Code X12

LIMITS Manayunk Canal

IMPROVEMENT: Other

Not SOV Capacity Adding

MUNICIPALITIES: Philadelphia City

Adding Subcorr(s): 3B

PROJECT MANAGER: EE/DVRPC/RG

No Let Date

Design for historic restoration of portions of the sluice house and improvements to locks #68, 69, and 70.
\$214,000 TE for FD. \$54,000 Local for FD.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STE												
		0	0	0	0	0	0	0	0	0	0	0	0
Total FY2011-2014		0				Total FY2015-2018				0			
										Total FY2019-2022			
										0			

MPMS# 61717

Fairmount Water Works Dock

AQ Code X12

LIMITS At Fairmount Water Works

IMPROVEMENT: Bicycle/Pedestrian Improvement

Not SOV Capacity Adding

MUNICIPALITIES: Philadelphia City

Adding Subcorr(s): 3A

PROJECT MANAGER: EE/DVRPC/RG

No Let Date

Reconstruction of the ferry dock at the Fairmount Water Works, to restore marine transportation to the lower Schuylkill River.
\$400,000 TE for CON

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STE												
		0	0	0	0	0	0	0	0	0	0	0	0
Total FY2011-2014		0				Total FY2015-2018				0			
										Total FY2019-2022			
										0			

MPMS# 62694

Passyunk Avenue Drawbridge Over the Schuylkill River SR:3019

AQ Code S7

LIMITS Over Schuylkill River

IMPROVEMENT: Bridge Repair/Replacement

Not SOV Capacity Adding

MUNICIPALITIES: Philadelphia City

Adding Subcorr(s): 3A, 6B, 6C

PROJECT MANAGER: Gannett/PTL

Est Let Date: 4/3/2014

The project consists of rehabilitation of the drawbridge carrying Passyunk Avenue over the Schuylkill River. The main objective of the proposed rehabilitation project is to restore operational integrity to the existing four-leaf bascule span. While staged repairs and restoration are being made to the bascule span, any preventive maintenance or strengthening/retrofit work will also be performed on the approach spans.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	916												
		0	0	0	0	11,942	0	0	0	0	0	0	0
Total FY2011-2014		0				Total FY2015-2018				0			
										Total FY2019-2022			
						11,942				0			

DVRPC FY 2011-2014 TIP for PA

Pennsylvania - Highway Program

Philadelphia

MPMS# 62717

Lehigh Avenue West Signal Modernization SR:2014

AQ Code 2020M

LIMITS Ridge Avenue to Broad Street

IMPROVEMENT: Signal/ITS Improvements

Minor SOV Capacity

MUNICIPALITIES: Upper North Philadelphia; Lower North Philadelphia

Adding Subcorr(s):

PROJECT MANAGER: TWB/VLF

Est Let Date: 1/15/2012

14A, 15A

Signal modernization (18 intersections), minor roadway improvements, pavement markings and related work. This project location is included in Philadelphia's Bike Network and is rated BF (Bike Friendly - wide shoulders or lanes).

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	CAQ		3,060										
CON	LOCAL		765										
		0	3,825	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014		3,825		Total FY2015-2018			0	Total FY2019-2022			0

Pennsylvania - Highway Program

Philadelphia

MPMS# 64844

30th Street Bridges (6) Over Amtrak's Northeast Corridor Rail Lines SR:8012

AQ Code S19

LIMITS Over Amtrak's Northeast Corridor Rail Lines, 30th

IMPROVEMENT: Bridge Repair/Replacement

Not SOV Capacity Adding

MUNICIPALITIES: West Philadelphia

Adding Subcorr(s): 3A

PROJECT MANAGER: AECOM/DD

Est Let Date: 9/16/2010

This project includes the rehabilitation of 6 roadway structures and pedestrian improvements located around the Philadelphia 30th Street Station area and over Amtrak's Northeast Corridor rail lines area: on the north (1 structure along Arch Street); west (2 structures along 30th Street); and south (1 structure along Market Street and 1 along "Little" Market Street) sides of the station building, as well as 1 structure on Chestnut Street between 30th street and Schuylkill Avenue West.

Work includes the replacement of the deck joints, new seals and possible extension of the joints, repairing or replacing the concrete deck surfaces as necessary, providing a bituminous overlay, and making repairs to structural members which have been identified as suffering from fatigue cracks. Painting of existing structural steel is also included. The roadway surface and drainage capabilities will be improved on Market, Little Market and Chestnut Streets. On Arch Street and 30th Streets, this project will only address rehabilitation of the substructures

Streetscape components such as curbs, sidewalks, benches, plantings, lighting, and bike racks will be included in this project in the "Station Square" area along the south and east sides of the station, as well as along Chestnut Street between 29th and 30th Streets.

The Chestnut Street Bridge over Amtrak/I-76/30th Street will be included in this project and is a 10 span bridge composed of 9 spans of composite continuous built-up stringers supported on built up column bents and a single supported span of the same type. The bridge is individually eligible for listing in the National Register. Design for this component was included in MPMS #17816.

Potential tie-ins to nearby bike trails will also be examined. The roadways surrounding the 30th Street Station complex are built on structure in order to accommodate the railroad tracks (AMTRAK) and roadway (I-76) that pass beneath. No changes in the horizontal or vertical geometry are anticipated therefore there will be no changes in either the horizontal or vertical clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
ROW	185	563											
UTL	185	1,061											
CON	BOO	10,300											
CON	185	2,404											
CON	BOO		10,300										
CON	185		2,404										
CON	BOO			10,300									
CON	185			2,404									
		14,328	12,704	12,704	0	0	0	0	0	0	0	0	0
		Total FY2011-2014			39,736	Total FY2015-2018			0	Total FY2019-2022			0

Pennsylvania - Highway Program

Philadelphia

MPMS# 65915 *Pennsylvania Avenue Bicycle/Pedestrian Improvements*

AQ Code A2 **LIMITS** 22nd Street to 27th Street

IMPROVEMENT: Bicycle/Pedestrian Improvement

Not SOV Capacity Adding
MUNICIPALITIES: Philadelphia City

Adding Subcorr(s):
PROJECT MANAGER: TWB/VLF

No Let Date

Pedestrian facilities will be enhanced with the improvement of crosswalks and various traffic calming techniques that will create a more pedestrian-friendly environment. This corridor is adjacent to the Philadelphia Museum of Art. CON \$960,000 TE

This project location is included in Philadelphia's Bike Network and is rated BL (has a formal Bike Lane).

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STE	0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014				Total FY2015-2018				Total FY2019-2022			
		0				0				0			

Pennsylvania - Highway Program

Philadelphia

MPMS# 68067

Tidal Schuylkill River Greenway & Trail/Boardwalk (TIGER)

AQ Code X7

LIMITS South Street Bridge/Boardwalk to Locust Street

IMPROVEMENT: Bicycle/Pedestrian Improvement

Not SOV Capacity Adding

MUNICIPALITIES: Philadelphia City

Adding Subcorr(s): 3A

PROJECT MANAGER: Gannett/SAN

Est Let Date: 7/14/2011

Phase IIIB of the Schuylkill River Park Trail will consist of the proposed construction of an approximately 2,200-foot long boardwalk extension of the existing multi-use Schuylkill River Park Trail. The Schuylkill River Park Trail, administered by the Schuylkill River Development Corporation, is envisioned as a continuous trail on the east bank of the lower Schuylkill River extending southward from the Fairmount Water Works to Fort Mifflin on the Delaware River. The existing portion of the trail is entirely land-based and runs from Fairmount Water Works to a cul-de-sac south of the Walnut Street Bridge, approximately in line with Locust Street. At its northern terminus, the Schuylkill River Park Trail connects to the Schuylkill River Trail, part of the Pennsylvania Greenway Plan. The Project proposes to extend the trail overland about 200' further south until there is no longer adequate room between the river and the adjacent CSX railroad right-of-way to accommodate the trail on land. At this point, a multi-use boardwalk/bridge will be built over the river approximately 25' from and parallel to the existing riverbank bulkhead and run southward about 2,000' to the stair tower proposed as part of the new South Street Bridge. The land portion of the new trail extension will be a landscaped asphalt trail, and the over-water portion will be an elevated boardwalk-type structure supported on river piers. The elevated trail section must be wide enough to accommodate motorized emergency and small maintenance vehicles (about 15').

As a result of the 2002 DVRPC competitive CMAQ Program, \$400,000 CMAQ funds was used for engineering. Schuylkill River Development Corporation (SRDC) is the project sponsor.

Funding for this project was provided through the TIGER program - Transportation Investment Generating Economic Recovery. TIGER award of \$6.2 million (CTDG noted below) has been combined with \$1.344 million SAFETEAL LU DEMO PA-ID #383, \$2.150 million state RCAP, and \$1 million TE to be drawn from MPMS #64984 at the appropriate time for a for a \$10.694 million construction phase. Projects awarded TIGER funds: 68067, 74824, 81584, 90141, 90144, 90180, 90482.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	TOLL													
CON	SXF	1,344												
CON	OTH	2,150												
CON	STE													
CON	CTDG		6,200											
		3,494	6,200	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			9,694	Total FY2015-2018				0	Total FY2019-2022			0

DVRPC FY 2011-2014 TIP for PA

Pennsylvania - Highway Program

Philadelphia

MPMS# 68072 *PATCO Directional Signage, Philadelphia*

AQ Code X11 **LIMITS** Philadelphia PATCO Stations

IMPROVEMENT: Transit Improvements

Not SOV Capacity Adding **MUNICIPALITIES:** Philadelphia City

Adding Subcorr(s): 10A, 14A **PROJECT MANAGER:** EE/DVRPC/JB

Est Let Date: 8/18/2011

As a result of the 2002 DVRPC competitive CMAQ Program, \$100,000 CMAQ funds will be programmed in the future as appropriate for design and installation of a marketing program to provide new signage for travelers to and from Philadelphia PATCO stations. This is an effort to increase off-peak ridership and to improve the daily commuter travel experience, thereby attracting travelers who would otherwise have used an automobile for the trip.

(CMAQ ID# PA02-041) (See MPMS #48201 for other projects selected as part of the 2002 competitive Program.)

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	CMAQ	105												
CON	LOCAL	26												
		131	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			131	Total FY2015-2018				0	Total FY2019-2022			0

Pennsylvania - Highway Program

Philadelphia

MPMS# 69828

Market Street Bridges (2) Over Schuylkill River and CSX Railroad (MSB) SR:3010

AQ Code S19

LIMITS Over Schuylkill River and CSX Railroad

Not SOV Capacity Adding

IMPROVEMENT: Bridge Repair/Replacement

Adding Subcorr(s): 3A, 7A, 10A

MUNICIPALITIES: Center City Philadelphia; West Philadelphia

PROJECT MANAGER: AECOM/DD

Est Let Date: 4/3/2014

The project involves rehabilitating/replacing the bridges carrying Market Street (SR 3010) over the Schuylkill River and CSX Railroad. The project includes the repairing and patching of the parapets and sidewalks as needed, replacement/repair of the deck and beams, and replacement of cobrahead lighting. The CSX bridge may be replaced. The bridge is structurally deficient due to severe rust in in the substructure and spalling in the superstructure.

The bridge carries an arterial city street with sidewalks over electrified tracks and an expressway on the south side of 30th Street Station. This project does not involves the Amtrak bridge, but does include the bridges that span the Schuylkill River and CSX railroad.

The 2 span, 361'-long concrete encased steel arch bridge over the Schuylkill River was built in 1932 is finished with limestone spandrel walls and fascia rings. Concrete urn-shaped balustrades and statues decorate the structure, although a quadrant of the balustrade has been filled with concrete. The bridge is significant as a contributing resource to the 30th Street Station Historic District. This bridge was previously determined eligible for listing in the National Register.

The 4 span, 216' long built up deck girder bridge over CSX railroad, built in 1932, is supported on concrete abutments and three steel pier bents, of which two are encased in concrete. This bridge was previously determined ineligible for listing in the National Register.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	185		1,326										
PE	185			1,326									
FD	185				4,637								
ROW	916					1,267							
UTL	185					4,776							
CON	BOO						24,597						
CON	185						6,149						
		0	1,326	1,326	4,637	6,043	30,746	0	0	0	0	0	0
Total FY2011-2014		7,289			Total FY2015-2018		36,789		Total FY2019-2022				0

Pennsylvania - Highway Program

Philadelphia

MPMS# 69909 *Willits Road Bridge Over Wooden Bridge Run SR:1011*

AQ Code S19

LIMITS Over Wooden Bridge Run

IMPROVEMENT: Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

Not SOV Capacity Adding

Adding Subcorr(s): 5H

PROJECT MANAGER: EE/JMD

Est Let Date: 2/6/2014

This project involves rehabilitating the bridge carrying Willits Road (S.R. 1011) over Wooden Bridge Run in the City of Philadelphia. The purpose of the project is to extend the service life of the existing structure. The existing structure has severely rusted components, large open spalls exposing rusted reinforced steel, and cracks with efflorescence. Rehabilitation will include replacing the existing superstructure and R.C. overlay. Upgrades to the guiderail approaches should also be included in the project.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	BND	530											
ROW	BND			225									
UTL	916			225									
CON	BND				2,434								
		530	0	450	2,434	0	0	0	0	0	0	0	0
		Total FY2011-2014			3,414	Total FY2015-2018			0	Total FY2019-2022			0

MPMS# 69913

Grays Ferry Avenue Bridge Over Schuylkill River SR:3021

AQ Code S19

LIMITS Over Schuylkill River

IMPROVEMENT: Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

Not SOV Capacity Adding

Adding Subcorr(s): 10A

PROJECT MANAGER: Gannett/CS

Est Let Date: 11/6/2014

The purpose of this project is to extend the service life of the bridge. The existing bridge's pier caps are missing welds and members and have minor section loss.

This bridge rehabilitation project is located on Grays Ferry Avenue (S.R. 3021) between Woodland Avenue and 34th Street in the City of Philadelphia. The existing bridge upholds the two lanes for each approach of Grays Ferry Avenue over the Schuylkill River, which flows in a southerly direction.

The 3-span, 155'-long and BO'-wide, encased steel stringer bridge is composed of a three-span 46'-59'-46' continuous-cantilever main span. The suspended section of the center span has ship-lap connections. The bridge is supported on concrete abutments and column bents with partial crash walls. The bridge was built in 1976.

This project involves rehabilitating the pier caps on the bridge that crosses the Schuylkill River and Amtrak railway tracks. The project may also require minor deck repairs due to the spalling. This bridge has bike lanes.

TOLL CREDIT

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	185	1,326											
FD	185			1,688									
ROW	BND				580								
UTL	BND				696								
CON	STU					11,069							
		1,326	0	1,688	1,276	0	11,069	0	0	0	0	0	0
		Total FY2011-2014			4,290	Total FY2015-2018			11,069	Total FY2019-2022			0

DVRPC FY 2011-2014 TIP for PA

Pennsylvania - Highway Program

Philadelphia

MPMS# 70014 **Center City Signal Improvements (North) - Phase III**

AQ Code 2020M **LIMITS** Spring Garden Street to Market Street

IMPROVEMENT: Signal/ITS Improvements

Minor SOV Capacity **MUNICIPALITIES:** Philadelphia City

Adding Subcorr(s): **PROJECT MANAGER:** TWB/VLF

Est Let Date: 1/15/2012

10A

This is the final phase of the city's efforts to install a computerized traffic signal system throughout Center City Philadelphia. This phase (CCSIP3) will expand the project into the northeast and northwest quadrants of Center City, with limits from Spring Garden Street to Market Street, between the Delaware and Schuylkill Rivers. See MPMS # 17579 for Phase 1, and MPMS #17655 for Phase 2.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	CMAQ	127											
FD	LOCAL	32											
CON	CMAQ		5,047										
CON	LOCAL		1,009										
CON	CMAQ			5,647									
CON	LOCAL			1,412									
		159	6,056	7,059	0	0	0	0	0	0	0	0	0
		Total FY2011-2014		13,274		Total FY2015-2018			0	Total FY2019-2022			0

Pennsylvania - Highway Program

Philadelphia

MPMS# 70220

AQ Code A2

Not SOV Capacity Adding

Adding Subcorr(s): 3A, 10A

Schuylkill River Park Bicycle/Pedestrian Ramp

LIMITS Schuylkill River Park Trail to South Street Bridge

IMPROVEMENT: Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER: CONSTR

Est Let Date: 9/25/2008

The project consists of the construction of an approximately 2,200-foot long extension of the Schuylkill River Park Trail. An existing paved walkway trail currently terminates at a cul-de-sac south of the Walnut Street Bridge, approximately in line with Locust Street. The Project proposes that the walkway be extended overland several hundred feet further south until there is no longer adequate room between the river and the adjacent CSX railroad right-of-way to accommodate the trail on land. At this point a walkway bridge will be built over and parallel to the river approximately twenty feet from the existing bank, and it will extend to the stair tower proposed as part of the new South Street Bridge. The land portion of the new trail extension will be a landscaped asphalt trail and the over-water portion will be an elevated boardwalk type structure supported on river piers. The elevated trail section must be wide enough to accommodate emergency and maintenance vehicles. The ramp will provide a safe southern terminus point as access for park visitors and will create a safe link for pedestrians and bicyclists between the Schuylkill River Park project (MPMS #17754 is complete) and the South Street Bridge (also see MPMS #17724).

The Schuylkill River Park Ramp is intended principally for transportation purposes, including trips to work, school, shops, medical facilities and other services. This phase of the project will connect the completed portion of the trail (MPMS#17754) to the newly reconstructed South Street Bridge (MPMS 17724). It will allow users to quickly and efficiently access Philadelphia's two largest business districts, Center City and University City, which are connected by the South Street Bridge. The project is a component of the Schuylkill River Trail which will ultimately connect to the Chester Valley Trail and Trail Connection (MPMS #14663, 14675, and 16705) in Montgomery and Chester Counties as well as the East Coast Greenway to provide an extensive trail network through the DVRPC region.

TOLL CREDIT

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	CMAQ*	1,000											
		1,000	0	0	0	0	0	0	0	0	0	0	0
Total FY2011-2014		1,000		1,000		Total FY2015-2018		0		Total FY2019-2022		0	

MPMS# 70243

AQ Code X9

Not SOV Capacity Adding

American Street Streetscape

LIMITS Girard Avenue to Lehigh Avenue

IMPROVEMENT: Streetscape

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER: TWB/VLF

Est Let Date: 3/15/2016

This is an industrial corridor with plentiful local truck traffic. Streetscape improvements including curbing, paving, crosswalks, traffic management, landscaping and lighting. American Street between Girard and Lehigh Avenues is classified as an urban collector on the Federal Functional Classification System.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	STU		87										
FD	LOCAL		22										
CON	STU							5,371					
CON	LOCAL							1,343					
		0	109	0	0	0	0	6,714	0	0	0	0	0
Total FY2011-2014		109		109		Total FY2015-2018		6,714		Total FY2019-2022		0	

DVRPC FY 2011-2014 TIP for PA

Pennsylvania - Highway Program

Philadelphia

MPMS# 71210

West Bank Greenway/Philadelphia Zoo Multipurpose Trail SR:0013

AQ Code A2

LIMITS Along 34th Street and Zoological Drive, 34th Stree

Not SOV Capacity Adding

IMPROVEMENT: Bicycle/Pedestrian Improvement

Adding Subcorr(s): 3A, 7A

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER: EE/DVRPC/RG

No Let Date

The Philadelphia Zoo proposes to develop the missing link of the West Bank Greenway between Fairmount Park and West Philadelphia along the perimeter of the Zoo. This landscaped section of pedestrian/bicycle improvements will be a key link in the Schuylkill River Trail and Heritage Corridor.

\$904,625 TE funds were approved during the FY2004 project selection process, to be programmed at the appropriate time, drawing funds from MPMS #64984.

The following phases will be funded locally:

PE - \$31,000
FD - \$155,000

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022		
CON	STE														
		0	0	0	0	0	0	0	0	0	0	0	0		
Total FY2011-2014		0			Total FY2015-2018				0				Total FY2019-2022		0

Pennsylvania - Highway Program

Philadelphia

MPMS# 72597

Ben Franklin Bridge Philadelphia Operational Improvement

AQ Code 2013M

LIMITS Vine Street, Benjamin Franklin Bridge to 9th Stree

IMPROVEMENT: Other

Minor SOV Capacity

MUNICIPALITIES: Philadelphia City

Adding Subcorr(s):

PROJECT MANAGER: AECOM/MG

LRPID:22

No Let Date

3A, 10A, 15A

The Ben Franklin Bridge interfaces with a complex network of streets, highway segments, and signalized intersections on the west end of the bridge and Vine Street.

The project will provide for improvements to the Broad Street ramp of the Vine Street Expressway (I-676), signage improvements WB on the Ben Franklin Bridge, and development of Real Time Travel Information (TMC).

Improvements to the Broad Street ramp will be completed in two phases. Phase 1 of the improvements to the Broad Street ramp will provide a second travel lane from the Vine Street Expressway westbound off-ramp to 15th Street southbound with the goal of reducing the existing queue. This also includes the reconfiguration of the ramp tie-in to 15th Street, as well as the repaving of 15th Street to the Vine Street intersection. Phase 2 will provide a new connection from the Broad Street ramp to the intersection at Callowhill Street. This connection provides another option for traffic heading towards the western area of Center City as well as traffic heading north of the Vine Street corridor. The goal is to reduce traffic congestion at the intersection of 15th Street and Vine Street, with the anticipation that this will reduce queues on the ramp and expressway. Additionally, traffic signals will be installed at the intersections of 15th and Callowhill Streets, and at the new ramp and Callowhill St.

Signage improvements will be applied westbound on the Benjamin Franklin Bridge to assist drivers as they exit the bridge, and will include 15 static overhead guide signs which are located on the bridge gantries. At least one dynamic message sign will also be proposed for the gantry area.

The project will also include the development and operation of TMC, device installation, and agency coordination activities. The result would be real time information on congestion, speed, travel times, and travel related incidents distributed to motorists using changeable message signs, websites, highway advisory radio, and electronic notification.

Section 115 funds PA ID#251- \$5 million total (\$1 million used for study/alternatives analysis)

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	SXF	400											
CON	SXF	3,350											
		3,750	0	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014		3,750		Total FY2015-2018		0		Total FY2019-2022		0	

MPMS# 72793

Market Street Bridge Over Schuylkill River Enhancement SR:3010

AQ Code A2

LIMITS Over Schuylkill River and Amtrak

IMPROVEMENT: Streetscape

Not SOV Capacity

MUNICIPALITIES: Philadelphia City

Adding

PROJECT MANAGER: CONSTR

Act/ Let Date: 12/11/2008

Adding Subcorr(s):

3A, 10A

The project which will add pedestrian enhancements to the Market Street Bridge over the Schuylkill River including improved lighting, balustrades, signage, and a portal to the Schuylkill River Park entrance. This project received \$250,000 of Section 115 funds.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STE*	200											
		200	0	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014		200		Total FY2015-2018		0		Total FY2019-2022		0	

Pennsylvania - Highway Program

Philadelphia

MPMS# 72996

Philadelphia School Zone Safety Improvements (HTSSRS)

AQ Code A2

LIMITS Vicinity of Philadelphia District Schools

IMPROVEMENT: Bicycle/Pedestrian Improvement

Not SOV Capacity Adding

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER: CONSTR

Actl Let Date: 12/3/2009

The Home Town Streets/Safe Routes to School (HTSSRS) programs are intended to improve the quality of life in our communities. Projects aim to encourage reinvestment in and redevelopment of our downtowns, and to establish safe walking routes for children to commute to school where feasible.

This project will entail construction for the installation of crosswalks, 15 miles per hour school flashers and related signage at selected schools in the City of Philadelphia. Pedestrian safety brochures will also be printed and distributed to students. This project is a companion project to MPMS #74828, which provides for design and construction

This project was recommended in the spring of 2005 for funding through the HTSSRS program. \$1 million funding will be drawn down at the appropriate time.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	STE*	500												
		500	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			500	Total FY2015-2018				0	Total FY2019-2022			0

MPMS# 73012

Frankford Avenue Streetscape Improvements (HTSSRS)

AQ Code A2

LIMITS Girard Avenue to Lehigh Avenue

IMPROVEMENT: Streetscape

Not SOV Capacity Adding

MUNICIPALITIES: Philadelphia City

Adding Subcorr(s): 4B, 5G

PROJECT MANAGER: CONSTR

Actl Let Date: 10/1/2009

The Home Town Streets/Safe Routes to School (HTSSRS) programs aim to encourage reinvestment in and redevelopment of our downtowns, and to establish safe walking routes for children to commute to school.

This project will involve streetscape improvements along Frankford Avenue between Girard Avenue and Lehigh Avenue in the City of Philadelphia. Improvements will include new sidewalk and curbing, street lightning, signage, bicycle amenities and community gateways facilities. New Kensington CDC is the sponsor of the project. See MPMS #77465

This project was recommended in the spring of 2005 for funding through the HTSSRS program. \$920,000 funding will be drawn down at the appropriate time.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	STE*	400												
		400	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			400	Total FY2015-2018				0	Total FY2019-2022			0

Pennsylvania - Highway Program

Philadelphia

MPMS# 74823

Philadelphia Zoo Intermodal Transportation Center

AQ Code 20130

LIMITS Vicinity of Philadelphia Zoo

Not SOV Capacity Adding

IMPROVEMENT: Transit Improvements

Adding Subcorr(s): 7A

MUNICIPALITIES:

PROJECT MANAGER: B. Sharp Pub Transit

No Let Date

The Philadelphia Zoo plans to develop Inter-modal transportation improvements in coordination with the Philadelphia Streets department. The project will improve traffic flow, parking conditions, links to public transportation, and public safety.

The project has four key components: augmentation of public transportation options by providing a shuttle that connects the Inter-modal Center to 30th Street Station and to other rail and bus lines; consolidation of Zoo parking through the creation surface parking lots accommodating 385 cars on Girard Ave; improvements to the surface parking lot at 38th Street and Girard Avenue, 34th street and Zoological Drive; Streetscape improvements on Girard avenue and 34th street to address deteriorated pedestrian circulation system and support the Inter-modal transportation center and link to other pedestrian and bikeway systems in the area.

The estimated total cost of the project is \$13.7 million. The project received \$4,180,000 provided by a FTA earmark (PA ID #22), and \$3 million provided by two FHWA earmarks (\$2,000,000, PA ID #606) and (\$1,000,000, PA ID 662). The balance of the cost (\$6,520,000) will be funded locally by the City of Philadelphia and the Philadelphia Zoo. FHWA funds will be flexed to FTA (PA-04-0045-01) who will serve as the project manager.

This project accounts for the FHWA Earmarks
See MPMS# 84473 (FTA funds)

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	SXF	120											
FD	LOCAL	34											
CON	SXF	3,000											
CON	LOCAL	750											
		3,904	0	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014		3,904		Total FY2015-2018			0	Total FY2019-2022			0

Pennsylvania - Highway Program

Philadelphia

MPMS# 74824

Walnut Street Gateway Improvements (TIGER)

AQ Code X9

LIMITS Walnut Street Bridge and Schuylkill Avenue

IMPROVEMENT: Streetscape

Not SOV Capacity Adding

MUNICIPALITIES:

Adding Subcorr(s): 10A

PROJECT MANAGER: AECOM/JD

Est Let Date: 7/28/2011

Design and the construction of operational, structural, and aesthetic improvements to the Walnut Street Bridge and Schuylkill Avenue. Improvements will include streetscape, crosswalk, curb, and sidewalk improvements. Schuylkill River Development Corporation (SRDC) is the project sponsor. SAFETEA DEMO #4815/PA ID #625 plus \$1 MILLION SAFETEA DEMO #35/PA ID# 665- \$700,000 (total remaining balance \$1,581,639). This is one in a series of projects sponsored by SRDC to improve access to and the aesthetics of the Schuylkill River through Center City Philadelphia.

Funding for this project was provided through the TIGER program - Transportation Investment Generating Economic Recovery. TIGER award of \$1.740 million (CTDG noted below) has been combined with \$1.462 million DEMO funds for a \$3.202 million construction phase. Projects awarded TIGER funds: 68067, 74824, 81584, 90141, 90144, 90180, 90482.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	SXF	120											
CON	CTDG	1,740											
CON	SXF		1,462										
		1,860	1,462	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014		3,322		Total FY2015-2018			0	Total FY2019-2022			0

MPMS# 74828

American Cities/Safe Routes to School - Phase 3

AQ Code S6

LIMITS City-wide

IMPROVEMENT: Bicycle/Pedestrian Improvement

Not SOV Capacity Adding

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER: TWB/VLF

Est Let Date: 4/4/2014

This project will provide for the installation of school flashers, pedestrian bumpouts, and crosswalks at various locations throughout the city. The project is the third phase of the City's Safe Routes to School project.

Construction (Phase I and II) were to be funded by the companion project, MPMS #72996. This project (Phase III) will provide for design as well as construction.

SAFETEA DEMO ID #2622, PA ID# 460- \$3.2 MILLION

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	SXF	320											
PE	LOCAL	80											
FD	SXF		320										
FD	LOCAL		80										
CON	SXF				2,560								
CON	LOCAL				640								
		400	400	0	3,200	0	0	0	0	0	0	0	0
		Total FY2011-2014		4,000		Total FY2015-2018			0	Total FY2019-2022			0

Pennsylvania - Highway Program

Philadelphia

MPMS# 74829

Schuylkill River Park Rail Crossings

AQ Code S1

LIMITS At Race Street and Locust Street

Not SOV Capacity Adding

IMPROVEMENT: Bicycle/Pedestrian Improvement

Adding Subcorr(s): 10A

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER: TWB/VLF

Est Let Date: 10/21/2010

The project will include the construction of two (2) at grade rail crossings over the CSX rail line to access the Schuylkill River Park in Philadelphia. The at grade crossings will be located at Race Street and Locust Street and will create a safe link for pedestrian and bicyclists between the Schuylkill River Park project (MPMS #17754) and Center City. Any additional funds required to complete the project will be provided locally.

SAFETEA-LU Earmark (ID 4829/PA ID 639) \$600,000

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	SXF	600												
CON	TOLL													
		600	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			600	Total FY2015-2018				0	Total FY2019-2022			0

MPMS# 74831

Cresheim Valley Drive Revitalization

AQ Code S10

LIMITS Cresheim Road to Stenton Avenue

IMPROVEMENT: Roadway Rehabilitation

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER: TWB/VLF

Est Let Date: 7/14/2011

This project involves the restoration, resurfacing and reconstruction of Cresheim Valley Drive from Cresheim Road to Stenton Avenue. The project will be let in conjunction with CW101 MPMS#72946. All street segments will be resurfaced with bituminous material. The existing inlets and lateral connections to the Cresheim Creek will be replaced with inlets. Also, the pipe that connects one of the inlets to the creek through the culvert beneath Lincoln Drive Bridge will be replaced with a new RCP with a new connection to the culvert. Rock lining will be provided on the street side slope of the creek. Concrete barrier and moment slab will be installed along the Cresheim Creek side. New concrete curb and guiderail will be installed on the opposite side of Cresheim Creek. In addition, the scour area under the bridge will be repaired as a part of this project.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	SXF*	769												
		769	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			769	Total FY2015-2018				0	Total FY2019-2022			0

Pennsylvania - Highway Program

Philadelphia

MPMS# 74833

Frankford Avenue/Mayfair Streetscape Improvements SR:0013

AQ Code X9

LIMITS Cottman Avenue to Harbison Avenue

IMPROVEMENT: Streetscape

Not SOV Capacity Adding

MUNICIPALITIES: Philadelphia City

Adding Subcorr(s): 4B, 5G

PROJECT MANAGER: CONSTR

Actl Let Date: 9/10/2009

The project will include streetscape improvements such as pedestrian signals, sidewalks, bumpouts, trees, street furniture, angle parking, pavement markings, median islands, and decorative pavement markings on Frankford Ave between Harbison Road and Cottman Avenue. The project will be completed in conjunction with Mayfair CDC, who plans to revitalize Frankford Avenue from Harbison Avenue to Cottman Avenue, specifically in the vicinity of the Devon Theater and other surrounding businesses. Any additional funds required to complete the project will be provided locally.

SAFETEA-LU Earmark- (ID 2935/PA ID 484) \$1 Million, PA

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	SXF*	96												
		96	0	0	0	0	0	0	0	0	0	0	0	
Total FY2011-2014		96			Total FY2015-2018				0	Total FY2019-2022				0

MPMS# 74841

PRPA Access Project

AQ Code NRS

LIMITS South Philadelphia Port

IMPROVEMENT: Other

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER:

No Let Date

This project will assist in the relocation of the Packer Avenue Marine Terminal Gate in order to remove conflicting traffic movements on Delaware Avenue, enhance safety, enhance security, and reduce confusion. PRPA is currently reviewing options such as the partial or full closure of the east-side service road, commonly called 'Old Delaware Avenue', south of Oregon Avenue, and the location of gatehouses/checkpoints on currently-unused roadways and/or parcels are being explored.

PRPA will undertake a locally funded combined preliminary/final design effort which will develop the overall plan/recommended course of action. This will include provisions for possible future roadway extensions/access to the Navy Yard and the proposed Southport complex. Possible direct connections to I-95 at the Walt Whitman Bridge interchange will be identified but not included in the design effort as coordination with PennDOT efforts for planned reconstruction in future years will be necessary.

This project is funded by two SAFETEA-LU Earmarks:
 \$2,400,000 (PA ID# 314/FED ID# 0205)
 \$500,000 (PA ID 601/FED ID# 4791)

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
FD	LOCAL	400												
CON	DEMO		3,300											
CON	LOCAL		475											
		400	3,775	0	0	0	0	0	0	0	0	0	0	
Total FY2011-2014		4,175			Total FY2015-2018				0	Total FY2019-2022				0

Pennsylvania - Highway Program

Philadelphia

MPMS# 76870

Willow Grove Avenue Bridge Over SEPTA R8 Rail Line (CB) SR:7301

AQ Code S19

LIMITS Over SEPTA R8 Rail Line

Not SOV Capacity Adding

IMPROVEMENT: Bridge Repair/Replacement

Adding Subcorr(s): 15B

MUNICIPALITIES: Germantown-Chestnut Hill

PROJECT MANAGER: TSS/GANNETT

Est Let Date: 1/2/2014

The scope of work includes the removal of the existing structure and piers, the construction of new stone faced reinforces concrete abutments, reconstruction of the roadway approach and the construction of a new single span stringer bridge, concrete parapets and an electrification barrier over the SEPTA track. The bridge is currently closed to vehicular traffic.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	BOO		656										
FD	183		122										
FD	LOCAL		42										
UTL	STP					239							
UTL	185					45							
UTL	LOCAL					16							
CON	BOO						3,936						
CON	183						738						
CON	LOCAL						246						
		0	820	0	0	300	4,920	0	0	0	0	0	0
Total FY2011-2014		820			Total FY2015-2018			5,220		Total FY2019-2022			0

MPMS# 77452

Manayunk Canal Restoration - Phase III

AQ Code A2

LIMITS Manayunk Canal

Not SOV Capacity Adding

IMPROVEMENT: Bicycle/Pedestrian Improvement

Adding Subcorr(s): 15A

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER: EE/DVRPC/RG

No Let Date

This Phase III project involves the restoration of Philadelphia's most significant surviving remnant of the once great Schuylkill Navigation system. It includes restoring water flow to the canal, improving the hydrology in the canal & providing stabilization of the historic Sluice House.

Design for this project was funded under MPMS #61714 through the TE Program.

In the spring of 2006 this project was recommended for funding through the HTSSRS/TE Program. \$980,250 will be drawn from MPMS #64984 at the appropriate time.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STE	0	0	0	0	0	0	0	0	0	0	0	0
Total FY2011-2014		0			Total FY2015-2018			0		Total FY2019-2022			0

Pennsylvania - Highway Program

Philadelphia

MPMS# 77464

Chinatown Plaza Revitalization SR:2676

AQ Code X12

LIMITS At 10th Street and Vine Street

IMPROVEMENT: Streetscape

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER: CONSTR

No Let Date

Implement streetscape and traffic calming measures at the area of 10th and Vine Streets in the Chinatown neighborhood of Center City.

In the spring of 2006 this project was recommended for funding through the HTSSRS/TE Program. \$980,250 will be drawn from MPMS #64984 at the appropriate time.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STE	0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014				Total FY2015-2018				Total FY2019-2022			
		0				0				0			

MPMS# 77465

Frankford Avenue Improvement Plan (HTSSRS)

AQ Code X12

LIMITS Girard Avenue to Lehigh Avenue

IMPROVEMENT: Streetscape

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER: CONSTR

Actl Let Date: 10/1/2009

Not SOV Capacity Adding

Adding Subcorr(s): 4B

To improve the appearance and infrastructure on Frankford Avenue in Philadelphia. Improvements will be made to lighting, sidewalks, signage, bicycle amenities, and community gateway plantings.

In the spring of 2006 this project was recommended for discretionary funding through the HTSSRS/TE Program. \$920,000 will be drawn from MPMS #64984 at the appropriate time. New Kensington CDC is the sponsor of the project. See MPMS# 73012.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STE*	824											
		824	0	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014				Total FY2015-2018				Total FY2019-2022			
		824				0				0			

Pennsylvania - Highway Program

Philadelphia

MPMS# 77466 *Mid-East Girard Avenue Streetscape SR:2008*

AQ Code X12

LIMITS Susquehanna Street to 8th Street

IMPROVEMENT: Streetscape

Not SOV Capacity Adding

MUNICIPALITIES: Philadelphia City

Adding Subcorr(s): 4B, 14A, 15A

PROJECT MANAGER: CONSTR

No Let Date

The Mid-East Girard Avenue Streetscape Project will install new curbs, lights, sidewalks, bump-outs and trees along the corridor from Susquehanna to 8th Street.

In the spring of 2006 this project was recommended for funding through the HTSSRS/TE Program. \$1,000,000 will be drawn from MPMS #64984 at the appropriate time.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STE	0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014				Total FY2015-2018				Total FY2019-2022			
		0				0				0			

MPMS# 77467 *Fox Chase/Rockledge Streetscape, Philadelphia - Phase III SR:0232*

AQ Code X12

LIMITS At Shady Lane/Penn Avenue/Elm Avenue/Central Avenue

IMPROVEMENT: Streetscape

Not SOV Capacity Adding

MUNICIPALITIES: Rockledge Borough; Philadelphia City

PROJECT MANAGER: AECOM/JD

No Let Date

Streetscape improvements will enhance existing streetscape aesthetics, improve auto and pedestrian flow and access, encourage public transit ridership and create the overall safety necessary for a marketable, pedestrian friendly commercial district.

In the spring of 2006 this project was recommended for funding through the HTSSRS/TE Program. \$977,500 will be drawn from MPMS #64984 at the appropriate time.

The City of Philadelphia (sponsor of MPMS #77467), has agreed to a 50/50 split of awarded TE funds with Rockledge Borough (sponsor of MPMS #86361). MPMS #86361 has been programmed with \$488,750 for construction and is ready to advance. \$488,750 remain for MPMS #77467.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STE	0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014				Total FY2015-2018				Total FY2019-2022			
		0				0				0			

Pennsylvania - Highway Program

Philadelphia

MPMS# 77475

Philadelphia School Zone Safety Improvements (HTSSRS) - Phase 2

AQ Code A2

LIMITS Vicinity of Philadelphia District Schools

IMPROVEMENT: Streetscape

Not SOV Capacity Adding

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER: TWB/MW

No Let Date

Installation of bumpouts in approximately 17 school zones throughout the City of Philadelphia.

In the spring of 2006 this project was recommended for funding through the HTSSRS/TE Program. \$1,000,000 will be drawn from MPMS #64984 at the appropriate time.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STE	0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014				Total FY2015-2018				Total FY2019-2022			
		0				0				0			

MPMS# 77478

Schuylkill Trails/Dupont Crescent Bicycle & Pedestrian Trail (HTSSRS)

AQ Code A2

LIMITS South Street Bridge to Bartram's Garden

IMPROVEMENT: Bicycle/Pedestrian Improvement

Not SOV Capacity Adding

MUNICIPALITIES: Philadelphia City

Adding Subcorr(s): 3A, 6B, 10A

PROJECT MANAGER: CONSTR

No Let Date

The Schuylkill Trails Master Plan outlines a strategy for the development of a riverfront bicycle & pedestrian trail from the South Street Bridge to Bartram's Garden. The priority is to complete segments in city-owned parcels between the University Avenue Bridge (DuPont property) & Fed Ex. The trail will improve public access & link to existing street & bikeway connections. Also see MPMS #68067.

In the spring of 2006 this project was recommended for discretionary funding through the HTSSRS/TE Program. \$1,000,000 will be drawn from Statewide TE Line Item at the appropriate time.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STE	0	0	0	0	0	0	0	0	0	0	0	0
CON	TOLL												
		Total FY2011-2014				Total FY2015-2018				Total FY2019-2022			
		0				0				0			

Pennsylvania - Highway Program

Philadelphia

MPMS# 77479

Roxborough Streetscape Improvements (HTSSRS) SR:3009

AQ Code X12

LIMITS Ridge Avenue, South of Osborne Street to South of

IMPROVEMENT: Bicycle/Pedestrian Improvement

MUNICIPALITIES: Roxborough-Manayunk

Not SOV Capacity Adding

PROJECT MANAGER: AECOM/JD

Est Let Date: 4/14/2011

Adding Subcorr(s): 3A, 15A

Enhance the pedestrian, transit, and bicycle experience in this district so as to market the business district as a safe, fun and unique place to patrons and as an economically viable market place to investors. In the spring of 2006 this project was recommended for Discretionary TE funding through the HTSSRS/TE Program. \$886,020 will be drawn from MPMS #64984 at the appropriate time. Design is being funded locally.

SAFETEA LU ID #2832, PA ID # 477- \$800,000 was originally assigned MPMS #74838 and will be broken out if necessary.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	DEMO	800												
CON	STE													
CON	TOLL													
		800	0	0	0	0	0	0	0	0	0	0	0	
Total FY2011-2014		800			Total FY2015-2018				0			Total FY2019-2022		0

MPMS# 77485

Mill Creek Safe Routes to School

AQ Code X12

LIMITS 43rd Street/48th Street/Brown Street/Fairmount Ave

IMPROVEMENT: Streetscape

MUNICIPALITIES: Philadelphia City

Not SOV Capacity Adding

PROJECT MANAGER: AECOM/JD

No Let Date

Adding Subcorr(s): 7A

The project will facilitate safer routes to the nearby Sulzberger Middle School through re-surfacing of existing streets, installation of new and improvement of existing pedestrian crosswalks and bike path routes, removing and replacing curbs, installation of new street / pedestrian signage, and installing additional lighting. The project area includes 43rd Street to the East, 48th Street to the West, Brown Street to the North and Fairmount Avenue to the South.

In the spring of 2006 this project was recommended for funding through the HTSSRS/TE Program. \$1,125,000 will be drawn from MPMS #64984 at the appropriate time.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	STE	0	0	0	0	0	0	0	0	0	0	0	0	
Total FY2011-2014		0			Total FY2015-2018				0			Total FY2019-2022		0

Pennsylvania - Highway Program

Philadelphia

MPMS# 77540 **Baltimore Avenue Pedestrian Lighting SR:0013**

AQ Code X12

LIMITS Along Baltimore Avenue

IMPROVEMENT: Streetscape

MUNICIPALITIES: Philadelphia City

Not SOV Capacity Adding

Adding Subcorr(s): 5E, 10A

PROJECT MANAGER: DMJM/PS

No Let Date

Install pedestrian lighting on Baltimore Avenue whose proximity to eleven schools serving more than 12,000 students (pre-K to 12th grade) makes it a critical safe route to school. Baltimore Avenue is a state highway.

In the spring of 2006 this project was recommended for discretionary funding through the HTSSRS/TE Program. \$575,000 will be drawn from MPMS #64984 at the appropriate time.

\$575,000 was drawn down from the MPMS #71808 - Statewide Hometown/SRTS line item

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STE												
		0	0	0	0	0	0	0	0	0	0	0	0
Total FY2011-2014		0				Total FY2015-2018				0			
										Total FY2019-2022			
										0			

MPMS# 78758 **JFK Boulevard Bridges (3) Over 21st/22nd/23rd Streets**

AQ Code S19

LIMITS Over 21st Street/22nd Street/23rd Street

IMPROVEMENT: Bridge Repair/Replacement

MUNICIPALITIES:

Not SOV Capacity Adding

Adding Subcorr(s): 10A

PROJECT MANAGER: Gannett/CS

Est Let Date: 11/6/2014

This project involves the superstructure replacements of the bridges carrying JFK Boulevard over 21st Street (BMS 67-3037-0012-1666), 22nd Street (BMS 67-3037-0012-1210) and 23rd Street (BMS 67-3037-0012-0886). The current scope is to replace the existing superstructures (prestressed non-composite adjacent box beams) with new superstructures. No widening of the bridges or abutment work is anticipated. The bridges will most likely be constructed in half-widths, with one lane of traffic maintained in each direction. Right-of-Way impacts are to be determined, but are anticipated to be limited to temporary construction easements.

This project includes funding for MPMS #78761 (JFK Blvd over 21st Street) and MPMS #78757 (JFK Blvd over 23rd Street)

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	BND	1,061											
FD	BND		820										
UTL	BND			281									
CON	BND					14,329							
Total FY2011-2014		1,061	820	281	0	Total FY2015-2018				Total FY2019-2022			
						14,329				0			
		2,162				14,329				0			

Pennsylvania - Highway Program

Philadelphia

MPMS# 79686

I-95, Columbia Street to Ann Street (GR1)

AQ Code 2020M

LIMITS Columbia Street to Ann Street

IMPROVEMENT: Roadway Rehabilitation

Minor SOV Capacity

MUNICIPALITIES: Philadelphia City

Adding Subcorr(s):

PROJECT MANAGER: EE/

4B

Est Let Date: 1/27/2011

This construction contract will include all major utility relocation work and a majority of the surface street reconstruction and relocation work between Berks Street and Ann Street. Most of Delaware Avenue and relocated Richmond Street will be reconstructed and the temporary detour road will be constructed along Conrail's Port Richmond Yard. Delaware Avenue will be relocated onto Richmond Street and Aramingo Avenue will then form a T-intersection with these roadways. Girard Avenue and Aramingo Avenue will also be reconstructed as much as possible with completion of the Girard Avenue interchange ramps following in later phases of the project (Sections GR3 and GR4). Section GR1 will include structures such as the Girard Avenue trolley bridge, the four (4) bridges carrying Conrail over relocated Richmond Street and associated retaining walls along Richmond Street and the detour road. Besides the detour road construction, associated detour route improvements would be made such as temporary intersection improvements and signal retimings. This section also includes the SEPTA Route 15 Trolley relocation and associated catenaries work and relocation of Conrail's Belt and Loop Lines. Pedestrian and bicycle facilities are present along Delaware Avenue, Richmond Street, Aramingo Avenue and Girard Avenue. The pedestrian and bicycle facilities will be expanded under this project to include wider sidewalks, a shared-use trail and other pathways. Appropriate pedestrian access will be provided via signalized crossings, refuge medians, signing, hand/man signals and visible pavement markings. This project is being coordinated with the I-95 Section CPR and Section AFC projects from a construction letting and geographical location standpoint.

This project is a breakout of MPMS# 17821 (GIR).

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's annual memoranda on supplemental strategies for details related to this project.

This project is integral to the Delaware Valley Freight Corridors Initiative.

An investment of more than \$2 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, some which appear in the DVRPC Regional TIP, and most which will occur in Later Fiscal Years and are yet to be programmed. MPMS #'s include: 17821 (Section GIR Design: GR0, GR1, GR2, GR3, GR4, GR5), 47811 (Section BSR Design), 47812 (Section BRI Design), 79683 (Section CP1 Construction), 79685 (Section CP2 Construction), 79686 (Section GR1 Construction), 79903 (section BR0 Construction), 79908 (Section BS1 Construction), 83640 (Section GR2 Construction).

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
ROW	NHS*	4,000											
UTL	NHS*	4,624											
CON	NHS*	1,000											
CON	STP	3,307											
CON	NHS	1,286											
CON	581	1,148											
CON	NHS		21,218										
CON	581		5,304										
CON	STP			1,981									
CON	NHS			16,974									
CON	NHS			1,791									
CON	BOO			5,702									
CON	NHS			5,682									
CON	581			943									
CON	185			1,425									
CON	581			4,244									
CON	581			1,421									
CON	NHS				5,682								

Pennsylvania - Highway Program

Philadelphia

CON	NHS				8,742									
CON	581				1,421									
CON	581				2,185									
		15,365	26,522	40,163	18,030	0	0	0	0	0	0	0	0	
		Total FY2011-2014		100,080	Total FY2015-2018				0	Total FY2019-2022				0

MPMS# 79743

Logan Square, 20th/Winter/Parkway Improvements

AQ Code X12

LIMITS At Logan square/20th Street/Benjamin Franklin Park

IMPROVEMENT: Streetscape

Not SOV Capacity Adding

MUNICIPALITIES: Philadelphia City

Adding Subcorr(s): 3A, 10A

PROJECT MANAGER: AECOM/DD

Est Let Date: 6/5/2014

Project will fund new traffic and pedestrian enhancements on the north side of the Franklin Institute located at Logan Square and 20th Street, Winter Street, and the Benjamin Franklin Parkway. Project will provide safe queuing for school buses, a new outdoor science park for the Franklin Institute, and additional information kiosk and café, and a safer pedestrian crossing along 20th Street to better link to the Franklin Institute, the main branch of the Free Library, and the future Barnes Foundation. This project will be designed and constructed in conjunction with MPMS # 80054 (Vine Street Expressway Bridges).

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	CMAQ				2,087									
CON	LOCAL				522									
		0	0	0	2,609	0	0	0	0	0	0	0	0	
		Total FY2011-2014		2,609	Total FY2015-2018				0	Total FY2019-2022				0

DVRPC FY 2011-2014 TIP for PA

Pennsylvania - Highway Program

Philadelphia

MPMS# 80054 *Vine Street Expressway Bridges (7) Over I-676 Expressway (PAB) - Part 2*

AQ Code S19 **LIMITS** Over I-676 Expressway at 18th, 19th, 21st and 22nd

IMPROVEMENT: Bridge Repair/Replacement

Not SOV Capacity Adding

MUNICIPALITIES:

Adding Subcorr(s): 3A, 4B, 7A, 10A, 14A

PROJECT MANAGER: AECOM/DD

Est Let Date: 6/5/2014

The project involves replacement of superstructures over I-676 in the City of Philadelphia and is the 2nd of the 3 Vine Street Bridges contracts to advance, estimated Let in 2015

This project is part two of a three part breakout of MPMS 80054. This section located at the Ben Franklin Parkway/20th Street & Free Library bridge over I-676 Exp, includes superstructure replacement, pier removal and abutment modifications to accommodate new superstructures and minor approach roadway work and extensive landscape improvements "Shakespeare Park" (MPMS 85059) will be completed in front of the Library. Also included is the realignment of Winter Street into Ben Franklin parkway.

Related projects include: MPMS #'s: 88767 (PAA), 80054 (PAB), and 88768 (PAC)

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
FD	916		2,841											
ROW	916		424											
ROW	916			716										
CON	916					17,911								
CON	916						23,881							
CON	916							9,552						
CON	916									15,523				
		0	3,265	716	0	0	17,911	23,881	9,552	15,523	0	0	0	
		Total FY2011-2014					Total FY2015-2018				Total FY2019-2022			
		3,981					51,344				15,523			

Pennsylvania - Highway Program

Philadelphia

MPMS# 80055 *Holme Avenue Bridges (2) Over Roosevelt Boulevard*

AQ Code S19 **LIMITS** Over Roosevelt Boulevard at Pennypack Circle

IMPROVEMENT: Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

Not SOV Capacity Adding

Adding Subcorr(s): 5G, 5H

PROJECT MANAGER: AECOM/DD

Est Let Date: 10/1/2015

The project proposes to replace the two existing bridge structures with a single two-span bridge carrying Holme Avenue over Roosevelt Boulevard. The traffic circle configuration will be removed and a more conventional signalized interchange configuration between Holme Avenue and Roosevelt Boulevard will be constructed.

No work is anticipated along the US Route 1 express lanes that are located below Holme Avenue. However, work is anticipated in the median between the northbound and southbound US Route 1 express lanes for removal of the existing piers and construction of the pier for the new bridge. The new single structure will allow for the entire bridge construction to be performed while traffic is maintained on the existing structures.

In addition to the new structure, intersection improvements are proposed at each approach to the bridge. Two westbound left turn lanes will be added to the bridge to carry westbound Holme Avenue traffic to the southbound local lanes of Roosevelt Boulevard. Increased storage for turning movements and wider lanes are proposed for the westbound Holme Avenue approach to the Roosevelt Boulevard northbound local lanes. Curb and sidewalk improvements are proposed on all legs of the intersection. Optimized signal timings will improve the operation of the intersections.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	916		1,591										
FD	916			1,591									
ROW	916				615								
UTL	916				615								
CON	BND					13,048							
		0	1,591	1,591	1,230	0	13,048	0	0	0	0	0	0
		Total FY2011-2014			4,412	Total FY2015-2018			13,048	Total FY2019-2022			0

MPMS# 81584

Schuylkill River Park/Banks Park Pedestrian Bridge (TIGER)

AQ Code A2 **LIMITS** Over CSX Railroad in the vicinity of Locust Street

IMPROVEMENT: Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER: AECOM/CC

Est Let Date: 3/31/2011

This project will improve access to the Schuylkill Banks Park. Project includes the construction of an ADA accessible pedestrian bridge, connecting Schuylkill River Park and Schuylkill Banks Park.

This project was awarded \$1,000,000 Statewide Discretionary TE funds in January, 2009.

Funding for this project was provided through the TIGER program - Transportation Investment Generating Economic Recovery. TIGER award of \$4.4 million (CTDG noted below) has been combined with \$1 million Discretionary TE for a \$5.4 million construction phase. Projects awarded TIGER funds: 68067, 74824, 81584, 90141, 90144, 90180, 90482.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STED	1,000											
CON	CTDG	4,400											
		5,400	0	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014			5,400	Total FY2015-2018			0	Total FY2019-2022			0

Pennsylvania - Highway Program

Philadelphia

MPMS# 84646

Roosevelt Boulevard Safety Improvements - Phase II

AQ Code

LIMITS 9th Street to Southampton Road

IMPROVEMENT: Other

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER:

No Let Date

The project will provide for the construction of safety improvements and will include: a public education effort, upgrading signing along the corridor, relocation and elimination of various crossovers, installation of permanent speed boards at various locations and additional safety related measures.

This project is a breakout of MPMS# 74839.

Funded by a SAFETEA-LU earmark (PA ID# 493) - \$1,263,522

An additional \$1,040,000 will be drawn from the HSIP Line Item (MPMS# 36927) for construction at the appropriate time.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	DEMO	1,263											
		1,263	0	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014		1,263		Total FY2015-2018		0		Total FY2019-2022		0	

MPMS# 84649

Parkway Streetscape Improvements

AQ Code X12

LIMITS 16th Street to Eakins Oval

IMPROVEMENT: Streetscape

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER: AECOM/PS

Est Let Date: 3/15/2012

Not SOV Capacity Adding

Adding Subcorr(s): 3a

This project will include streetscape improvements such as new granite curbs, exposed concrete paving with brick edging, new benches, trash receptacles and plantings along the 1600 and 1700 blocks of the Benjamin Franklin Parkway between Love Park and Logan Square. The project will be managed by the Fairmount Park Commission.

\$2 million - Statewide Discretionary funds

\$1.25 - DVRPC Regional TIP funds

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STP-D	2,000											
CON	STU		1,250										
		2,000	1,250	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014		3,250		Total FY2015-2018		0		Total FY2019-2022		0	

Pennsylvania - Highway Program

Philadelphia

MPMS# 85059

Shakespeare Park Renovation

AQ Code X9

LIMITS Between Vine Street/Benjamin Franklin Parkway/19th

IMPROVEMENT: Streetscape

MUNICIPALITIES: Philadelphia City

Not SOV Capacity Adding

Adding Subcorr(s): 3a

PROJECT MANAGER: AECOM/DD

No Let Date

This project includes the renovation of the existing park area in front of the Free Library of Philadelphia between Vine Street and the Benjamin Franklin Parkway, and 19th and 20th Streets and will include new plantings, paving, benches, and other landscape and pedestrian amenities. This project will be managed by the Center City District.

Project will advance concurrently with MPMS# 80054, Vine Street Expressway Bridges.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	LOCAL				1,463								
CON	STP					563							
CON	TOLL												
		0	0	0	1,463	563	0	0	0	0	0	0	0
		Total FY2011-2014			1,463	Total FY2015-2018			563	Total FY2019-2022			0

MPMS# 87107

School District of Philadelphia Improvement (SRTS)

AQ Code A2

LIMITS Vicinity of Philadelphia District Schools

IMPROVEMENT: Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER: EE/DVRPC/RG

Est Let Date: 11/10/2011

This project will improve walking routes in the 37 District K-8 schools to increase safety for students who walk or bike to school.

The sidewalks on the streets bordering the targeted schools are in varying states of disrepair, presenting a danger to students walking or riding their bicycles to school. The defects include cracked and broken concrete, sink holes, and raised concrete blocks which make the sidewalks uneven. This project will repair the sidewalks by removing cracked, raised, and broken concrete blocks and filling the spaces with new concrete in order to create a smooth, even, hard surface safe for walking and bike riding. Bike racks will also be installed in convenient locations within school boundaries for students who want to ride their bicycles to school.

This project was awarded \$1,000,439 in Safe Routes to School (SRTS) funding in May of 2009.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	SRTS	1,000											
		1,000	0	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014			1,000	Total FY2015-2018			0	Total FY2019-2022			0

Pennsylvania - Highway Program

Philadelphia

MPMS# 87124

AQ Code X9

Sister Cities Plaza Renovation - Phase I

LIMITS Between 18th Street/Benjamin Franklin Parkway/Vine

IMPROVEMENT: Streetscape

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER: AECOM/PS

Est Let Date: 1/27/2011

The Center City District plans to renovate Sister Cities Park, a 1.25 acre park located between 18th Street, Benjamin Franklin Parkway and Vine Street. Funds will provide for construction of Sister Cities Plaza streetscape improvements at Logan Square. Enhancements will be in accordance with the City's design guidelines for the Benjamin Franklin Parkway and will include new granite curbs, exposed concrete paving with brick edging, walkways, new trees and plantings, benches, lighting, and a water feature.

\$450,000 Local Match will be provided by DCED.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022		
CON	STP			703											
CON	TOLL														
CON	LOCAL			225											
CON	STP				703										
CON	TOLL														
CON	LOCAL				225										
		0	0	928	928	0	0	0	0	0	0	0	0		
		Total FY2011-2014			1,856	Total FY2015-2018				0	Total FY2019-2022				0

MPMS# 87937

AQ Code X9

Avenue of the Arts Revitalization and Streetscape (TCSP)

LIMITS North Broad Street, City Hall to Glenwood Avenue

IMPROVEMENT: Streetscape

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER: DAVIES/LEF

No Let Date

This project will provide for lighting and trees will be coupled with City dollars and put toward a \$50M multi-phased streetscape enhancement project that will run along 3.8 miles of North Broad Street from the north side of City Hall to Glenwood Avenue, in Philadelphia. This improvement effort will bring together the several neighborhoods that touch on North Broad and bring uniformity to the corridor as it continues to grow. The full project includes 64 lighting masts in the Broad Street median, 480 new trees on both the east and west sides of the street as well as new lighting on each of the 40 east/west cross streets from 13th to 15th Street. With this TCSP funding allocation, Phase I of this project, which will include a portion of the lights on North Broad and all of the trees, is secured.

Currently, this project is programmed with:
 \$444,600 FY2009 TCSP Funds
 \$5 million Economic Development Funds
 \$4.1 million contribution from the City of Philadelphia

		TIP Program Years (\$ 000)													
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022		
CON	TCS	445													
CON	581ED	5,000													
CON	LOCAL	111													
CON	LOCAL	4,100													
		9,656	0	0	0	0	0	0	0	0	0	0	0		
		Total FY2011-2014			9,656	Total FY2015-2018				0	Total FY2019-2022				0

Pennsylvania - Highway Program

Philadelphia

MPMS# 88767

Vine Street Expressway Bridges (2) Over I-676 Expressway (PAA) - Part 1

AQ Code S19

LIMITS Over I-676 Expressway at 21st Street and 22nd Stre

IMPROVEMENT: Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER:

Est Let Date: 6/6/2013

The project involves replacement of superstructures over I-676 in the City of Philadelphia and is the 1st of the 3 Vine Street Bridges contracts to advance, estimated Let in 2013

This project is part one of a three part breakout of MPMS 80054. This section located at 21st & 22nd Street bridges over I-676 Expressway, includes superstructure replacement, pier removal and abutment modifications to accommodate new superstructure and minor approach roadway work.

Geographic limits: 22nd street over I-676 – north of the Winter Street Intersection; 21st Street over I-676 – north of the Winter Street Intersection

Related projects include: MPMS #'s: 88767 (PAA), 80054 (PAB), and 88768 (PAC).

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
FD	916		956											
ROW	916		382											
UTL	916		787											
CON	916			19,134										
		0	2,125	19,134	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			21,259	Total FY2015-2018				0	Total FY2019-2022			0

MPMS# 88768

Vine Street Expressway Bridges (3) Over I-676 Expressway (PAC) - Part 3

AQ Code S19

LIMITS Over I-676 Expressway at 18th Street/19th Street/F

IMPROVEMENT: Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER:

Est Let Date: 6/4/2015

The project involves replacement of superstructures over I-676 in the City of Philadelphia and will be the 3rd Vine Street Bridge contract to advance, estimated Let in June 2015

This section located at 19th Street, Family Court Pedestrian & 18th Street bridges over I-676 Expressway, includes superstructure replacement, pier removal and abutment modifications to accommodate new superstructures minor approach roadway work and extensive landscape improvements in front of the Family Court "Family Court Park". The limits are from 22nd Street over I-676 – north of the Winter Street Intersection ; 21st St over I-676 – north of the Winter Street Intersection. Also see MPMS 80054 and 88767.

Related projects include: MPMS #'s: 88767 (PAA), 80054 (PAB), and 88768 (PAC).

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
FD	916				1,252									
ROW	916				551									
UTL	916				1,043									
CON	916									32,619				
		0	0	0	2,846	0	0	0	0	32,619	0	0	0	
		Total FY2011-2014			2,846	Total FY2015-2018				0	Total FY2019-2022			32,619

Pennsylvania - Highway Program

Philadelphia

MPMS# 90141
AQ Code A2

Schuylkill River Trail at Bartram's Garden (ECG) (TIGER)

LIMITS 51st Street to Lindbergh Boulevard

IMPROVEMENT: Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER:

Est Let Date: 11/10/2011

Bartram's Garden is a National Historic Landmark and part of the National Recreational Trail system. This project will complete the first section of the Schuylkill River Trail on the west side of the Schuylkill, increasing access and linkages to East Coast Greenway and Cobbs Creek Bikeway. Section of trail to be completed is 1.2 miles between 51st Street and Lindbergh Boulevard.

This project is one of several phases of the Schuylkill River Trail which will ultimately follow the Schuylkill River through the City of Philadelphia from the River's terminus at the Delaware River through to the Montgomery County border where the trail will ultimately connect to the Chester Valley Trail and continue west through Chester County. Several segments have been constructed (17754), are in construction (70220) or are in the engineering phase (68067, 81584, and 90144). The trail network is intended principally for transportation purposes. Once it is completed, it will allow users to access work, school, shops, medical facilities and other services throughout Philadelphia as well as those in outlying suburban communities, as well as an eventual connection to the East Coast Greenway to provide an extensive trail network through the DVRPC region.

Funding for this project was provided through the TIGER program - Transportation Investment Generating Economic Recovery. TIGER award of \$1 million (CTDG noted below) has been combined with \$1.4 million CMAQ for a \$2.4 million construction phase. Projects awarded TIGER funds: 68067, 74824, 81584, 90141, 90144, 90180, 90482.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	CTDG	1,000												
CON	CMAQ	640												
CON	CMAQ		360											
CON	CMAQ			400										
		1,640	360	400	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			2,400	Total FY2015-2018				0	Total FY2019-2022			0

Pennsylvania - Highway Program

Philadelphia

MPMS# 90144
AQ Code A2

Schuylkill River Trail, Shawmont Avenue to Montgomery County Line (TIGER)

LIMITS Shawmont Avenue to Montgomery County Line

IMPROVEMENT: Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER:

Est Let Date: 4/28/2011

The project will connect the existing Fairmount Bikeway, that section of the Schuylkill River Trail which runs along the Manayunk Canal and presently terminates at Shawmont Avenue, with the final section of the Schuylkill River Trail in Philadelphia, located from Port Royal Avenue to the Montgomery County line. Upon completion, this trail segment will provide the following: A safe, off-road 12' paved recreation path, approximately 0.3 miles (1518 feet) in length, following a PECO easement area behind Nixon Street.

Funding for this project was provided through the TIGER program - Transportation Investment Generating Economic Recovery. TIGER award of \$1 million (CTDG noted below) has been combined with \$400,000 TE funds originally awarded to MPMS #50522 for a \$1.4 million construction phase. \$400,000 TE will be drawn from MPMS #64984 at the appropriate time. Projects awarded TIGER funds: 68067, 74824, 81584, 90141, 90144, 90180, 90482.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	CTDG	1,000												
CON	STE													
		1,000	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			1,000	Total FY2015-2018				0	Total FY2019-2022			0

MPMS# 90180
AQ Code A2

East Coast Greenway/58th Street Connector Greenway (TIGER)

LIMITS Bartram's Garden to Cobbs Creek Bikeway

IMPROVEMENT: Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER:

Est Let Date: 4/4/2013

1.5 miles of public streets and public rights-of-way will be modified to provide a buffered bikeway that will connect the Schuylkill River Trail and Bartram's Garden to the Cobbs Creek Trail, thus providing a critical link in the East Coast Greenway on the western side of the Schuylkill River.

This project will connect the Cobbs Creek Bikeway with the proposed Schuylkill River Trail at Bartram's Gardens (90141). The trail network is intended principally for transportation purposes and will provide a connection between the Schuylkill River Trail which will extend the length of the Schuylkill River through Philadelphia and the Cobbs Creek Trail which closely follows the Philadelphia and Delaware County border. Once it is completed, it will allow users to access work, school, shops, and services throughout Philadelphia as well as those in outlying suburban communities, as well as an eventual connection to the East Coast Greenway to provide an extensive trail network through the DVRPC region.

Funding for this project was provided through the TIGER program - Transportation Investment Generating Economic Recovery. TIGER award of \$1.1 million (CTDG noted below) has been combined with \$900,000 CMAQ funds for a \$2 million construction phase. Projects awarded TIGER funds: 68067, 74824, 81584, 90141, 90144, 90180, 90482.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	CTDG	1,100												
CON	CMAQ		900											
		1,100	900	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			2,000	Total FY2015-2018				0	Total FY2019-2022			0

Pennsylvania - Highway Program

Philadelphia

MPMS# 90482
AQ Code A2

North Delaware Riverfront Greenway (TIGER)

LIMITS Allegheny Avenue to Lewis Street near Betsy Ross B

IMPROVEMENT: Bicycle/Pedestrian Improvement

MUNICIPALITIES:

PROJECT MANAGER:

Est Let Date: 8/18/2011

The PA Environmental Council is the sponsor of a multi-use trail (aka "North Delaware River East Coast Greenway", Delaware River Heritage Trail" or "Bridesburg Trail"), which entails a bike/pedestrian trail along the Delaware riverfront and is a multi phase project throughout Northeast Philadelphia. This TIGER funded connecting segment of the trail will begin at Allegheny and continue towards Lewis Street near the Betsy Ross Bridge.

This trail network is intended for transportation purposes and will ultimately connect to Center City and South Philadelphia via the Schuylkill River Trail as well as suburban communities to the North via the East Coast Greenway. Once it is completed, it will allow users to access work, school, shops, medical facilities and other services throughout Philadelphia as well as those in outlying suburban communities to provide an extensive trail network through the DVRPC region.

Funding for this project was provided through the TIGER program - Transportation Investment Generating Economic Recovery. TIGER award \$1.760 million (CTDG noted below) has been combined with \$740,000 CMAQ for a \$2.5 million construction phase. Projects awarded TIGER funds: 68067, 74824, 81584, 90141, 90144, 90180, 90482.

The greenway/trail consists of additional sections which will be broken out from the Greenway line item (MPMS #61712) at the appropriate time:

- Section 1/N Del Riverfront Greenway/Delaware River Heritage Trail, Lewis to Old Frankford Creek (MPMS #79830).
- Section 2/N Del Riverfront Greenway/Kensington & Tacony, Old Frankford Creek to Milnor/Disston (MPMS #61712).
- Section 3/N Del Riverfront Greenway/Delaware River Heritage Trail, Milnor/Disston to Pennypack Creek (MPMS #79832).
- Section 4/N Del Riverfront Greenway/Delaware River Heritage Trail, Pennypack Creek to Linden Ave. (MPMS #79833).

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	CTDG	1,760												
CON	TOLL													
CON	CMAQ		740											
CON	TOLL													
		1,760	740	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			2,500	Total FY2015-2018				0	Total FY2019-2022			0

Total For Philadelphia	2011	2012	2013	2014	2011-2014	2015-2018	2019-2022
	\$134,517	\$147,749	\$122,643	\$99,237	\$504,146	\$193,019	\$48,142

Pennsylvania - Highway Program

SEPTA

MPMS# 87137 **5th and Market Street Transportation Improvements**

AQ Code M8 **LIMITS** 5th Street at Market Street in Philadelphia

IMPROVEMENT: Streetscape

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER: FLEX

No Let Date

This funding provides for the design of improvements to the existing subway station located at and beneath the intersection of 5th and Market Streets in Philadelphia, Pennsylvania. Project elements include: Repair or replace steel and concrete elements of the station; rehabilitate and/or modify entry/exit stairways; install headhouses; replace ceiling over track and platforms; rehabilitate/modify existing wall, column and floor treatments throughout the station; replace existing cashier booths, and reconfigure existing fare lines; modernize/replace existing life safety systems throughout the station. The rehabilitated station will meet all ADA guidelines. SEPTA is the sponsor of this project and funds have been flexed to the FTA, Grant# - PA-90-X696-00. Construction will be accomplished via MPMS #77183.

FHWA 2009 Appropriations Earmark (PA ID# 725) -\$475,000

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
PE	FLEX	475												
PE	LOCAL	119												
		594	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			594	Total FY2015-2018				0	Total FY2019-2022			0

Total For SEPTA	2011	2012	2013	2014	2011-2014	2015-2018	2019-2022
	\$594	\$0	\$0	\$0	\$594	\$0	\$0

DVRPC FY 2011-2014 TIP for PA

Pennsylvania - Highway Program

Various

MPMS# 17891 *TransitChek Mass Marketing Efforts SR:0000*

AQ Code NRS *LIMITS Region-wide*

IMPROVEMENT: Other

Not SOV Capacity Adding *MUNICIPALITIES: Various*

PROJECT MANAGER: F/FTA

No Let Date

This project will fund marketing materials and broad-based promotions, such as mass-market media efforts, a holiday gift certificate program, employee incentives for program implementation by their employer, and a direct mail effort to businesses, in order to increase TransitChek sales.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PRA	CMAQ	160											
PRA	LOCAL	40											
PRA	CMAQ		160										
PRA	LOCAL		40										
		200	200	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014			400	Total FY2015-2018			0	Total FY2019-2022			0

DVRPC FY 2011-2014 TIP for PA

Pennsylvania - Highway Program

Various

MPMS# 17900 **Mobility Alternatives Program (MAP)/Share a Ride Program (SAR)/HER**

AQ Code A1 **LIMITS** Region-wide

IMPROVEMENT: Other

Not SOV Capacity Adding **MUNICIPALITIES:** Various

PROJECT MANAGER: GLB2003

No Let Date

These congestion mitigation efforts cover administration, business outreach efforts by contracted agencies, and the marketing of the Mobility Alternatives Program (MAP), the Share a Ride Program (SAR), and the Emergency Ride Home Program (ERH). Geared to employers, MAP is an outreach and education program overseen by DVRPC to provide information to employers and commuters about options to the single occupant auto for commuting to work. Most of the MAP contractors have the same work program, and the uniform marketing materials are created and produced by DVRPC. SAR is a computerized ride matching program available to all commuters with jobs in the DVRPC region. The system provides all available transit options to the applicant before any potential car or vanpool matches. SAR is a matching system only; once match information is provided to applicants, the individuals are responsible for making mutually-agreeable arrangements on their own. To complement SAR, the Emergency Ride Home Program makes rental-car or taxi transportation available in emergency situations.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PRA	CMAQ	654											
PRA	581	54											
PRA	LOCAL	109											
PRA	CMAQ		654										
PRA	581		54										
PRA	LOCAL		109										
PRA	CMAQ			654									
PRA	581			54									
PRA	LOCAL			109									
PRA	CMAQ				654								
PRA	581				54								
PRA	LOCAL				109								
		817	817	817	817	0	0	0	0	0	0	0	0
		Total FY2011-2014			3,268	Total FY2015-2018			0	Total FY2019-2022			0

DVRPC FY 2011-2014 TIP for PA

Pennsylvania - Highway Program

Various

MPMS# 17928

Ozone Action Program

AQ Code NRS

LIMITS Region-wide

Not SOV Capacity
Adding

IMPROVEMENT: Other

MUNICIPALITIES: Various

PROJECT MANAGER: GLB2003

No Let Date

This project will fund forecasting services by the University of Maryland, faxing services, a random telephone survey at the conclusion of the season to determine the penetration of the message, the kickoff event and the printing of promotional literature, and the development and placement of broadcast and print advertising.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PRA	CMAQ	120											
PRA	581	23											
PRA	LOCAL	8											
PRA	CMAQ		120										
PRA	581		23										
PRA	LOCAL		8										
		151	151	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014		302		Total FY2015-2018			0	Total FY2019-2022			0

Pennsylvania - Highway Program

Various

MPMS# 36927

Railroad/Highway Grade Crossings

AQ Code S1

LIMITS Region-wide

IMPROVEMENT: Other

Not SOV Capacity Adding

MUNICIPALITIES: Various

PROJECT MANAGER: LEG

No Let Date

Railroad/highway grade crossing improvements typically involve the installation or upgrading of warning devices such as signals or gates or the installation of rubberized strips adjacent to and between the railroad tracks.

HSIP Safety Funding for this project has been drawn from MPMS #57927 and uses TOLL CREDIT Match.

Potential locations:

- #36723 - East Thompson Road/Delaware - \$200,000 - COMPLETED
- #36724 - Pine Ridge Road/Delaware - \$200,000 - COMPLETED
- #48860 - Widell Road/Delaware - \$310,000 - COMPLETED
- #62125 - Street Road/Bucks - \$175,000
- #62356 - Street Road/Bucks - \$175,000
- #75609 - Bristol Road/Bucks - \$135,000
- #76934 - Forrestville/Elkview Road/Chester - \$150,000 needed to process conversion in FY09
- #76935 - Chrome Road/Chester - \$300,000
- #61815 - Marshall Road/Delaware - \$600,000 (Project will be completed as part of SEPTA's ARRA Project, MPMS# 60585)
- #61861 - Berkley Avenue/Delaware - \$600,000 (Project will be completed as part of SEPTA's ARRA Project, MPMS# 60585)
- #62124 - Penn Street/Delaware - \$600,000 (Project will be completed as part of SEPTA's ARRA Project, MPMS# 60585)
- #36627 - Broad Street/Chester - \$300,000
- #36699 - Broadway Avenue/Delaware - \$600,000
- #79433 - First Avenue/Chester - \$300,000 (\$266,000 RRS in FY09 needed to process conversion)
- #75610 - Post Road/Delaware - \$450,000
- #75786 - Turner Road/Delaware (Project will be completed as part of SEPTA's ARRA Project, MPMS# 60585)
- #75787 - Warminster Road/Montgomery
- #48414 - Allentown Road/Montgomery - \$520,000 HSIP/\$130,000 State
- #74168 - Cowpath Road/Montgomery
- #74544 - Church Road/Montgomery - \$100,000 - funds to process conversion
- #84646 - Roosevelt Boulevard Safety Improvements, Phase II - \$1,040,000

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	RRX	1,203											
CON	RRX		1,215										
CON	RRX			1,264									
CON	RRX				1,314								
CON	RRX					1,367							
CON	HSIP					11,274							
CON	RRX						1,422						
CON	HSIP						11,725						
CON	RRX							1,479					
CON	HSIP							12,194					
CON	RRX								1,538				
CON	HSIP								12,682				
		1,203	1,215	1,264	1,314	12,641	13,147	13,673	14,220	0	0	0	0
		Total FY2011-2014			4,996	Total FY2015-2018		53,681	Total FY2019-2022			0	

Pennsylvania - Highway Program

Various

MPMS# 48197

CSX Trenton Line

AQ Code M9

LIMITS Park Junction to Delaware River

Not SOV Capacity Adding

IMPROVEMENT: Other

MUNICIPALITIES: Various

Adding Subcorr(s): 4A, 4B, 5G, 5H, 5I, 12A, 14A

PROJECT MANAGER: MAL

No Let Date

This project covers the CSX Trenton line, from Park Junction to the Delaware River at Yardley, via West Falls, Newtown Junction, and Woodbourne. Through the Philadelphia region, this rail line does not have adequate vertical clearances to accommodate double stack intermodal cars or tri-level auto racks, preventing full rail utilization for north-south freight moves and causing bottlenecks for area shippers and port facilities.

At approximately 21 locations, raise overhead highway bridges, lower existing tracks, and/or adjust overhead catenary to provide a continuous vertical clearance of 20 feet and 2 inches.

FY09 PE funds account for Accrued Unbilled Costs

This project is integral to the Delaware Valley Freight Corridors initiative.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	CMAQ	2,500											
CON	CMAQ		2,500										
		2,500	2,500	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014		5,000		Total FY2015-2018			0	Total FY2019-2022			0

Pennsylvania - Highway Program

Various

MPMS# 48199 **Transportation Management Associations (TMA) SR:0000**

AQ Code A1 **LIMITS** Region-wide

IMPROVEMENT: Other

Not SOV Capacity Adding **MUNICIPALITIES:** Various

PROJECT MANAGER: GLB2003

No Let Date

Transportation Management Associations (TMA's) help the region address demand for the region's transportation system. They are public-private partnerships that provide a forum to resolve transportation issues in their service areas. Services include a range of transportation improvement options, including task forces, employer and construction project shuttles, advocacy, and congestion reduction assistance to employers along corridors and in municipalities. TMA's work closely with PennDOT to keep businesses connected and informed about construction projects. Because they actively promote congestion reduction measures and transit use, the TMAs help to lower the need for new highway capacity. Each TMA contractor has a work program tailored to the transportation issues and needs of their constituencies and territories. Work programs are developed collaboratively with PennDOT, DVRPC, and their respective County/City Planning departments.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PRA	CMAQ	922											
PRA	LOCAL	230											
PRA	CMAQ		922										
PRA	LOCAL		230										
PRA	CMAQ			922									
PRA	LOCAL			230									
PRA	CMAQ				922								
PRA	LOCAL				230								
		1,152	1,152	1,152	1,152	0	0	0	0	0	0	0	0
		Total FY2011-2014			4,608	Total FY2015-2018			0	Total FY2019-2022			0

Pennsylvania - Highway Program

Various

MPMS# 48201 *DVRPC Competitive CMAQ Program*

AQ Code NRS

LIMITS Region-wide

IMPROVEMENT: Other

Not SOV Capacity Adding

MUNICIPALITIES: Various

PROJECT MANAGER: LEG

No Let Date

The Congestion Mitigation and Air Quality Improvement Program (CMAQ) was established by ISTEA and continued under TEA-21 and SAFETEA-LU. CMAQ funds are allocated to the states for use in non-attainment and maintenance areas for projects that contribute to the attainment of the Clean Air Act standards by reducing emissions from highway sources.

Types of projects that are eligible for CMAQ funding include bicycle and pedestrian facilities; traffic flow improvements; ridesharing and other demand management programs; alternative fuel vehicles; and public transit improvements. Based on their emissions reduction potential, as well as other criteria such as cost-effectiveness, ease of implementation, project readiness, and sponsor commitment to provide matching funds.

During a round of the DVRPC Competitive CMAQ Program, a call for projects goes out, applications are submitted, and candidate projects are ranked and selected by the DVRPC Board.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	CMAQ			2,000									
CON	LOCAL			500									
CON	CMAQ				6,000								
CON	LOCAL				1,500								
		0	0	2,500	7,500	0	0	0	0	0	0	0	0
		Total FY2011-2014		10,000		Total FY2015-2018		0		Total FY2019-2022		0	

MPMS# 48202 *Regional GIS Support - DVRPC*

AQ Code NRS

LIMITS Region-wide

IMPROVEMENT: Other

Not SOV Capacity Adding

MUNICIPALITIES: Various

PROJECT MANAGER: Mosca

No Let Date

Geographic Information Systems (GIS) combine computer based mapping and database technologies to provide planners and engineers with new and efficient methods to analyze data related to the transportation system. The counties and operators in the region are each developing such systems. This line item will provide funding for the common elements of such systems as part of an effort to achieve a greater degree of regional consistency and obtain economies of scale.

Internet mapping task work is included.

TOLL CREDIT

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	STU	350											
PE	STU		350										
		350	350	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014		700		Total FY2015-2018		0		Total FY2019-2022		0	

Pennsylvania - Highway Program

Various

MPMS# 57927 *Regional Safety Initiatives (HSIP)*

AQ Code S6

LIMITS Region-wide

IMPROVEMENT: Other

Not SOV Capacity Adding

MUNICIPALITIES: Various

PROJECT MANAGER: LEG

No Let Date

Safety projects eligible for HSIP (Highway Safety Improvement Program) funds will be undertaken at various locations across the five county region. Projects can be 100% federally funded as allowed by the use of Toll Credits for match.

Individual project funding has been drawn down for the following projects:

- MPMS #57625 – Route 232 Corridor and Intersections - Bucks
- MPMS #14613 – PA 41/Gap Newport Road - ChesCo
- MPMS #80042 - PA 100 Corridor Safety Improvements – \$123,000 FD FY11/\$109 1396ChesCo
- MPMS #48168 - Baltimore Pike Signals - DelCo
- MPMS #57750 - Baltimore Ave/Pike Signals - DelCo
- MPMS #48418 - Allentown Rd. at Troxel Rd. and Orvilla Rd. - \$585,000 in FY11 for conversion - MontCo
- MPMS #36927 - Railroad/Highway Grade Crossings
- MPMS #85949 - SR 896 Safety Improvements - ChesCo

Remaining funds will be used to advance the following projects to be drawn down at the appropriate time, and to fund selected improvements identified through Regional Safety Audits.

- MPMS #85415 – Olney Avenue - \$300,000 PE/\$ 3,670,000 CON -Phila
- MPMS #85417 – Allegheny Avenue - \$300,000 PE/\$3,328,000 CON - Phila
- MPMS #85419 – Erie Avenue - \$300,000 PR/\$2,665,000 CON - Phila
- MPMS #80104 - Henry Ave Corridor - Phila
- MPMS #80103 - Us 1, Roosevelt Expressway Extension - Phila
- MPMS #84646 - Roosevelt Blvd. - Phila

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	HSIP	4,337											
CON	HSIP		8,581										
CON	HSIP			9,027									
CON	HSIP				8,058								
		4,337	8,581	9,027	8,058	0	0	0	0	0	0	0	0
		Total FY2011-2014			30,003	Total FY2015-2018			0	Total FY2019-2022			0

Pennsylvania - Highway Program

Various

MPMS# 64652 *Transportation Community Development Initiative (TCDI)*

AQ Code X3 **LIMITS** Region-wide

IMPROVEMENT: Other

Not SOV Capacity Adding

MUNICIPALITIES: Various

PROJECT MANAGER: DVRPC

No Let Date

The Transportation and Community Development Initiative (TCDI) provides a mechanism for the individual municipalities of the Delaware Valley to undertake locally-directed actions to improve their communities, which in turn implements their local and county comprehensive plans and supports the goals and vision of the regional plan. Pennsylvania and New Jersey, as well as a number of counties within the region, have programs now underway to support community revitalization.

The regional Transportation and Community Development Initiative seeks to support and leverage those programs, by providing funding of up to \$100,000 in selected municipalities to undertake planning, analysis or design initiatives for projects or programs which enhance development or redevelopment and improve the efficiency or enhance the regional transportation system. A 20% cash or in-kind match is required.

The program is targeted to the core cities, inner-ring suburbs, and older boroughs of the region that have lost jobs and population and are in need of assistance to generate growth and redevelopment. Identified census tract areas in 75 southeastern Pennsylvania municipalities as well as much of the city of Philadelphia, are eligible to apply for TCDI funding. Projects will be selected on a competitive basis and designated by the DVRPC Board. FY2009 DVRPC WORK PROGRAM.

FY09 Funds are programmed for projects selected as part of Round 6, selection expected to occur during calendar year 2009. \$2 Million federal funds will be made available for projects in order to accommodate the program operating on an every other year cycle for a call for projects.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022		
PE	STU	1,200													
PE	LOCAL	500													
		1,700	0	0	0	0	0	0	0	0	0	0	0		
		Total FY2011-2014			1,700	Total FY2015-2018				0	Total FY2019-2022				0

Pennsylvania - Highway Program

Various

MPMS# 64984 *Highway Transportation Enhancements Line Item*

AQ Code X12 **LIMITS** Region-wide

IMPROVEMENT: Bicycle/Pedestrian Improvement

Not SOV Capacity Adding **MUNICIPALITIES:** Various

PROJECT MANAGER: LEG2006

No Let Date

This line item sets aside the funding allocated by PENNDOT for the federal Transportation Enhancements and state Home Town Streets/Safe Routes to School Programs in the DVRPC region.

The TE Program funds "non-traditional" projects that enhance the transportation experience, mitigate the impacts of transportation facilities on communities and the environment, and enhance community character through transportation-related improvements. Federal law requires states to set aside 10% of their federal Surface Transportation Program funds to the TE Program, and the state Home Town Streets/Safe Routes to School Program funding is distributed through the TE program formula. The Safe Routes to School program is designed to work with both school districts and pedestrian and bicycle safety advocates to make physical improvements that promote safe walking and biking passages to schools. The Home Town Street program provides for streetscape improvements to help revitalize defined "downtown" and commercial centers.

Projects are recommended for funding at the end of the competitive round of the TE/HTS/SRS Program, and the date of the Round/Program Year corresponds accordingly. Selected projects are assigned an individual MPMS project number and description in the TIP, and funding will be drawn down from this line item and programmed at the appropriate time.

Specific projects that have drawn down from this line in the 2009 TIP include MPMS #'s:
50523, 61709, 72793, 72996, 77453, 77454, 73137, 72974, 71193, 77471, 77470, 71203, 77465, 14663

2004 Round/Program -71195, 71206, 71200, 71202, 71210.

2005 Round/Program - Regional: 72906, 72974, 72908, 72977, 72996, 72913, 72978, 72911, 72991, 72918.
Discretionary: 72910, 73012, 73134, 73135, 73136, 73137, 72994.

2006 Round/Program - Regional: 77448, 77449, 77450, 77451, 77452, 77455, 77456, 77457, 77459, 77460, 77461, 77462, 77464, 77465, 77466, 77468, 77470, 77472, 77473, 77475. Discretionary: 77476, 77478, 77479, 77485.

Also see MPMS #60619, funds for SEPTA's TE projects.

2009 Round/SRTS Projects: 87088, 87119, 87109, 87120, 87097, 87099, 87107.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	STE	2,634												
CON	STE		5,772											
CON	STE			6,250										
CON	STE				6,500									
CON	STE					6,760								
CON	STE						7,030							
CON	STE							7,312						
CON	STE								7,604					
		2,634	5,772	6,250	6,500	6,760	7,030	7,312	7,604	0	0	0	0	
		Total FY2011-2014			21,156	Total FY2015-2018			28,706	Total FY2019-2022				0

DVRPC FY 2011-2014 TIP for PA

Pennsylvania - Highway Program

Various

MPMS# 65109

Transit Flex - SEPTA

AQ Code M1

LIMITS System-wide

Not SOV Capacity Adding

IMPROVEMENT: Transit Improvements

MUNICIPALITIES: Various

PROJECT MANAGER: SEPTA

No Let Date

This project is a placeholder of the highway funds that PennDOT has "flexed" for transit use in the DVRPC region as part of the Planning Partner Financial Guidance. SEPTA may choose to use these funds to supplement its other federal and state funding for any capital project.

Each year SEPTA will apply these "flexed" funds to one of its other projects in the TIP, but may choose to apply them to a new project through the TIP amendment process.

FY11 funding in the amount of \$17,221,000 has been applied to MPMS# 60286 SEPTA Bus Purchase Program -40' for the purchase of hybrid diesel buses in FY11.

FY12, FY13, FY14 funding in the amount of \$51,663 has been applied to MPMS# 90512 SEPTA Bus Purchase Program -60' for the purchase of hybrid diesel buses in FY12, FY13, and FY14.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
PE	FLEX	17,083												
PE	LOCAL	138												
PE	FLEX		17,083											
PE	LOCAL		138											
PE	FLEX			17,083										
PE	LOCAL			138										
PE	FLEX				17,083									
PE	LOCAL				138									
PE	FLEX					17,083								
PE	LOCAL					138								
PE	FLEX						17,083							
PE	LOCAL						138							
		17,221	17,221	17,221	17,221	17,221	17,221	17,221	17,221	0	0	0	0	
		Total FY2011-2014			68,884	Total FY2015-2018			68,884	Total FY2019-2022				0

DVRPC FY 2011-2014 TIP for PA

Pennsylvania - Highway Program

Various

MPMS# 66460 *TE Project Engineering and Management - DVRPC*

AQ Code X12

LIMITS Region-wide

IMPROVEMENT: Other

Not SOV Capacity Adding

MUNICIPALITIES: Various

PROJECT MANAGER: DVRPC

No Let Date

Assist PennDOT by providing engineering and project management responsibilities in the implementation of non-traditional TE funded transportation projects. This will involve review of engineering plans and documents, facilitation and coordination among the project applicants, consultants, PennDOT District staff, PennDOT Central Staff, and FHWA.

TIP Program Years (\$ 000)															
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022		
PE	CMAQ	107													
PE	STE	231													
PE	581	84													
PE	CMAQ		110												
PE	STE		238												
PE	581		87												
		422	435	0	0	0	0	0	0	0	0	0	0		
		Total FY2011-2014			857	Total FY2015-2018				0	Total FY2019-2022				0

MPMS# 66461 *CMAQ Project Engineering and Management - DVRPC*

AQ Code X5

LIMITS Region-wide

IMPROVEMENT: Other

Not SOV Capacity Adding

MUNICIPALITIES: Various

PROJECT MANAGER: DVRPC

No Let Date

Assist PennDOT by providing engineering and project management responsibilities in the implementation of non-traditional CMAQ funded transportation projects. This will involve review of engineering plans and documents, facilitation and coordination among the project applicants, consultants, PennDOT District staff, PennDOT Central Staff, and FHWA.

TIP Program Years (\$ 000)															
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022		
PE	CAQ	103													
PE	581	26													
PE	CAQ		106												
PE	581		27												
		129	133	0	0	0	0	0	0	0	0	0	0		
		Total FY2011-2014			262	Total FY2015-2018				0	Total FY2019-2022				0

Pennsylvania - Highway Program

Various

MPMS# 72738 *Intelligent Transportation Systems (ITS) Including RIMIS - DVRPC*

AQ Code NRS

LIMITS Region-wide

IMPROVEMENT: Signal/ITS Improvements

Not SOV Capacity Adding

MUNICIPALITIES: Various

PROJECT MANAGER: LEG/2005

LRPID:85

No Let Date

DVRPC's Intelligent Transportation System (ITS) program encompasses a wide range of activities including the ITS Technical Task Force, incident management programs, ITS architecture development, training programs for ITS operators and emergency response personnel, and technical assistance to agencies. Its centerpiece is the Regional Integrated Multi-modal Information Sharing (RIMIS) concept which will implement an Information Exchange Network (IEN) that will function as the communications backbone among operation centers throughout the region. This system would be used to notify agencies about incidents or unusual conditions which affect them, and will allow them to share resources (e.g., variable message signs) and coordinate a unified response. Information will be made available to the public via traffic reporting agencies.

This project is integral to the Delaware Valley Freight Corridors initiative.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022		
PRA	CMAQ	592													
PRA	581	148													
		740	0	0	0	0	0	0	0	0	0	0	0		
		Total FY2011-2014			740	Total FY2015-2018				0	Total FY2019-2022				0

MPMS# 75854 *District Program Management Services "A"*

AQ Code X12

LIMITS Region-wide

IMPROVEMENT: Other

Not SOV Capacity Adding

MUNICIPALITIES: Various

PROJECT MANAGER: C. Davies

No Let Date

This project provides funds for selected consultants to provide Project Management Services and handling all tasks to advance PennDOT transportation projects from inception to a bid letting. Tasks include guidance in project development; preparation and monitoring of schedules and costs; review and/or coordination of design submissions, right of way plans, design drawings, specifications and estimates; conduct design review meetings, constructability reviews and plan checks; review environmental items and ensure all permits are obtained; and coordinate with stakeholders including PennDOT, environmental agencies, municipal officials or authorities, utility companies, and the general public.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022		
PE	581	800													
PE	581		800												
		800	800	0	0	0	0	0	0	0	0	0	0		
		Total FY2011-2014			1,600	Total FY2015-2018				0	Total FY2019-2022				0

Pennsylvania - Highway Program

Various

MPMS# 75855 *District Program Management Services "B"*

AQ Code NRS **LIMITS** Region-wide

IMPROVEMENT: Other

Not SOV Capacity Adding **MUNICIPALITIES:** Various

PROJECT MANAGER: C. Davies

No Let Date

This project provides funds for selected consultants to provide Project Management Services and handling all tasks to advance PennDOT transportation projects from inception to a bid letting. Tasks include guidance in project development; preparation and monitoring of schedules and costs; review and/or coordination of design submissions, right of way plans, design drawings, specifications and estimates; conduct design review meetings, constructability reviews and plan checks; review environmental items and ensure all permits are obtained; and coordinate with stakeholders including PennDOT, environmental agencies, municipal officials or authorities, utility companies, and the general public.

		TIP Program Years (\$ 000)												
<u>Phase</u>	<u>Fund</u>	<u>FY2011</u>	<u>FY2012</u>	<u>FY2013</u>	<u>FY2014</u>	<u>FY2015</u>	<u>FY2016</u>	<u>FY2017</u>	<u>FY2018</u>	<u>FY2019</u>	<u>FY2020</u>	<u>FY2021</u>	<u>FY2022</u>	
PE	581	800												
PE	581		800											
		800	800	0	0	0	0	0	0	0	0	0	0	
		Total FY2011-2014			1,600	Total FY2015-2018				0	Total FY2019-2022			0

DVRPC FY 2011-2014 TIP for PA

Pennsylvania - Highway Program

Various

MPMS# 79927 *Highway Reserve Line Item*

AQ Code NRS LIMITS Region-wide

IMPROVEMENT: Other

Not SOV Capacity Adding

MUNICIPALITIES: Various

PROJECT MANAGER: LEG

No Let Date

Highway Reserve District-Wide Line Item

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	NHS												
CON	STP	3,231											
CON	581	6,451											
CON	STP		340										
CON	581		67										
CON	STP												
CON	NHS												
CON	581			810									
CON	NHS				2,975								
CON	STP				533								
CON	581				626								
CON	NHS					11,455							
CON	581					328							
CON	STP						56,323						
CON	581						2,874						
CON	NHS							27,328					
CON	581							1,539					
CON	STP								23,435				
CON	581								130				
CON	581									13,611			
		9,682	407	810	4,134	11,783	59,197	28,867	23,565	13,611	0	0	0
		Total FY2011-2014			15,033	Total FY2015-2018			123,412	Total FY2019-2022		13,611	

DVRPC FY 2011-2014 TIP for PA

Pennsylvania - Highway Program

Various

MPMS# 79929

Bridge Reserve Line Item

AQ Code S19

LIMITS Region-wide

Not SOV Capacity Adding

IMPROVEMENT: Bridge Repair/Replacement

MUNICIPALITIES: Various

PROJECT MANAGER: LEG

No Let Date

Bridge Reserve Line Item
Districtwide

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	BOO	1,189											
CON	183	16											
CON	185												
CON	BND	2,221											
CON	BOO		556										
CON	183		13										
CON	185		58										
CON	BND		504										
CON	BOO			2,171									
CON	185			530									
CON	183			964									
CON	BND			764									
CON	BOO				462								
CON	BND				2,124								
CON	183				277								
CON	BOO					7,685							
CON	183					28							
CON	185												
CON	BND					495							
CON	BOO												
CON	185						1,443						
CON	BND						575						
CON	BOO							4,960					
CON	BND							11,766					
CON	185							2,070					
CON	BOO								11,219				
CON	BND								9,908				
CON	185								7,633				
		3,426	1,131	4,429	2,863	8,208	2,018	18,796	28,760	0	0	0	0
		Total FY2011-2014		11,849		Total FY2015-2018		57,782		Total FY2019-2022			0

DVRPC FY 2011-2014 TIP for PA

Pennsylvania - Highway Program

Various

MPMS# 79980

STU Reserve Line Item

AQ Code S10

LIMITS Region-wide

IMPROVEMENT: Other

Not SOV Capacity Adding

MUNICIPALITIES: Various

PROJECT MANAGER: LEG

No Let Date

STU Reserve Line Item
Districtwide
Hwy Reconstruct, Restoration

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	STU	1,292											
CON	STU			1,423									
CON	STU				202								
CON	STU					8,144							
CON	STU						20,173						
CON	STU							39,165					
		1,292	0	1,423	202	0	8,144	20,173	39,165	0	0	0	0
		Total FY2011-2014			2,917	Total FY2015-2018			67,482	Total FY2019-2022			0

MPMS# 80093

I-76, Regional Travel Information

AQ Code S7

LIMITS I-76 in Philadelphia/Lower and Upper Merion Townsh

IMPROVEMENT: Signal/ITS Improvements

Not SOV Capacity Adding

MUNICIPALITIES:

Adding Subcorr(s):
3A, 3B, 3C

PROJECT MANAGER: AECOM/ER

Est Let Date: 12/6/2012

This project builds upon existing systems and ITS deployments to enhance traveler information on the I-76 corridor and surrounding areas.

This project is funded by a \$3,200,000 SAFETEA-LU Earmark (PA ID# 361/FED ID# 0878)

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PE	SXF	250											
PE	581	281											
FD	CAQ	335											
FD	SXF	307											
CON	CAQ			746									
CON	SXF			1,042									
CON	581			498									
		1,173	0	2,286	0	0	0	0	0	0	0	0	0
		Total FY2011-2014			3,459	Total FY2015-2018			0	Total FY2019-2022			0

DVRPC FY 2011-2014 TIP for PA

Pennsylvania - Highway Program

Various

MPMS# 82216
AQ Code NRS

NHS Reserve Line Item
LIMITS Region-wide
IMPROVEMENT: Other
MUNICIPALITIES: Various
PROJECT MANAGER: LEG

No Let Date

NHS Reserve Line Item

		TIP Program Years (\$ 000)																							
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022												
CON	NHS	0	0	0	0	0	0	0	0	0	0	0	0												
		Total FY2011-2014				0				Total FY2015-2018				0				Total FY2019-2022				0			

MPMS# 82395
AQ Code S19

ACT 44 Reserve Line Item
LIMITS Region-wide
IMPROVEMENT: Bridge Repair/Replacement
MUNICIPALITIES: Various
PROJECT MANAGER: LEG

No Let Date

Not SOV Capacity Adding

Act 44 was signed into law by Governor Rendell in July 2007, and is designed to address the state's transportation-funding crisis by generating additional income to help pay for the repair and maintenance of local roads and bridges and to help fund the states 73 transit agencies. The additional income will come from increased tolls on the Pennsylvania Turnpike and proposed new tolls on Interstate 80. The Act creates a 50-year partnership between PennDOT and the Pennsylvania Turnpike Commission (PTC). Under this partnership, PennDOT will lease Interstate 80 to PTC who will provide annual payments to PennDOT to fund transportation projects.

Act 44 is for the preservation and restoration of roadways and bridges, as well as for operations and maintenance of the system. Most funding must be dedicated to projects that focus on reducing the number of structurally deficient bridges and improving ride quality on roadways. Projects that improve safety and capacity management may also be included.

The DVRPC Region benefits from approximately \$80 million annually of Act 44 Funds, noted in the TIP with the funding code "916". Funds in this line item are not yet programmed on specific projects.

		TIP Program Years (\$ 000)																							
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022												
CON	916																								
CON	916		1,291																						
CON	916			2,037																					
CON	916				505																				
CON	916					4,452																			
CON	916						6,074																		
CON	916							4,851																	
CON	916								19,180																
		0	1,291	2,037	505	4,452	6,074	4,851	19,180	0	0	0	0												
		Total FY2011-2014				3,833				Total FY2015-2018				34,557				Total FY2019-2022				0			

Pennsylvania - Highway Program

Various

MPMS# 84318 **CMAQ Reserve Line Item**
AQ Code NRS **LIMITS** Region-wide
IMPROVEMENT: Other
 Not SOV Capacity **MUNICIPALITIES:** Various
 Adding
PROJECT MANAGER: LEG

No Let Date

CMAQ Reserve Line Item
 \$2 million in FY13 to be reserved for TIGER overruns.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	CMAQ	639											
CON	CMAQ			1,856									
CON	CMAQ				7,539								
CON	CMAQ					39,046							
CON	CMAQ						48,308						
CON	CMAQ							50,240					
CON	CMAQ								52,250				
		639	0	1,856	7,539	39,046	48,308	50,240	52,250	0	0	0	0
		Total FY2011-2014			10,034	Total FY2015-2018			189,844	Total FY2019-2022			0

MPMS# 84457 **Signal Retiming Program**
AQ Code X1 **LIMITS** Region-wide
IMPROVEMENT: Signal/ITS Improvements
 Not SOV Capacity **MUNICIPALITIES:** Philadelphia City
 Adding

No Let Date

This signal re-timing program provides for the evaluation of existing signals along an identified corridor, with the goal of improving traffic operations along said corridor through revised signal timing plans. The program was implemented first using corridors identified in the City of Philadelphia, with the goal of expanding a successful program to other counties. The selected vendor would collect current traffic data, compare it against the functioning signal timing, and prepare and implement a revised signal timing plan on approval of the PennDOT's District 6.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PRA	CMAQ	350											
PRA	CMAQ		350										
		350	350	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014			700	Total FY2015-2018			0	Total FY2019-2022			0

DVRPC FY 2011-2014 TIP for PA

Pennsylvania - Highway Program

Various

MPMS# 86077 *Update Travel Simulation - DVRPC*

AQ Code X1 *LIMITS* Region-wide

IMPROVEMENT: Other

Not SOV Capacity Adding *MUNICIPALITIES:*

PROJECT MANAGER: DVRPC

No Let Date

FY2011 UPWP Project

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
PRA	STU	500											
		500	0	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014			500	Total FY2015-2018			0	Total FY2019-2022			0

Total For Various	2011	2012	2013	2014	2011-2014	2015-2018	2019-2022
	\$52,218	\$43,306	\$51,072	\$57,805	\$204,401	\$624,348	\$13,611

DVRPC FY2011
Transportation Improvement
Program for Pennsylvania

Pennsylvania
Transit Program

SEPTA/DRPA/PennDOT/Pottstown



Pennsylvania - Transit Program

DRPA

MPMS# 74835

Rebuild PATCO Cars - DRPA

AQ Code M10

LIMITS Region-wide

Not SOV Capacity Adding

IMPROVEMENT: Transit Improvements

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER: HNTB/NV

Est Let Date: 1/24/2013

This project will provide for the replacement of PATCO's existing car fleet, either through new car purchase or complete rebuilding of existing cars. Funding will be flexed to FTA. Additional funding for this project is noted in the DVRPC TIP for NJ, under DB #DR046.

\$1,000,000 SAFETEA-LU Earmark (PA ID#637/FED ID#4827)

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	Later FYs
CON	SXF	200				0
		200	0	0	0	Later FYs Total: 0
		Total FY2011-2014		200		

MPMS# 74840

Commodore Barry Bridge Security Improvements - DRPA

AQ Code NRS

LIMITS Commodore Barry Bridge

Not SOV Capacity Adding

IMPROVEMENT: Other

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER: HNTB/NV

No Let Date

This project will include several security improvements to the Commodore Barry bridge; including electronic surveillance and detection, and increased lightning, bridge hardening, and construction inspection and management work

Funded by SAFETEA-LU earmark in the amount of \$1,000,000 (ID #4816/PA ID#626)

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	Later FYs
CON	SXF	1,000				0
		1,000	0	0	0	Later FYs Total: 0
		Total FY2011-2014		1,000		

DVRPC FY 2011-2014 TIP for PA

Pennsylvania - Transit Program

Montgomery

MPMS# 90680

Ardmore Transit Center Line Item

AQ Code NRS

LIMITS Ardmore Transit Center

IMPROVEMENT: Transit Improvements

MUNICIPALITIES: Various

PROJECT MANAGER:

No Let Date

This line item includes funding for the improvement of Ardmore Transit Center.

See MPMS# 73214

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	Later FYs
ERC	LOCAL	250				0
		250	0	0	0	Later FYs Total: 0
		Total FY2011-2014		250		

Pennsylvania - Transit Program

Pottstown

MPMS# 59935

AQ Code M1

Not SOV Capacity
Adding

Adding Subcorr(s):
9A

Capital/Operating Assistance - Pottstown Urban Transit

LIMITS Pottstown Borough

IMPROVEMENT: Transit Improvements

MUNICIPALITIES: Pottstown Borough

PROJECT MANAGER:

No Let Date

This project covers the operating subsidies for the Pottstown Urban Transit System. Funds in this project may also be used for capital projects.

Pottstown uses the majority of the annual appropriation for operating, and a small portion for equipment purchases and capital projects as required. Section 5340 funds are included with Section 5307 funds.

Capital projects planned in FY11 - FY14 include:

FY 2011

\$100,000 PTAF funds will be used to supplement the construction of an existing ARRA project which includes improvements to an existing transit canopy, streetscaping, repaving, electrical upgrades, structural reinforcements, and driveway reconstruction.

FY2013

\$500,000 PTAF funds will be used to purchase a new bus

FY2014

\$72,000 PTAF funds will be used to purchase a new paratransit van

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	Later FYs
OP	5307	836				0
OP	CB	447				0
OP	LOCAL	472				0
OP	5307		836			0
OP	CB		447			0
OP	LOCAL		472			0
OP	5307			836		0
OP	CB			447		0
OP	LOCAL			472		0
OP	5307				836	0
OP	CB				447	0
OP	LOCAL				472	0
CAP	ACT26	100				0
CAP	ACT26			500		0
CAP	ACT26				72	0
		1,855	1,755	2,255	1,827	0
		Total FY2011-2014			7,692	
					Later FYs Total:	0

Pennsylvania - Transit Program

SEPTA

MPMS# 15407 *Villanova Intermodal Station Accessibility SR:0030*

AQ Code A2 **LIMITS** Villanova Station in Montgomery County

IMPROVEMENT: Transit Improvements

Not SOV Capacity Adding **MUNICIPALITIES:** Radnor Township

Adding Subcorr(s): **PROJECT MANAGER:** FLEX

No Let Date

This project will include design and the construction of a pedestrian crossing to the east of the Villanova Station; elevators and high level platforms will be constructed on each side of the tracks to allow complete access to both sides of the rail line. Design will also include bicycle storage, renovation of the station building, and renovation or replacement of the existing canopy structures on both sides of the tracks.

Unobligated carryover from SAFE-TEA LU Earmarks are as follows:

FY 2009 - \$905,573
 FY 2008 - \$1,583,083
 FY 2008 - \$2,380,000 (Highway Flex)

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	Later FYs
ERC	FLEX	1,904				0
ERC	5309-B	725				0
ERC	5309-B	1,266				0
ERC	LOCAL	317				0
ERC	LOCAL	181				0
ERC	LOCAL	476				0
		4,869	0	0	0	Later FYs Total: 0
Total FY2011-2014		4,869				

Pennsylvania - Transit Program

SEPTA

MPMS# 59966

Capital Asset Lease Program

AQ Code M4

LIMITS System-wide

Not SOV Capacity Adding

IMPROVEMENT: Transit Improvements

MUNICIPALITIES: Various

PROJECT MANAGER:

No Let Date

The Capital Asset Lease Program provides for lease payments attributable to the acquisition, through financial leasing arrangements, of the following capital assets: Silverliner V Railcar acquisition, copier leases, warehouse facilities, communications, antennas and radios, and lease payments made to Amtrak by SEPTA for corridor access and operation on Amtrak's Northeast Corridor (Trenton, NJ to Wilmington, DE) and Harrisburg Line (Downingtown, PA to Center City, Philadelphia, PA). The lease payments to Amtrak represent SEPTA's allocated portion of Amtrak's cost to maintain and upgrade the right-of-way including protection of assets, maintenance and general administrative overhead.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	Later FYs	
CAL	5307	11,252				0	
CAL	5309	23,893				0	
CAL	1517	8,503				0	
CAL	LOCAL	283				0	
CAL	5307		11,620			0	
CAL	5309		24,261			0	
CAL	1517		9,402			0	
CAL	LOCAL		290			0	
CAL	5307			12,028		0	
CAL	5309			24,668		0	
CAL	1517			8,878		0	
CAL	LOCAL			296		0	
CAL	5307				12,438	0	
CAL	5309				25,078	0	
CAL	1517				9,077	0	
CAL	LOCAL				302	0	
CAL	5307					7,803	
CAL	5309					17,803	
CAL	LOCAL					6,401	
		43,931	45,573	45,870	46,895	Later FYs Total: 32,007	
		Total FY2011-2014				182,269	

Pennsylvania - Transit Program

SEPTA

MPMS# 59973 **Utility Fleet Renewal Program - Non Revenue Vehicles**

AQ Code M2 **LIMITS** System-wide

IMPROVEMENT: Transit Improvements

Not SOV Capacity
Adding

MUNICIPALITIES: Various

PROJECT MANAGER:

No Let Date

The Utility Fleet Renewal program is a comprehensive effort to upgrade and replace the utility fleet and automotive fleet. In order to have adequate and reliable utility vehicles, SEPTA has developed a program to periodically renew this fleet on a vehicle by vehicle basis, contingent on the vehicle's age, condition, and usage. The utility fleet is comprised of the following types of vehicles: (1) utility vehicles for transit supervisors, SEPTA police officers, paratransit support, and operations support services, (2) utility vehicles for the fixed plant maintenance of buildings, overhead power systems, catenary, communications systems, signal systems, track, and roadway, (3) transport vehicles used in garages, shops, and operations support, and (4) service vehicles used for the maintenance of vehicles.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	Later FYs
CAP	5307					0
CAP	CB					0
CAP	LOCAL					0
CAP	5307					0
CAP	CB					0
CAP	LOCAL					0
CAP	5307			3,200		0
CAP	1514 B			774		0
CAP	LOCAL			26		0
CAP	5307				3,200	0
CAP	1514 B				774	0
CAP	LOCAL				26	0
CAP	5307					3,200
CAP	1514 B					774
CAP	LOCAL					26
		0	0	4,000	4,000	Later FYs Total: 4,000
		Total FY2011-2014		8,000		

Pennsylvania - Transit Program

SEPTA

MPMS# 60255

Regional Rail Signal Modernization Program

AQ Code M6

LIMITS System-wide railroad facilities

Not SOV Capacity Adding

IMPROVEMENT: Transit Improvements

MUNICIPALITIES: Various

PROJECT MANAGER:

No Let Date

This project provides for the modernization of the signal system for the Cynwyd Line, Norristown Line, Chestnut Hill East Line, and Chestnut Hill West Line. The Automatic Block Signal System currently in use on these lines will be replaced with an Automatic Train Control (ATC) System. The ATC System, which operates on a microprocessor based platform, will ensure effective train separation, as well as provide train overspeed protection with automatic braking. The new signal system will also enable bi-directional train movements with full signaling, thus greatly enhancing the flexibility of service when a portion of track is out of service for maintenance or repair.

This project will also include the implementation of a Positive Train Control System (PCT), which was mandated under the Railroad Safety Improvement Act of 2008.

As part of this project, track interlockings and switches will be improved or replaced to complement the capabilities of the new signal system. These improvements, in conjunction with completed and planned communications system upgrades, will significantly improve service quality by providing enhanced passenger safety and a more reliable and maintainable operation. In addition, these infrastructure improvements will expand opportunities to increase overall travel speed and reduce travel time, while improving overall operational safety.

Similar improvements were recently completed on the Glenside to Lansdale portion of the Lansdale-Doylestown Line. This project will bring the Cynwyd, Norristown, Chestnut Hill East and Chestnut Hill West Rail Lines into compliance with the Railroad Safety Act requirements.

In total, 50 track miles of the signal system will be replaced by this multi-year project.

Projects include but are not limited to:

- Chestnut Hill East Signals and ROW improvements - \$8.5 million (Prior Years & FY 2011, FY 2012)
- Norristown Line Signals and ROW improvements - \$23.2 million (FY 2011, 2012, 2013, 2014)
- Cynwyd Line Signals and ROW improvements - \$8.2 million (FY 2011, 2012, 2013, 2014)
- Chestnut Hill West Signals, interlocking, and ROW improvements - \$8.9 million (FY 2012, 2013, 2014)
- Positive Train Control (PTC) System - \$94 million (Prior Years, FY 2011, 2012, 2013, 2014)

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	Later FYs
CAP	1514					0
CAP	LOCAL					0
CAP	1514					0
CAP	1514					0
CAP	1514					0
CAP	1514					0
CAP	5309					0
CAP	CB					0
CAP	LOCAL					0
CAP	LOCAL					0
CAP	LOCAL					0
CAP	LOCAL					0
CAP	5307	1,669				0
CAP	5309	12,869				0
CAP	1514 B	3,517				0
CAP	LOCAL	117				0
CAP	5307		1,035			0
CAP	5309		31,190			0
CAP	1514 B		7,796			0

Pennsylvania - Transit Program

SEPTA						
CAP	LOCAL		260			0
CAP	5309		31,578			0
CAP	1514 B		7,645			0
CAP	LOCAL		254			0
CAP	5309			31,710		0
CAP	1514 B			7,672		0
CAP	LOCAL			256		0
		18,172	40,281	39,477	39,638	Later FYs Total: 0
		Total FY2011-2014		137,568		

MPMS# 60271

Station Accessibility Program - ADA Compliance

AQ Code M8

LIMITS System-wide

Not SOV Capacity Adding

IMPROVEMENT: Transit Improvements

MUNICIPALITIES: Various

PROJECT MANAGER:

No Let Date

This project provides for the continuation of SEPTA's efforts to improve system accessibility at railroad and rail transit stations as part of compliance with the Americans with Disabilities Act (ADA). The site currently being funded is the Race-Vine Station on the Broad Street Subway Line. The selection of the site was based on a number of factors, including station ridership and intermodal connections, and input from the SEPTA Advisory Committee for Accessible Transportation (SAC).

The total cost of this project is \$8,407,000.

TIP Program Years (\$ 000)						
Phase	Fund	FY2011	FY2012	FY2013	FY2014	Later FYs
ERC	5309					0
ERC	CB					0
ERC	LOCAL					0
ERC	5309					0
ERC	CB					0
ERC	LOCAL					0
CON	5307TE	1,006				0
CON	1514 B	243				0
CON	LOCAL	8				0
CON	5307		2,645			0
CON	5307TE		1,035			0
CON	1514 B		890			0
CON	LOCAL		30			0
CON	5307			193		0
CON	1514 B			47		0
CON	LOCAL			2		0
		1,257	4,600	242	0	Later FYs Total: 0
		Total FY2011-2014		6,099		

Pennsylvania - Transit Program

SEPTA

MPMS# 60275

Debt Service

AQ Code M1

LIMITS System-wide

Not SOV Capacity Adding

IMPROVEMENT: Transit Improvements

MUNICIPALITIES: Various

PROJECT MANAGER:

No Let Date

State capital funds will provide for debt service and the cost of issuance of bonds, notes and other indebtedness incurred by SEPTA. The Fiscal Year 2011 annual element will provide funds for the following debt service payments:

- Payments on Special Revenue Bonds, Series 1999, which were issued on February 23, 1999. These bonds provided funds for the Market-Frankford Subway Elevated cars, various capital improvement projects, and partial refunding of Series 1995A Bonds at favorable rates to SEPTA. (Normal Replacement and State of Good Repair)

- Payments on Variable Rate Revenue Refunding Bonds, Series 2007. The Variable Rate Refunding Bonds were used to refund the Special Revenue Bonds, Series 1997, which provided funds for the buyout of leases on Bombardier Rail Cars, General Motors Locomotives and Frazer Rail Car Maintenance Shop and for other capital improvement projects, including the Market-Frankford Subway Elevated car acquisition, Broad Street Subway Line cable replacement, Frazer Yard interlocking construction and Market-Frankford Subway Elevated Line infrastructure improvements. (Normal Replacement and System Improvement)

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	Later FYs
DS	PTAF 4	34,788				0
DS	LOCAL	1,200				0
DS	PTAF 4		34,597			0
DS	LOCAL		1,193			0
DS	PTAF 4			34,361		0
DS	LOCAL			1,185		0
DS	PTAF 4				34,276	0
DS	LOCAL				1,182	0
DS	PTAF 4					34,080
DS	LOCAL					1,175
		35,988	35,790	35,546	35,458	Later FYs Total: 35,255
		Total FY2011-2014 142,782				

Pennsylvania - Transit Program

SEPTA

MPMS# 60286

SEPTA Bus Purchase Program - 40'

AQ Code M10

LIMITS System-wide

Not SOV Capacity Adding

IMPROVEMENT: Transit Improvements

MUNICIPALITIES: Various

PROJECT MANAGER:

No Let Date

SEPTA's Bus Fleet Management Plan provides for the acquisition of different size buses based upon needs and route characteristics. The current bus fleet consists of a variety of buses ranging from 60-foot articulated and 40-foot buses for City Transit and Suburban service routes to 27-foot and 30-foot buses for contracted service routes. On September 27, 2007, the SEPTA Board approved the award of a contract to New Flyer, Inc. for 400 forty-foot low-floor hybrid (diesel/electric) transit buses with an option to purchase an additional 80 buses. The base order of 400 buses will replace SEPTA's NABI buses, which will have exceeded their useful life of 12 years by the time of replacement. This program will replace buses at the rate of 100 buses per year with an option of up to 20 additional buses per year through 2011.

In February 2009, the SEPTA Board approved the exercise of two of the 20 base order options, which are being primarily funded with American Recovery and Reinvestment Act (ARRA) transit stimulus funding. These buses will be delivered in 2009 and 2010, respectively. The addition of 440 hybrid buses to the initial fleet of 32 hybrids purchased in 2003, will make SEPTA the operator of one of the largest public transit hybrid bus fleets in the country.

Operating hybrid (diesel/electric) buses enables SEPTA to significantly reduce engine exhaust emissions in the region and increase fuel efficiency. Hybrid buses reduce emissions in the following areas: carbon monoxide, nitrous oxide, hydrocarbons, particulate matter, and carbon dioxide. In addition to emission superiority, the hybrids have achieved greater gas mileage, superior brake lining and faster acceleration.

Each new bus will have a public address system that will enable the operator to clearly communicate with passengers inside and outside the vehicle. For the hearing and visually impaired, an audio/visual annunciating system will be installed, which will automatically announce upcoming bus stops and informational messages. All buses will be low-floor and equipped for wheelchairs to address accessibility needs. Additional features include an on-board video surveillance system and a bicycle rack.

The Bus Purchase Program provides the following benefits: 1) Dependable and improved service for our customers, 2) Systematic replacement of aging components of the fleet, 3) Maintaining an average bus fleet age of approximately six year and 4) Introduction of new technology to the fleet.

The Bus Purchase Program also provides for necessary spare components, tools and equipment required to properly service the new buses. Funding is also provided from MPMS #65109, FHWA Transit flex to SEPTA.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	Later FYs
PUR	5307					0
PUR	5340ER					0
PUR	5307ER					0
PUR	5308					0
PUR	CB					0
PUR	CB					0
PUR	LOCAL					0
PUR	LOCAL					0
PUR	5307					0
PUR	CB					0
PUR	LOCAL					0
PUR	5307	22,247				0
PUR	1514 B	5,382				0
PUR	LOCAL	179				0
PUR	5307		823			0
PUR	1514 B		199			0
PUR	LOCAL		7			0

DVRPC FY 2011-2014 TIP for PA

Pennsylvania - Transit Program

SEPTA

27,808	1,029	0	0	Later FYs Total:	0
Total FY2011-2014			28,837		

MPMS# 60317

Federal Preventive Maintenance

AQ Code M1

LIMITS System-wide

Not SOV Capacity
Adding

IMPROVEMENT: Transit Improvements

MUNICIPALITIES: Various

PROJECT MANAGER:

No Let Date

This project provides for federal operating assistance and preventive maintenance expenses pertaining to activities performed on vehicles and facilities. Activities include 1) program administration; 2) repair of buildings, grounds and equipment (including, but not limited to, the overhaul of vehicles); 3) operation of electric power facilities; 4) maintenance of vehicle movement control systems, fare collection, counting equipment and structures; and 5) maintenance of general administration buildings, grounds and equipment, and electrical facilities.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	Later FYs
OP	5307	8,195				0
OP	5309	26,405				0
OP	LOCAL	8,650				0
OP	5307		7,212			0
OP	5309		27,388			0
OP	LOCAL		8,650			0
OP	5307			15,074		0
OP	5309			19,526		0
OP	LOCAL			8,650		0
OP	5307				19,789	0
OP	5309				14,811	0
OP	LOCAL				8,650	0
OP	5307					19,789
OP	5309					14,811
OP	LOCAL					8,650
		43,250	43,250	43,250	43,250	Later FYs Total: 43,250
		Total FY2011-2014			173,000	

Pennsylvania - Transit Program

SEPTA

MPMS# 60557

System Improvements

AQ Code M6

LIMITS System-wide

Not SOV Capacity
Adding

IMPROVEMENT: Transit Improvements

MUNICIPALITIES: Various

PROJECT MANAGER:

No Let Date

This project will provide for the development, design and implementation of system improvements within the five county area. Capital improvements to the infrastructure are required in order to carry out many of the business goals and objectives of the Authority. System improvements are defined as projects which expand or improve operations, or which add new system capabilities or service.

Projects include but are not limited to:

- Information Technology - Enhancements to SEPTA's information technology infrastructure and computer software applications - \$4,400,000 (FY 2011, 2012, 2013, 2014)
- Route 101/102 Trolley Lines Positive Train Control (PTC) System - \$42 million (FY 2011, 2012 & Later Fiscal Years)
- Radio Narrowbanding - \$3,736,000 (Prior Years, FY 2011, FY 2012)
- Route 13 Chester Avenue - \$1,021,990 (FY 2011)
- Street Track - \$538,522 (FY 2011)

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	Later FYs
CAP	5307	960				0
CAP	5309	2,568				0
CAP	1514 B	854				0
CAP	LOCAL	29				0
CAP	5307		960			0
CAP	5309		2,229			0
CAP	1514 B		771			0
CAP	LOCAL		26			0
CAP	5307			800		0
CAP	1514 B			194		0
CAP	LOCAL			6		0
CAP	5307				800	0
CAP	1514 B				194	0
CAP	LOCAL				6	0
CAP	5307					800
CAP	5309					32,400
CAP	1514 B					8,033
CAP	LOCAL					296
		4,411	3,986	1,000	1,000	Later FYs Total: 41,529
		Total FY2011-2014		10,397		

Pennsylvania - Transit Program

SEPTA

MPMS# 60571
AQ Code S2

Environmental Cleanup and Protection Program

LIMITS System-wide
IMPROVEMENT: Transit Improvements
MUNICIPALITIES: Various
PROJECT MANAGER:

No Let Date

The Environmental Clean Up and Protection Program provides for the removal of PCBs and asbestos in shops, garages, buildings, and substations.

Additional elements will consist of environmental cleanup at locations within SEPTA's City Transit, Suburban Transit, and Regional Rail Divisions, as well as locations where SEPTA has been assigned a portion of the cleanup costs by government agencies.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	Later FYs
CON	1514 B	484				0
CON	LOCAL	16				0
CON	1514 B		484			0
CON	LOCAL		16			0
CON	1514 B			484		0
CON	LOCAL			16		0
CON	1514 B				484	0
CON	LOCAL				16	0
CON	1514 B					484
CON	LOCAL					16
		500	500	500	500	Later FYs Total: 500
		Total FY2011-2014 2,000				

Pennsylvania - Transit Program

SEPTA

MPMS# 60574

Paoli Transportation Center

AQ Code 20130

LIMITS Paoli Transportation Center in Chester County

IMPROVEMENT: Transit Improvements

Not SOV Capacity Adding

MUNICIPALITIES: Tredyffrin Township

PROJECT MANAGER:

LRPID:E

No Let Date

This project provides for the development, engineering, and construction of a new multi-modal transportation center in Paoli, Chester County. The new facility will be located on the Paoli/Thorndale Regional Rail Line west of the existing station. This station serves SEPTA and Amtrak trains and is one of the most heavily patronized SEPTA train stops outside of Center City. The project includes the construction of an intermodal station facility including the reconfiguration of track/interlocking west of the station to accommodate the platforms for the new transportation center. This project also provides for high-level platforms, a waiting area, ticket office and passenger amenities; construction of a 1,200-space new commuter parking facility; reconfiguration of access roads and entrances to the station; and construction of new pedestrian linkages throughout the station area including sidewalks, crosswalks, and a concourse linking inbound and outbound station platforms.

Unobligated carryover from SAFETEA-LU earmarks are as follows:

FY 2009: \$1,311,200

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	Later FYs
ERC	5309-B	823				0
ERC	5309-B	226				0
ERC	LOCAL	206				0
ERC	LOCAL	56				0
		1,311	0	0	0	Later FYs Total: 0
		Total FY2011-2014		1,311		

Pennsylvania - Transit Program

SEPTA

MPMS# 60582

Vehicle Overhaul Program

AQ Code M3

LIMITS System-wide

Not SOV Capacity
Adding

IMPROVEMENT: Transit Improvements

MUNICIPALITIES: Various

PROJECT MANAGER:

No Let Date

This project provides for the major overhaul of SEPTA's rolling stock and for specialized vehicle overhauls conducted in addition to the general overhaul effort. The project will address critical items and vehicle equipment upgrades and modifications which are accomplished on a fleet wide basis.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	Later FYs
CAP	1514					0
CAP	CB					0
CAP	LOCAL					0
CAP	1514					0
CAP	CB					0
CAP	LOCAL					0
CAP	5307	37,440				0
CAP	5309	21,440				0
CAP	1514 B	14,245				0
CAP	LOCAL	475				0
CAP	5307		26,801			0
CAP	5309		14,054			0
CAP	1514 B		23,925			0
CAP	LOCAL		420			0
CAP	5307			27,760		0
CAP	5309			22,121		0
CAP	1514 B			16,587		0
CAP	LOCAL			432		0
CAP	5307				31,440	0
CAP	5309				23,440	0
CAP	1514 B				13,278	0
CAP	LOCAL				442	0
CAP	5307					28,160
CAP	5309					20,160
CAP	1514 B					11,690
CAP	LOCAL					390
		73,600	65,200	66,900	68,600	Later FYs Total: 60,400
		Total FY2011-2014		274,300		

Pennsylvania - Transit Program

SEPTA

MPMS# 60599

Paratransit Vehicle Purchase

AQ Code M10

LIMITS System-wide

Not SOV Capacity
Adding

IMPROVEMENT: Transit Improvements

MUNICIPALITIES: Various

PROJECT MANAGER:

No Let Date

This project provides for the acquisition of revenue vehicles for SEPTA's Paratransit and Shared Ride operations. The vehicles acquired will replace existing vehicles that have exceeded their useful life and will increase the size of the fleet for improved service. The revenue vehicles will be owned by SEPTA and will be used by contracted carriers to service these operations.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	Later FYs
PUR	5307					0
PUR	CB					0
PUR	LOCAL					0
PUR	5307					0
PUR	CB					0
PUR	LOCAL					0
PUR	5307	3,680				0
PUR	1514 B	890				0
PUR	LOCAL	30				0
PUR	5307		3,840			0
PUR	1514 B		929			0
PUR	LOCAL		31			0
PUR	5307			3,520		0
PUR	1514 B			852		0
PUR	LOCAL			28		0
PUR	5307				3,760	0
PUR	1514 B				910	0
PUR	LOCAL				30	0
PUR	5307					22,320
PUR	1514 B					5,400
PUR	LOCAL					178
		4,600	4,800	4,400	4,700	Later FYs Total: 27,898
		Total FY2011-2014		18,500		

Pennsylvania - Transit Program

SEPTA

MPMS# 60611

Fare Collection System/New Payment Technologies

AQ Code M5

LIMITS System-wide

Not SOV Capacity Adding

IMPROVEMENT: Transit Improvements

MUNICIPALITIES: Various

PROJECT MANAGER:

LRPID:B

No Let Date

The New Payment Technology Project will modernize and improve SEPTA's current fare payment and collection system by offering riders a variety of payment choices to suit their travel needs. Fareboxes on buses and light rail vehicles will accept electronic fare media such as contactless cards and emerging media forms. New vending machines located in stations and other terminal locations will improve customer convenience of fare instrument purchases. Electronic media will also be widely available in retail establishments throughout the SEPTA service area.

In addition to bus, rail transit, and regional rail fare collection improvements, this project will also include improvements to the payment and collection procedures for SEPTA's Customer Community Transportation (CCT) operation and parking operations. Computer equipment and software systems will be replaced to support the enhanced system-wide fare collection system.

Control, accountability and reconciliation will be made an integral part of the new fare collection system. The introduction of new fare collection technology will attract riders to the system and facilitate more accurate gathering of ridership and revenue information. Electronic fare media used in conjunction with modern fare collection devices will allow customers to move seamlessly throughout the transit network.

Companion projects supporting this project include: Bus and trolley farebox upgrade, Market-Frankford and Broad Street Lines fiber optics improvements, and design of fare line and cashier booth modifications at ten high ridership locations.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	Later FYs
CON	5307					0
CON	CB					0
CON	LOCAL					0
CON	5307					0
CON	CB					0
CON	LOCAL					0
CON	5307			4,959		0
CON	5309			4,959		0
CON	CB			2,399		0
CON	LOCAL			80		0
CON	5307				3,214	0
CON	5309				3,214	0
CON	CB				1,555	0
CON	LOCAL				52	0
CON	5307					52,554
CON	CB					12,714
CON	LOCAL					423
		0	0	12,397	8,035	Later FYs Total: 65,691
		Total FY2011-2014		20,432		

Pennsylvania - Transit Program

SEPTA

MPMS# 60629

Job Access and Reverse Commute (JARC) and New Freedom

AQ Code 20130

LIMITS System-wide

Not SOV Capacity Adding

IMPROVEMENT: Transit Improvements

MUNICIPALITIES: Various

PROJECT MANAGER:

No Let Date

Job Access and Reverse Commute, and New Freedoms programs provide funds for transportation services for transit dependent populations.

The Southeastern Pennsylvania Job Access and Reverse Commute Initiative is a program that offers a regional approach to job access challenges and human services transportation coordination. The program has two major goals. The first is to provide transportation services in urban, suburban, and rural areas to assist welfare recipients and low-income individuals in accessing employment opportunities during both traditional and non-traditional work hours. The second goal of the program is to increase coordination among the transportation providers, human service agencies, employers, the Delaware Valley Regional Planning Commission, the Commonwealth of Pennsylvania, and affected communities and individuals. Job Access projects implement new transportation services or extend existing services to fill the transportation gaps that exist in many areas between where welfare recipients and low-income persons live and employment opportunities. Reverse Commute projects are designed to transport the general public from urban, suburban, and rural areas to suburban employment opportunities.

SEPTA services include new bus routes to employment areas, early morning and late night service on regional rail lines, city and suburban "night owl" bus service, bus route extensions and enhancements, and suburban evening bus service. Subrecipients of JARC funds from SEPTA provide "final link" transportation to locations not easily served by traditional transit or to meet the unique travel requirements of low-income populations in more rural pockets of the Philadelphia region. These partners provide small bus and van service to suburban job centers, reverse commute intra-county service and connecting service from train stations and bus routes to suburban businesses. Additionally, the services are marketed by SEPTA and its subrecipients

Every month, approximately 91,000 trips are made on the Southeastern Pennsylvania regional job access routes.

The New Freedom program provides operating and capital costs for services and public transportation alternatives to assist persons with disabilities. The services must be beyond those required by the Americans with Disabilities Act of 1990 (ADA).

SEPTA service provides travel training for persons with disabilities and capital projects to increase accessibility at key stations. Subrecipients of New Freedom funding also perform travel training for persons with disabilities and capital projects to improve accessibility at transit locations.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	Later FYs
OP	3037					0
OP	FREE					0
OP	1516					0
OP	1517					0
OP	3037					0
OP	3037	3,172				0
OP	FREE	1,168				0
OP	1516	276				0
OP	1516	4,258				0
OP	3037		2,700			0
OP	FREE		1,347			0
OP	1516		319			0
OP	1516		4,241			0
		8,874	8,607	0	0	Later FYs Total: 0
		Total FY2011-2014		17,481		

Pennsylvania - Transit Program

SEPTA

MPMS# 60651 *Regional Rail Substation Improvement Program*

AQ Code M6

LIMITS System-wide railroad substations

IMPROVEMENT: Transit Improvements

Not SOV Capacity Adding

MUNICIPALITIES: Various

PROJECT MANAGER:

No Let Date

This program provides for improvements to the traction power supply system for SEPTA's Regional Rail service. Critical components of the power system have far exceeded their useful life and are in need of replacement. This program will provide for the replacement of sixteen substations over the next decade and a half, and the construction of a new static frequency converter. As a result of the substation improvement program, the traction power distribution network will be more reliable, rail service interruptions will be reduced, and Regional Rail customers will benefit from enhanced service quality. The first four facilities to be addressed under this program are: 1) Replacement of 30th Street Substation (Sub 1-A); 2) Replacement of Callowhill Substation, 3) Replacement of Jenkintown Substation, and 4) a new static frequency converter adjacent to the Jenkintown Substation. Fiscal Year 2011 funding will be utilized for the completion of the 30th Street Substation.

The 30th Street Substation is located in Amtrak's Penn Coach Yard. This Amtrak-owned facility distributes traction power to catenary circuits for SEPTA train service at Zoo Interlocking, Arsenal Interlocking, Powelton Avenue Yard, Suburban Station, and the Center City Commuter Rail Tunnel. Electrical equipment and structural failures at this circa - 1920's facility cause train service delays. A new substation will be constructed within SEPTA's Powelton Yard.

The Callowhill and Jenkintown Substations are two of twelve autotransformer substations that distribute power to Regional Rail lines north of the Center City Commuter Rail Tunnel. New substation facilities will house state-of-the-art circuit breakers, switchgears and control equipment. Callowhill Substation, which is located on the former Reading Railroad Viaduct just south of the north portal of the Center City Commuter Rail Tunnel, was replaced by a new facility, Fairmount Substation, which is located near the intersection of Fairmount Avenue and 9th Street in the City of Philadelphia. Construction of the new Fairmount Substation was substantially completed in October 2009.

The Jenkintown Substation is located just north of Jenkintown Station in Montgomery County at a key juncture of SEPTA's northern Regional Railroad traction power system and will be replaced with a new substation at the same location. The design of Jenkintown Substation improvements commenced in the 3rd quarter of Calendar Year 2008. The planned demolition of the existing Jenkintown Substation facility will make room for the installation of a new Static Frequency Converter facility (SFC). The SFC will supplement SEPTA's existing SFC at Wayne Junction. The SFC will be supplied 60hz power from the adjacent PECO substation and will provide 25hz power to SEPTA's system through the new Jenkintown Substation. The construction phase of these improvements at Jenkintown will not advance until sufficient capital funding is identified.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	Later FYs
CAP	5309					0
CAP	CB					0
CAP	LOCAL					0
CAP	5309	4,000				0
CAP	1514 B	968				0
CAP	LOCAL	32				0
CAP	5309					49,600
CAP	1514 B					12,186
CAP	LOCAL					214
CON	5307					0
CON	5309					0
CON	CB					0
CON	CB					0
CON	LOCAL					0
CON	LOCAL					0
		5,000	0	0	0	Later FYs Total: 62,000
		Total FY2011-2014		5,000		

Pennsylvania - Transit Program

SEPTA

MPMS# 60655 *Levittown Intermodal Facility Improvements (B)*

AQ Code M8 **LIMITS** Levittown station in Bucks County

IMPROVEMENT: Transit Improvements

MUNICIPALITIES: Various

Not SOV Capacity Adding

Adding Subcorr(s): 4A, 5I, 12A

PROJECT MANAGER:

No Let Date

SEPTA's Levittown Station is served by Bus Route 128 and the Trenton Regional Rail line.

The Levittown Facility Improvements consist of the replacement of the station building at its present site, including a new ticket office, ADA compliant restrooms, signage and lighting; construction of inbound and outbound high-level platforms, with low level extensions; ADA accessibility improvements, including tactile warning tiles, ramps, railings and lighting; sump pump replacement; construction of a new bus loop and bus shelters, and reconfiguration of the parking lot to accommodate bus access. In addition, a new pedestrian overpass with elevators will be installed. This project will also include intersection improvements at Fallsington Avenue, and the elimination of Canal Street, which runs through the inbound parking lot at Levittown Station. The elimination of Canal Street will consolidate the lot, and allow for safer vehicle circulation and better bus and intermodal transfers.

Unobligated carryover from SAFETEA-LU earmarks are as follows:
 FY 2009: \$2,350,200

TIP Program Years (\$ 000)						
Phase	Fund	FY2011	FY2012	FY2013	FY2014	Later FYs
ERC	5309-B	823				0
ERC	5309-B	677				0
ERC	5309-B	380				0
ERC	LOCAL	206				0
ERC	LOCAL	95				0
ERC	LOCAL	169				0
		2,350	0	0	0	0
		Total FY2011-2014			2,350	Later FYs Total: 0

DVRPC FY 2011-2014 TIP for PA

Pennsylvania - Transit Program

SEPTA

MPMS# 77180

State of Good Repair

AQ Code M8

LIMITS System-wide

Not SOV Capacity Adding

IMPROVEMENT: Transit Improvements

MUNICIPALITIES: Various

PROJECT MANAGER:

No Let Date

This program is designed to bring transit and railroad facilities and vehicles to a state of good repair.

Currently programmed projects include:

- Frankford & Elmwood Fire Suppression - \$3,960,000 (Prior Years, FY 2011, 2012)
- Norristown High Speed Line Retaining Wall - \$1,000,000 (FY 2011)
- Roof Replacement at Roberts Yard and Wayne Junction - \$717,343 (FY 2011)

TIP Program Years (\$ 000)						
Phase	Fund	FY2011	FY2012	FY2013	FY2014	Later FYs
CAP	1514					0
CAP	5307ER					0
CAP	5309ER					0
CAP	LOCAL					0
CAP	1514 B					0
CAP	LOCAL					0
CAP	5309	2,654				0
CAP	1514 B	642				0
CAP	LOCAL	21				0
CAP	5309		768			0
CAP	1514 B		185			0
CAP	LOCAL		6			0
		3,317	959	0	0	0
		Total FY2011-2014				4,276
					Later FYs Total:	0

Pennsylvania - Transit Program

SEPTA

MPMS# 77183 *Transit and Regional Rail Station Program*

AQ Code M8

LIMITS System-wide stations

IMPROVEMENT: Transit Improvements

Not SOV Capacity
Adding

MUNICIPALITIES: Various

PROJECT MANAGER:

No Let Date

This program provides for the reconstruction or rehabilitation of transit and regional rail stations and terminals, bus/trolley loop facilities, and transportation centers. Program elements include the total replacement of all station and loop facility components, as well as projects that significantly rehabilitate stations and loops, such as improvements to, or replacement of, station buildings, ticket offices and waiting rooms, passenger shelters, canopies, platforms, crosswalks and overpasses, escalators and elevators, lighting, signage, and accessible paths and features. All improvements will fully comply with the Americans with Disabilities Act of 1990.

Projects include but are not limited to:

- Cheltenham & Ogontz Loop - \$5,034,000 (Prior Years, FY 2011)
- Escalator Program - \$3,129,000 (Prior Years, FY 2011)
- Hatboro Station, Warminster Line - \$4,500,000 (FY 2011, FY 2012, FY 2013)
- Noble Station, West Trenton Line - \$10,000,000 (FY 2011, FY 2012, FY 2013, FY 2014)
- Olney Station, Broad Street Subway - \$3,500,000 (FY 2011, 2012)
- Primos Station, Media-Elywn Line - \$8,500,000 (Prior Years, FY 2011, FY 2012)
- Ryers Station, Fox Chase Line - \$9,500,000 (Prior Years, FY 2011, FY 2012, FY 2013)
- Ardmore Station, Norristown High Speed Line - \$700,000 (FY 2011)

Also, included in this programming of projects is the program of Transit Enhancement Funds for the Willow Grove Station Improvement Project in FY 2013 and 2014. This total project cost is \$4,500,000. In addition to FY 2013 and 2014 funding, this project will be funded in later fiscal years.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	Later FYs
ERC	5307	10,202				0
ERC	1514 B	2,468				0
ERC	LOCAL	83				0
CON	5307		13,237			0
CON	1514 B		3,202			0
CON	LOCAL		107			0
CON	5307			5,760		0
CON	5307TE			1,066		0
CON	1514 B			258		0
CON	1514 B			1,393		0
CON	LOCAL			46		0
CON	LOCAL			9		0
CON	5307				648	0
CON	5307TE				1,098	0
CON	1514 B				266	0
CON	1514 B				156	0
CON	LOCAL				9	0
CON	LOCAL				5	0
CON	5307					1,435
CON	1514 B					347
CON	LOCAL					12
		12,753	16,546	8,532	2,182	Later FYs Total: 1,794
		Total FY2011-2014		40,013		

Pennsylvania - Transit Program

SEPTA

MPMS# 84642

Jenkintown Platform and Garage Project

AQ Code 20200

LIMITS Jenkintown station in Montgomery County

IMPROVEMENT: Transit Improvements

MUNICIPALITIES:

PROJECT MANAGER:

No Let Date

The Jenkintown Station is served by SEPTA's Suburban Bus Routes 77; and SEPTA's Airport, Warminster, West Trenton, and Lansdale/Doylestown Regional Rail Lines. The feasibility study performed by the Hiller Group, in conjunction with Cheltenham Township, Borough of Jenkintown, Montgomery County Planning Commission, Delaware Valley Regional Planning Commission and SEPTA, included the design and construction of a multi-level 700 space parking garage at Jenkintown Station. The existing 543 parking lot is currently at capacity, and cannot be expanded further due to physical constraints of the site. Most parking spaces are filled by early morning by the commuter transit passengers, leaving little or no parking spaces for other passengers. The additional parking between bus and rail will encourage greater usage of public transportation. Jenkintown Station is spanned by the Greenwood Avenue Bridge, which is scheduled for replacement by PennDOT. SEPTA's proposed construction of a parking garage and platform reconstruction work will be done in conjunction with the replacement of the Greenwood Avenue Bridge by PennDOT. SEPTA has obligated SAFETEA-LU earmarks to advance the design phase of the parking garage. In addition to the parking garage, SEPTA will be installing a new high level platform at Jenkintown Station, beginning at the station canopies, moving southbound to where the new parking garage will be located.

Unobligated SAFETEA-LU carryover earmarks are as follows:

FY 2009: 1,410,750

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	Later FYs
ERC	5309-B	1,129				0
ERC	LOCAL	282				0
		1,411	0	0	0	Later FYs Total: 0
		Total FY2011-2014		1,411		

MPMS# 84643

Malvern Station and Pedestrian Tunnel Improvements

AQ Code M8

LIMITS Malvern station in Chester County

IMPROVEMENT: Transit Improvements

MUNICIPALITIES:

PROJECT MANAGER:

No Let Date

This project consists of the construction of a new pedestrian underpass with concrete steps on the inbound and outbound sides, new lighting, intertrack fencing, and related exterior improvements at the Malvern Station, including expansion and improvements to the existing parking lot. All work will be completed in accordance with ADA requirements.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	Later FYs
CON	5309	1,962				0
CON	1514 B	474				0
CON	LOCAL	16				0
		2,452	0	0	0	Later FYs Total: 0
		Total FY2011-2014		2,452		

Pennsylvania - Transit Program

SEPTA

MPMS# 87176

69th Street Intermodal Parking Garage

AQ Code 20130

LIMITS At 69th Street in Delaware County

IMPROVEMENT: Transit Improvements

MUNICIPALITIES: Upper Darby Township

PROJECT MANAGER:

No Let Date

The overall project scope includes design and third party construction of an approximately 425-space parking garage, including ADA accessibility improvements and pedestrian connections between the new garage and the existing building. It will be built on the existing surface parking lot at SEPTA's 69th Street Intermodal Facility. In addition to the spaces in the parking garage, there will be approximately 87 additional surface lot spaces available when the surface lot is rebuilt. The construction of this garage will provide for increased ridership in the SEPTA routes served by the 69th Street Terminal. The 69th Street Terminal is an intermodal transportation facility which serves as a terminus for SEPTA customers using the Market-Frankford Subway Elevated Line, the Norristown High Speed Line, the Media-Sharon Hill Line and 17 SEPTA bus routes. A portion of the new parking facilities will also serve retail customers during nights and weekends.

Unobligated SAFETEA-LU carryover earmarks are as follows:

FY 2008: \$2,503,699

FY 2009: \$1,603,600

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	Later FYs
ERC	5309-B	903				0
ERC	5309-B	380				0
ERC	5309-B	1,603				0
ERC	5309-B	400				0
ERC	LOCAL	225				0
ERC	LOCAL	95				0
ERC	LOCAL	401				0
ERC	LOCAL	100				0
		4,107	0	0	0	Later FYs Total: 0
		Total FY2011-2014		4,107		

Pennsylvania - Transit Program

SEPTA

MPMS# 90497

Infrastructure Safety and Renewal Program - Tracks

AQ Code M9

LIMITS System-wide tracks

IMPROVEMENT: Transit Improvements

MUNICIPALITIES:

PROJECT MANAGER:

No Let Date

This program provides for the renovation, rehabilitation, or replacement of infrastructure and associated components of SEPTA's transit and railroad system.

The following is a listing of track projects to be funded under this program:

Projects include but are not limited to:

- 63rd Street Track Renewal (FY 2011)
- 69th Street Storage (FY 2011)
- Chestnut Hill East Line Tie, Surface & Brush (FY 2011)
- Curve Worn Rail Replacement (FY 2011)
- High Speed Special Work Renewal (FY 2011)
- Medial Line Tie, Surface & Brush (FY 2011)
- Regional Rail Grade Crossing Renewal Program (FY 2011)
- Regional Rail Under Grade Bridge - Timber Deck Renewals (FY 2011)
- Route 15 Turnback - \$3,000,000 (FY 2011)
- Silverliner V Passenger Boarding Project - \$2,000,000 (Prior Years, FY 2011)
- Steel Wheel Maintenance Equipment - \$3,500,000 (Prior Years, FY 2011)
- Walnut Interlocking - \$9,580,000 (FY 2011)

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	Later FYs	
ERC	1514 B	17,108				0	
ERC	LOCAL	592				0	
ERC	1514 B		11,852			0	
ERC	LOCAL		395			0	
ERC	1514 B			11,852		0	
ERC	LOCAL			395		0	
ERC	1514 B				11,852	0	
ERC	LOCAL				395	0	
		17,700	12,247	12,247	12,247	0	
		Total FY2011-2014				54,441	
						Later FYs Total: 0	

Pennsylvania - Transit Program

SEPTA

MPMS# 90509

AQ Code M8

Infrastructure Safety and Renewal Program - Building and Bridges

LIMITS System-wide building and bridges

IMPROVEMENT: Transit Improvements

MUNICIPALITIES:

PROJECT MANAGER:

No Let Date

This program provides for the renovation, rehabilitation, or replacement of infrastructure and associated components of SEPTA's transit and railroad system.

The following is a listing of Building and Bridge projects to be funded under this program:

Projects include but are not limited to:

- 8th & Market Street Station, Broad Street Subway Spur - \$3,000,000 (Prior Years, FY 2011)
- Ambler Station, Lansdale/Doylestown Line - \$8,000,000 (Prior Years, FY 2011)
- Bridge Rehabilitation Program (FY 2011)
- Broad & Lehigh Boiler Replacement (FY 2011)
- Chestnut Hill West Bridge Design - \$1,100,000 (Previous Years & FY 2011)
- Critical Catenary Structural Rehabilitation Program (FY 2011)
- East Falls Station, Norristown Line - \$10,000,000 (FY 2013, 2014, Later Years)
- Fall Arrest System - Roberts Yard (FY 2011)
- Fern Rock Station Improvements (FY 2011)
- Garage/Shop Improvements - Woodland Electronic Shop (FY 2011)
- Platform Improvements Program (FY 2011)
- Roslyn Station, Warminster Line - \$5,500,000 (FY 2012, FY 2013, FY 2014)
- Route 101/102 Trolley Lines Station Program - \$2,500,000 (FY 2011)
- Secane Station, Media-Elwyn Line - \$25,000,000 - (FY 2011, Later Years)
- Sewage Ejector Replacement Program (FY 2011)
- Station Canopy / Shelter Improvement Program (FY 2011)
- Station Entrance Improvements (FY 2011)
- Station/Tunnel Lighting (FY 2011)
- Susquehanna/Dauphin Station Improvements (Design) (FY 2011)
- Temple Station Improvements Program (FY 2011)
- Vent Well and Emergency Exit Program (FY 2011)
- Wilmington Line Station Improvements Program (FY 2011)
- Wyoming Station, Broad Street Subway - \$3,500,000 (FY 2013, 2014, Later Years)

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	Later FYs	
ERC	1514 B	13,109				0	
ERC	LOCAL	458				0	
ERC	1514 B		10,543			0	
ERC	LOCAL		338			0	
ERC	1514 B			12,248		0	
ERC	1517			759		0	
ERC	LOCAL			408		0	
ERC	1514 B				19,216	0	
ERC	1517				646	0	
ERC	LOCAL				618	0	
		13,567	10,881	13,415	20,480		
		Total FY2011-2014				58,343	
Later FYs Total:						0	

Pennsylvania - Transit Program

SEPTA

MPMS# 90512

SEPTA Bus Purchase Program - 60'

AQ Code M10

LIMITS System-wide

IMPROVEMENT: Transit Improvements

MUNICIPALITIES:

PROJECT MANAGER:

No Let Date

SEPTA's Bus Fleet Management Plan provides for the acquisition of different size buses based upon needs and route characteristics. The current bus fleet consists of a variety of buses ranging from 60-foot articulated and 40-foot buses for City Transit and Suburban service routes to 27-foot and 30-foot buses for contracted service routes. The funding in this MPMS is for the upcoming procurement (MPMS #60286 contains previous procurement) of approximately 200 60' hybrid buses to replace the current fleet of 60' diesel buses.

Operating hybrid (diesel/electric) buses enables SEPTA to significantly reduce engine exhaust emissions in the region and increase fuel efficiency. Hybrid buses reduce emissions in the following areas: carbon monoxide, nitrous oxide, hydrocarbons, particulate matter, and carbon dioxide. In addition to emission superiority, the hybrids have achieved greater gas mileage, superior brake lining and faster acceleration.

Each new bus will have a public address system that will enable the operator to clearly communicate with passengers inside and outside the vehicle. For the hearing and visually impaired, an audio/visual annunciating system will be installed, which will automatically announce upcoming bus stops and informational messages. All buses will be low-floor and equipped for wheelchairs to address accessibility needs. Additional features include an on-board video surveillance system and a bicycle rack.

The Bus Purchase Program provides the following benefits: 1) Dependable and improved service for our customers, 2) Systematic replacement of aging components of the fleet, 3) Maintaining an average bus fleet age of approximately six year and 4) Introduction of new technology to the fleet.

State (T-Bond) funds programmed in FY12 (\$4,133,000), FY13 (\$4,133,000), and FY14 (\$4,133,000) will be applied as a state match for the FLEX funds programmed in FY12, FY13, and FY14 of MPMS# 65109.

Funding is also provided from MPMS #65109, FHWA Transit flex to SEPTA.

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	Later FYs
PUR	5307		26,796			0
PUR	1514 B		6,483			0
PUR	1514 B		4,133			0
PUR	LOCAL		216			0
PUR	5307			23,832		0
PUR	1514 B			5,766		0
PUR	1514 B			4,133		0
PUR	LOCAL			192		0
PUR	5307				28,365	0
PUR	1514 B				6,863	0
PUR	1514 B				4,133	0
PUR	LOCAL				229	0
PUR	5307					172,000
PUR	1514 B					41,613
PUR	LOCAL					1,387
		0	37,628	33,923	39,590	Later FYs Total: 215,000
		Total FY2011-2014		111,141		

Pennsylvania - Transit Program

SEPTA

MPMS# 90515

AQ Code M6

Infrastructure Safety and Renewal Program - Communication and Signals

LIMITS System-wide communication and signals

IMPROVEMENT: Transit Improvements

MUNICIPALITIES:

PROJECT MANAGER:

No Let Date

This program provides for the renovation, rehabilitation, or replacement of infrastructure and associated components of SEPTA's transit and railroad system.

The following is a listing of communication and signal projects to be funded under this program:

Projects include but are not limited to:

- Broad Street Subway Signal Modernization Project (FY 2011)
- Communication & Signals Cable Replacement Program (FY 2011)
- Doylestown Line Signals and ROW Improvements - \$19,682,000 (Prior Year, FY 2011, FY 2012)
- Electric Switch Heater Upgrade Project (FY 2011)
- Fiber Optics, Phase II - \$9,770,000 (Prior Year, FY 2011)
- Fiber Optic RTU Control Project (FY 2011)
- PA Modernization Project (FY 2011)
- BIV Car Control Box Replacement - \$12,866,000 (Prior Years, FY 2011)
- Warminster Line Signals and ROW Improvements - \$13,100,000 (Prior Year, FY 2011)

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	Later FYs
ERC	1514 B	12,665				0
ERC	1517	708				0
ERC	LOCAL	442				0
ERC	1514 B		5,789			0
ERC	LOCAL		192			0
ERC	1514 B			11,631		0
ERC	LOCAL			387		0
ERC	1514 B				9,831	0
ERC	LOCAL				327	0
		13,815	5,981	12,018	10,158	
		Total FY2011-2014		41,972		
						Later FYs Total: 0

Pennsylvania - Transit Program

SEPTA

MPMS# 90528
AQ Code M9

Infrastructure Safety and Renewal Program - Power

LIMITS System-wide power
IMPROVEMENT: Transit Improvements
MUNICIPALITIES:
PROJECT MANAGER:

No Let Date

This program provides for the renovation, rehabilitation, or replacement of infrastructure and associated components of SEPTA's transit and railroad system.

The following is a listing of power projects to be funded under this program:

Projects include but are not limited to:

- AC Cable Replacement Program (FY 2011)
- 4/0 Trolley Wire Replacement Program (FY 2011)
- DC Traction Power Cable Replacement Program (FY 2011)
- Duct Bank Replacement Program (FY 2011)
- Manhole Rehabilitation Program (FY 2011)
- MFSE Sectionalizing Switch Improvement Program (FY 2011)
- NHSL Power and Lighting System Improvement Program (FY 2011)
- Route 15 Sectionalizing Program (FY 2011)
- Substation Improvement Program (FY 2011)
- Trackless Trolley Power System Upgrade Program (FY 2011)

Regional Rail Projects:

- Chestnut Hill East Line Catenary Construction Wind Interlocking (FY 2011)
- Chestnut Hill West Line Sectionalizing Switch / RTU / SI Replacement Program (FY 2011)
- Cynwyd Line Catenary Modernization Program (FY 2011)
- Doylestown Line Catenary Construction - Link Siding (FY 2011)
- Doylestown Line Catenary Construction - Long Siding & Yard Tracks (FY 2011)
- Media Line Catenary Modernization - Cane to Swarthmore Arsenal Feeder Relocation (FY 2011)
- Paoli/Thorndale Line Catenary Modernization Program (FY 2011)
- West Trenton Catenary Construction (FY 2011)

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	Later FYs	
ERC	1514 B	6,816				0	
ERC	LOCAL	227				0	
ERC	1514 B		6,816			0	
ERC	LOCAL		227			0	
ERC	1514 B			6,816		0	
ERC	LOCAL			227		0	
ERC	1514 B				6,816	0	
ERC	LOCAL				227	0	
		7,043	7,043	7,043	7,043	Later FYs Total: 0	
		Total FY2011-2014				28,172	

DVRPC FY2011
Transportation Improvement
Program for Pennsylvania

Pennsylvania
Statewide Interstate
Management Program



Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 47811

I-95, Orthodox Street to Levick Street (BSR) - Design SR:0095

AQ Code 2020M

LIMITS Orthodox Street to Levick Street

IMPROVEMENT: Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER: AECOM/MG

LRPID:08

No Let Date

This project provides for design of I-95 Reconstruction SR 0095 Section BSR, also known as the Bridge Street Ramps Section, and will eliminate the lane drop at the James St. Ramp in the southbound direction and will eliminate the add lane at the Bridge St Acceleration Ramp in the northbound direction. The proposed SR 0095 will have four lanes in each direction from Orthodox St. to Levick St. with exclusive acceleration/ deceleration lanes at the interchanges. The project will consist of six dual structures, and the Bridge Street Acceleration Ramp Bridge. All retaining walls supporting SR 0095 will be totally reconstructed to support the new widened roadway and ramps. In addition, the project consists of 1.7 miles of reconstruction and realignment along SR 0095, as well as 0.7 miles of reconstruction along Tacony Street from Aramingo Ave. to the west to just prior to Van Kirk St. to the east. Approximately 1.2 miles of reconstruction along Aramingo Ave. is anticipated from Frankford Creek to the south to the Amtrak Railroad Bridge to the north. A portion of Aramingo Ave. will also be widened from Orthodox St. to Tacony St. along the SR 0095 side of Aramingo Ave. The Aramingo Avenue/Betsy Ross Interchange will be reconfigured to realign the planned Adams Avenue Connector to intersect Aramingo Ave. adjacent to the Frankford Creek Bridge. Additional ramps will be constructed between the Betsy Ross Bridge and the SR 0095/Aramingo Ave Interchange to accommodate all traffic movements from the Betsy Ross Bridge and from SR 0095 (MPMS 79903 - SR00095, Sec BR0). These new ramps will serve to accommodate the increased traffic volumes from the removal of the two ramps at the Bridge St. Interchange. One of the ramps to be removed is a deceleration ramp from SR 0095 NB to Aramingo Ave. NB. The other ramp to be removed is an acceleration ramp from Aramingo Ave. SB to SR 0095 SB. The project also consists of relocating the SR 0095 SB deceleration ramp at the Bridge St. Interchange. The ramp is being moved farther north to allow the ramp to meet current design standards and tie into a new road called Relocated Carver Street which outlets vehicles onto Tacony Street. In addition this project will incorporate new traffic signals at 12 intersections and modifications to traffic signals at 5 intersections.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's annual memoranda on supplemental strategies for details related to this project.

This project is integral to the Delaware Valley Freight Corridors Initiative.

An investment of more than \$2 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, some which appear in the DVRPC Regional TIP, and most which will occur in Later Fiscal Years and are yet to be programmed. MPMS #'s include: 17821 (Section GIR Design: GR0, GR1, GR2, GR3, GR4, GR5), 47811 (Section BSR Design), 47812 (Section BRI Design), 79683 (Section CP1 Construction), 79685 (Section CP2 Construction), 79686 (Section GR1 Construction), 79903 (section BR0 Construction), 79908 (Section BS1 Construction), 83640 (Section GR2 Construction).

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	IM				15,300								
FD	581-IM				1,700								
ROW	IM					22,776							
ROW	581-IM					2,531							
UTL	IM					17,082							
UTL	581-IM					1,898							
CON	IM									346,377			
CON	581-IM									38,486			
		0	0	0	17,000	44,287	0	0	0	384,863	0	0	0
	Total FY2011-2014			17,000		Total FY2015-2018		44,287		Total FY2019-2022		384,863	

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 47812 *I-95, Betsy Ross Interchange (BRI) - Design SR:0095*

AQ Code 2020M **LIMITS** Wheatshaeaf Lane to Orthodox Street

IMPROVEMENT: Roadway New Capacity

Major SOV Capacity **MUNICIPALITIES:** Philadelphia City

Adding Subcorr(s):
4B

PROJECT MANAGER: W/EE

LRPID:65

No Let Date

This project provides for the design of I-95 Reconstruction SR 0095 Section BRI, also known as the Betsy Ross Interchange. Section consists of reconstructing 1.1 miles of the SR 0095 mainline roadway starting from south side of the Wheatshaeaf Lane crossing, adjoining Section AFC, and ending north of Orthodox Street at the south side of the Margaret Street/Lefevre Street crossing, adjoining Section BSR. The lane drops (from 3 to 4) on SR 0095 will be eliminated from the Betsy Ross Interchange crossing to the Margaret Street/Lefevre Street crossing. Within Section BRI, the NB and SB collector-distributor roads, the Ramp X SB on ramp and Ramp Y NB on ramp will be demolished and removed. The proposed SR 0095 mainline will have four lanes in each direction from Wheatshaeaf Lane to Orthodox Street/Pearce Street crossing. On the SR 0095 mainline, the project includes reconstruction of three dual structures (the dual structures over Frankford Creek; the dual viaduct structures over the Earth Fill area from the Betsy Ross Interchange to south of Orthodox Street crossing; and the dual structures over Orthodox and Pearce Streets). Section BRI includes the minor rehabilitation of the Conrail Shared Assets railroad bridges crossing SR 0095 and Ramps A and C.

In addition, the Aramingo Avenue/Betsy Ross Interchange will be reconfigured to realign the planned Adams Avenue Connector to intersect Aramingo Avenue adjacent to the Frankford Creek Bridge and to accommodate increased traffic volumes from the consolidation of the Bridge Street Interchange. In the Betsy Ross Interchange area, Section BRI also includes reconstruction of eleven connecting bridge structure ramps (Ramp A from SR 0095 NB to Betsy Ross Bridge; Ramp B from Betsy Ross Bridge to SR 0095 SB; Ramp C from SR 0095 NB to Aramingo Avenue; Ramp D from Adams Avenue Connector to SR 0095 SB; Ramp EE from SR 0095 SB to Betsy Ross Bridge; Ramp F from SR 0095 SB to Aramingo Avenue.

This project is funded by a portion of a \$51,254,972 TEA-21 Earmark (PA ID# 228/FED ID# 1847)

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's annual memoranda on supplemental strategies for details related to this project.

This project is integral to the Delaware Valley Freight Corridors Initiative.

An investment of more than \$2 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, some which appear in the DVRPC Regional TIP, and most which will occur in Later Fiscal Years and are yet to be programmed. MPMS #'s include: 17821 (Section GIR Design: GR0, GR1, GR2, GR3, GR4, GR5), 47811 (Section BSR Design), 47812 (Section BRI Design), 79683 (Section CP1 Construction), 79685 (Section CP2 Construction), 79686 (Section GR1 Construction), 79903 (Section BR0 Construction), 79908 (Section BS1 Construction), 83640 (Section GR2 Construction).

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
FD	SXF	9,984											
FD	581-IM	2,496											
ROW	IM	2,808											
ROW	581-IM	312											
UTL	IM	7,020											
UTL	581-IM	780											
		23,400	0	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014			23,400	Total FY2015-2018			0	Total FY2019-2022			0

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 79683

Cottman-Princeton Local Street Improvements and Ramps (CP1)

AQ Code 2020M

LIMITS Unruh Avenue to Bleigh Avenue

IMPROVEMENT: Roadway New Capacity

Major SOV Capacity

MUNICIPALITIES: Philadelphia City

Adding Subcorr(s):
4B, 5G

PROJECT MANAGER: DMJM/PS

No Let Date

The project is surface streets, several ramps, and utility relocations. Ramp work includes: Ramp E (SB on-ramp at Longshore Avenue); Ramp C (NB on-ramp at Princeton Avenue); Ramp C Spur from Milnor Street; and Ramp A (SB on-ramp at Princeton Avenue) removal. Surface street work includes; widening and reconstruction of Cottman Avenue from Torresdale Avenue to State Road (existing S.R. 6073, proposed S.R. 73); widening and reconstruction of State Road (existing S.R. 6073, proposed S.R. 73) from Princeton Avenue to Cottman Avenue, rehabilitating Princeton Avenue from Torresdale Avenue to State Road (existing S.R. 73, proposed S.R. 1010) including the installation of intersection traffic calming "bump-outs", rehabilitating "Old" State Road (between State Rd and Longshore Avenue); surface street installation of improved ITS features, and traffic signal construction and/or timing modifications at 13 locations.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's annual memoranda on supplemental strategies for details related to this project.

This project is integral to the Delaware Valley Freight Corridors Initiative.

An investment of more than \$2 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, some which appear in the DVRPC Regional TIP, and most which will occur in Later Fiscal Years and are yet to be programmed. MPMS #'s include: 17821 (Section GIR Design: GR0, GR1, GR2, GR3, GR4, GR5), 47811 (Section BSR Design), 47812 (Section BRI Design), 79683 (Section CP1 Construction), 79685 (Section CP2 Construction), 79686 (Section GR1 Construction), 79903 (section BR0 Construction), 79908 (Section BS1 Construction), 83640 (Section GR2 Construction). This project is a breakout of MPMS# 47394 (CPR).

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	IM*	21,895											
		21,895	0	0	0	0	0	0	0	0	0	0	0
		Total FY2011-2014		21,895		Total FY2015-2018				0			
										Total FY2019-2022			
										0			

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 79685

Cottman-Princeton Main Line and Ramps (CP2)

AQ Code 2020M

LIMITS Levick Street to Bleigh Avenue

IMPROVEMENT: Intersection/Interchange Improvements

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER:

No Let Date

This project is for the reconstruction and widening of I-95 between Levick Street and Bleigh Avenue, including upgrades to several ramps. The project includes demolition and replacement of seven (7) bridges. The project also includes the relocation of Wissinoming Street between Princeton Avenue and Wellington Street, and the relocation of approximately 1500 feet of Philadelphia Water Department trunk line water and sewer. Six (6) new storm drainage pipes will be constructed from I-95 to the Delaware River.

I-95 Mainline work includes the reconstruction of I-95 from Levick Street to Bleigh Avenue. Four (4) lanes in each direction will be provided. The short existing sections of three (3) lanes in each direction between the off and on-ramps that create the existing bottleneck will be improved to four (4) lanes. Proposed ramp work includes: upgrades to the existing SB off-ramp at Bleigh Avenue (Ramp D); upgrades to the existing NB off-ramp at Cottman Avenue (Ramp B); and construction of a new SB on-ramp at Cottman Avenue (Ramp F). Associated construction will include: installation of I-95 corridor ITS upgrades, 7 structure replacements; 1 structure widening, 13 retaining walls; traffic signal construction; and realignment of New State Road under I-95 to improve the curves at that location.

Due to the ramp improvements and the elimination of the three (3) lane bottlenecks, Wissinoming Street will be relocated from Princeton Avenue to Wellington Street. Additionally, the existing 84" water main and 114" sewer main in existing Wissinoming Street will be relocated for approximately 1500'. To comply with stormwater management and requirements, six (6) new drainage outfall pipes will extend to the Delaware River. This will keep highway storm drainage separate from the City's combined sewer system.

Street trees, decorative lighting, and other aesthetic treatments will be incorporated based on discussion and outreach with the Tacony community.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's annual memoranda on supplemental strategies for details related to this project.

This project is integral to the Delaware Valley Freight Corridors Initiative.

An investment of more than \$2 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, some which appear in the DVRPC Regional TIP, and most which will occur in Later Fiscal Years and are yet to be programmed. MPMS #'s include: 17821 (Section GIR Design: GR0, GR1, GR2, GR3, GR4, GR5), 47811 (Section BSR Design), 47812 (Section BRI Design), 79683 (Section CP1 Construction), 79685 (Section CP2 Construction), 79686 (Section GR1 Construction), 79903 (section BR0 Construction), 79908 (Section BS1 Construction), 83640 (Section GR2 Construction).

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
CON	IM	54,000											
CON	BOO-IM	9,000											
CON	581-IM	6,000											
CON	185-IM	1,000											
CON	BOO-IM		9,000										
CON	IM		54,000										
CON	185-IM		1,000										
CON	581-IM		6,000										
CON	BOO-IM			9,000									
CON	IM			54,820									
CON	185-IM			1,000									
CON	581-IM			6,091									

Pennsylvania - Interstate Management Program

Philadelphia

70,000	70,000	70,911	0	0	0	0	0	0	0	0	0				
Total FY2011-2014		210,911		Total FY2015-2018				0				Total FY2019-2022		0	

MPMS# 79903

I-95, Betsy Ross Bridge Ramps Construction (BR0)

AQ Code 2020M

LIMITS Betsy Ross Bridge to Aramingo Avenue Interchange

IMPROVEMENT: Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER:

No Let Date

The BR0 section is the reconstruction of several Betsy Ross Bridge/Aramingo interchange ramps, and construction of the Adams Avenue Connector. The Aramingo Avenue interchange ramps include two new ramp connections, Ramp I and Ramp JJ, to the Betsy Ross Bridge. A new SR 0095 SB ramp to the Betsy Ross Bridge, Ramp EE, will be constructed. Seven bridges that include Ramps A, B, C, D, F, and portions of Ramps G and H in the interchange will be rehabilitated. The BR0 Stage 1 constructs the Betsy Ross Interchange roadway and bridges outside the limits of existing SR 0095 travel lanes with no long term impacts to traffic. The BR0 Stage 2 constructs the new ramp tie-in to existing structures for Ramp C, Ramp F and Ramp JJ. Ramp F traffic is anticipated to be detoured for the tie at the south end. Existing Ramp C will either be overwidened to accommodate traffic or closed with a detour during construction. The BR0 Stage 3 constructs Ramp D widening and the Ramp EE tie to the existing Betsy Ross Bridge. Ramp D traffic will be detoured during a portion of the work to allow for ramp widening. Utility relocations are anticipated in Aramingo Avenue and in Orthodox Street under SR 0095. A relocation of a City of Philadelphia combination sewer from under SR 0095 is anticipated.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's annual memoranda on supplemental strategies for details related to this project.

This project is integral to the Delaware Valley Freight Corridors Initiative.

An investment of more than \$2 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, some which appear in the DVRPC Regional TIP, and most which will occur in Later Fiscal Years and are yet to be programmed. MPMS #'s include: 17821 (Section GIR Design: GR0, GR1, GR2, GR3, GR4, GR5), 47811 (Section BSR Design), 47812 (Section BRI Design), 79683 (Section CP1 Construction), 79685 (Section CP2 Construction), 79686 (Section GR1 Construction), 79903 (section BR0 Construction), 79908 (Section BS1 Construction), 83640 (Section GR2 Construction).

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022		
CON	IM			8,100											
CON	BOO-IM			31,500											
CON	581-IM			900											
CON	185-IM			3,500											
CON	BOO-IM				83,830										
CON	185-IM				9,314										
CON	IM					20,733									
CON	581-IM					2,304									
		0	0	44,000	93,144	23,037	0	0	0	0	0	0	0		
		Total FY2011-2014		137,144		Total FY2015-2018			23,037			Total FY2019-2022		0	

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 79908

I-95, North of Bridge Street Interchange Construction (BS1)

AQ Code 2020M

LIMITS Relocated Carver Street to Levick Street

IMPROVEMENT: Intersection/Interchange Improvements

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER:

No Let Date

Widen & reconstruct SR 0095 from the relocated Carver Street Bridge to Levick Street: Construct the new Southbound off-ramp to Tacony Street and Arsenal Business Center, remove the existing Southbound off-ramp to James Street, remove the existing Carver Street Bridge, reconstruct Tacony St. north of Bridge Street. Utility impacts under I-95 are anticipated. Bridges to be replaced include Carver, Van Kirk & Comly Street bridges. A new traffic signal will be installed at the intersection of Carver Street and Tacony Street.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's annual memoranda on supplemental strategies for details related to this project.

This project is integral to the Delaware Valley Freight Corridors Initiative.

An investment of more than \$2 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, some which appear in the DVRPC Regional TIP, and most which will occur in Later Fiscal Years and are yet to be programmed. MPMS #'s include: 17821 (Section GIR Design: GR0, GR1, GR2, GR3, GR4, GR5), 47811 (Section BSR Design), 47812 (Section BRI Design), 79683 (Section CP1 Construction), 79685 (Section CP2 Construction), 79686 (Section GR1 Construction), 79903 (Section BR0 Construction), 79908 (Section BS1 Construction), 83640 (Section GR2 Construction).

TIP Program Years (\$ 000)

Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022
UTL	BOO-IM		6,985										
UTL	NHS-IM		6,985										
UTL	185-IM		776										
UTL	581-IM		776										
CON	BOO-IM				15,115								
CON	IM				15,115								
CON	185-IM				1,679								
CON	581-IM				1,679								
CON	BOO-IM					27,000							
CON	IM					27,000							
CON	185-IM					3,000							
CON	581-IM					3,000							
		0	15,522	0	33,588	60,000	0	0	0	0	0	0	0
		Total FY2011-2014		49,110		Total FY2015-2018		60,000		Total FY2019-2022			0

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 83640

I-95, Shackamaxon Street to Columbia Street (GR2) (IMP)

AQ Code 2020M

LIMITS Shackamaxon Street to Columbia Street

IMPROVEMENT: Roadway New Capacity

MUNICIPALITIES: Philadelphia City

PROJECT MANAGER:

No Let Date

I-95 Roadway Reconstruction/Mainline Crossover: Shackamaxon - Columbia. Project is I-95 mainline construction traffic control cross-over construction for closure and removal of existing I-95 north bound off ramp (Ramp E), reconstruction and widening of I-95 between Shackamaxon St. and Columbia Ave., reconstruction of Delaware Ave. between Columbia and Montgomery Aves., I-95 structure replacements over Shackamaxon St. Marlborough St., and Columbia Ave., and associated retaining and sound barrier wall construction.

This project is a breakout of MPMS# 17821 (GIR).

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's annual memoranda on supplemental strategies for details related to this project.

This project is integral to the Delaware Valley Freight Corridors Initiative.

An investment of more than \$2 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, some which appear in the DVRPC Regional TIP, and most which will occur in Later Fiscal Years and are yet to be programmed. MPMS #'s include: 17821 (Section GIR Design: GR0, GR1, GR2, GR3, GR4, GR5), 47811 (Section BSR Design), 47812 (Section BRI Design), 79683 (Section CP1 Construction), 79685 (Section CP2 Construction), 79686 (Section GR1 Construction), 79903 (section BR0 Construction), 79908 (Section BS1 Construction), 83640 (Section GR2 Construction).

		TIP Program Years (\$ 000)												
Phase	Fund	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	
CON	BOO-IM		9,000											
CON	IM		9,000											
CON	185-IM		1,000											
CON	581-IM		1,000											
CON	BOO-IM			11,929										
CON	IM			11,929										
CON	185-IM			1,325										
CON	581-IM			1,325										
		0	20,000	26,508	0	0	0	0	0	0	0	0	0	
Total FY2011-2014				46,508			Total FY2015-2018		0			Total FY2019-2022		0

Total For Philadelphia	2011	2012	2013	2014	2011-2014	2015-2018	2019-2022
	\$115,295	\$105,522	\$141,419	\$143,732	\$505,968	\$127,324	\$384,863

DVRPC FY2011
Transportation Improvement
Program for Pennsylvania

Pennsylvania
Transportation Enhancement,
Home Town Streets, and Safe
Routes to School Projects



FY2006 <==> Regional Selections by PennDOT for TE/HTS/SRS Funding

MPMS	PROJECT TITLE	AMOUNT
Regional FHWA HTS/SRS Funds		
77469	2005 Doylestown Borough Safe Routes to School	\$201,250
77471	AMTRAK Footbridge Repairs (Rosemont & W. Hinckley Avenues) (Ridley Park)	\$102,925
77474	Bicycle Education and Enhancement Program for Philadelphia School Students (BEEP)	\$286,556
77461	Broad Street Corridor Streetscape/Transportation Enhancement (Lansdale)	\$886,020
77455	Broad/Main/Front Streets Streetscape, Phase II (Quakertown)	\$482,755
77464	Chinatown Plaza (10th and Vine Streets) Revitalization	\$980,250
77457	Church Street Streetscape Project (West Chester)	\$849,052
77462	Collegetown Borough Main Street Revitalization Project - Phase II	\$522,950
77454	Enhancements by Effective Outdoor Advertising Control	\$57,500
77467	Fox Chase/Rockledge Streetscape Project Phase 3	\$977,500
77465	Frankford Avenue Improvement Plan	\$920,000
77463	Glenside Commercial District Streetscape and Traffic Calming (Phases II)	\$1,000,000
77451	Grays Ferry Avenue Streetscape Project	\$1,000,000
77472	Knowles Avenue Side Walk Installation and Pedestrian Underpass Project (Glenolden)	\$1,000,000
77450	Lansdowne Borough Gateway Park and Pedestrian/Bike Trail	\$368,000
77460	Lincoln Avenue Renaissance Project (Prospect Park)	\$632,500
77448	Lindenfield Pedestrian Bridge & Fairview Park Pedestrian Trail Projects (Chalfont)	\$411,441
77458	Lincoln Highway Streetscapes Project (Caln)	\$548,196
77452	Manayunk Canal Restoration	\$1,000,000
77466	Mid-East Girard Avenue Streetscape Project	\$1,000,000
77470	Operation Safe Kids (Schuylkill)	\$465,580
77453	Philadelphia Bicycle Ambassadors	\$360,000
77475	Philadelphia School Zone Safety Phase 2	\$1,000,000
77459	Phoenixville Streetscape Project	\$1,000,000
77473	Providence Road Pedestrian Project (Phase 2) (Upper Providence)	\$125,786
77456	Route 13 Redevelopment Project: Croydon Section (Bristol)	\$510,000
77449	Rt 13 Pedestrian Bridge Tulleytown Bucks County	\$690,000
77468	SR# 413 - Hometown Streets & Safe Routes to School- Phase 1 (Langhorne)	\$280,712
REGIONAL FUNDS SUBTOTAL		\$17,658,973
Regional FHWA HTS/SRS Statewide Discretionary Funds		
77476	Kennett Pike Bikeway	\$740,453
77485	Mill Creek Community Improvement Proj - Washington Elementary	\$1,125,000
77479	Roxborough Streetscape Improvement Project	\$977,500
77477	Schuylkill River Park and Trail Phase IIIB - North	\$900,000
77478	Schuylkill Trails - Bicycle and Pedestrian trail between University Avenue Bridge (DuPon	\$1,000,000
77540	Pedestrian Lighting: Baltimore Ave Phase I	\$575,000
80477	Benjamin Franklin Parkway Enhancement-Plaza and Park at Cherry Street	\$750,000
80478	JFK Clock at 30th Street Station	\$28,750
DISCRETIONARY FUNDS SUBTOTAL		\$6,096,703
FY2006 ROUND TOTAL		\$23,755,676

FY2005 <==> Regional Selections by PennDOT for HTS/SRS Funding

MPMS	PROJECT TITLE	AMOUNT
Regional FHWA HTS/SRS Funds		
72906	Afton Avenue Streetscape Improvements (Yardley)	\$861,500
72974	Anderson Avenue Bridge and Underpass Pedestrian and Streetscape Improvements	\$518,880
72907	Borough of Doylestown Safe Routes to School	\$200,000
72908	Broad and Main Street Streetscape (Quakertown)	\$426,055
72977	Germantown Ave/Butler Pike Pedestrian Walkway Improvements (Whitemarsh Township)	\$187,335
72996	City of Philadelphia School Crossing and School Zone Safety Improvements	\$1,000,000
72913	Commercial Business District Improvement Program (City of Chester)	\$922,300
72999	El Centro de Oro Streetscape Improvements (City of Philadelphia)	\$977,500
73011	Fox Chase-Rockledge Streetscape Project Phase 2	\$750,000
72978	Main Street Streetscape Improvements Phase III (Norristown)	\$529,840
72911	Phoenixville Streetscape project	\$1,000,000
72991	Plymouth Elementary Sidewalk Project	\$159,891
72992	Streetscape and Traffic Calming Improvements in the Glenside Commercial District	\$500,000
72912	West Grove Community Streetscape Project	\$1,000,000
73138	Woodland Avenue Streetscapes (University City)	\$530,420
REGIONAL FUNDS SUBTOTAL		\$9,563,721
Regional FHWA HTS/SRS Statewide Discretionary Funds		
72910	Coatesville Redevelopment Authority Third Avenue Train Station Connector Project	\$977,500
72909	Destination Doylestown Phase II	\$862,500
73012	Frankford Avenue Improvement Plan	\$920,000
73134	Gateway Revitalization Projects	\$920,000
73135	Germantown Avenue Streetscape Improvement Plan	\$800,000
73136	Mt. Airy Main Street Streetscape Improvement Project	\$936,100
73137	South Street Streetscape Project	\$1,000,000
72994	York Road (SR 263) Revitalization (Hatboro)	\$800,998
DISCRETIONARY FUNDS SUBTOTAL		\$7,217,098
FY2005 ROUND TOTAL		\$16,780,819

FY2004 <==> Regional Selections by PennDOT for TE Funding

MPMS	PROJECT TITLE	AMOUNT
Regional	FHWA HTS/SRS Regional Funds	
71207	Bicycle Educ. & Enhance. Program (BEEP)	\$397,894
71195	Coatesville Train Station Rehab, Phase I	\$300,323
71206	Collegetown/Trappe Main Street Streetscape	\$679,526
71200	East Coast Greenway/Industrial Heritage Trail	\$700,000
71202	East Coast Greenway/Riverfront Imps., Phase II	\$517,500
71209	East Falls Reconnects, Phase I	\$677,760
71203	Flourtown-Erdenheim Community Gateway	\$190,900
71211	Fox Chase-Rockledge Enhancements	\$994,750
71213	Logan Square Landscaping	\$948,750
71201	New Hanover Bike/Ped Network, Phase I	\$160,425
71193	PA Bicycle Route L Realignment/Safety	\$230,000
71198	Park Road Trail	\$400,000
71204	Pottstown Pedestrian Underpass	\$260,000
71159	Rt. 13 Pedestrian Bridge	\$500,000
71197	Sadsbury Village Enhancement	\$436,250
71196	State Route 340 Connector Sidewalk	\$97,750
61703	Swarthmore Intermodal Trans. Imps.	\$354,200
71205	Tookany Creek Trail	\$315,347
71183	Washington Crossing Gateway Park	\$550,000
71210	West Bank Greenway/Phila. Zoo	\$904,625
61685	Wycombe Train Station Restoration	\$258,750
FY2004 ROUND TOTAL		\$9,874,750

FY2002 <==> Regional Selections by PennDOT for TE Funding

MPMS	PROJECT TITLE	AMOUNT
Regional	FHWA HTS/SRS Regional Funds	
65904	Broad Street Improvements (Doylestown)	\$601,000
65905	New Hope Cultural Canal Walk	\$316,000
65907	Sycamore Street Streetscape	\$1,517,000
65920	Delaware Canal Lock #11	\$1,148,000
61687	Restoration of historic Quakertown Reading Railroad Station	\$100,000
65902	Downingtown Ped/Bikeways (withdrawn in 2003)	\$0
65901	Lincoln Highway Enhancement Plan	\$525,000
50519	Phoenix Column Truss Bridge Rehab	\$300,000
65903	Park Road Pedestrian Bridge	\$608,000
65912	Riverwalk & East Coast Greenway	\$1,055,000
65923		
65911	Marcus Hook Streetscape	\$1,507,000
65914	Sharon Hill Train Station Rehab	\$342,000
65908	Business District Signage (Lower Merion)	\$345,000
65910	Ambler Streetscape & Train Station Landscaping	\$552,000
65909	Perkiomen Trail Phase III	\$1,000,000
65924	Controlling Outdoor Advertising	\$88,000
65922	East Coast Greenway in Southeastern PA	\$500,000
65915	Pennsylvania Ave. Improvements	\$960,000
60619	Kensington Depot Walkway	\$675,000
60619	Allen Lane Station	\$600,000
60619	Bike Racks for Buses	\$725,000
FY2002 ROUND TOTAL		\$13,464,000

FY2000 <==> Selections by PennDOT for TE Funding

MPMS	PROJECT TITLE	AMOUNT
Regional FHWA HTS/SRS Regional Funds		
61685	Wycombe Train Station Restoration, Bucks County - R	\$208,250
61712	North Delaware Riverfront Greenway Project - R	\$500,000
REGIONAL FUNDS SUBTOTAL		\$708,250
Regional FHWA HTS/SRS Statewide Discretionary Funds		
61682	Old Route 13 Improvements	\$750,000
61686	Destination Doylestown	\$400,000
61687	Quakertown Train Station Restoration	\$594,000
61697	Rt 100 Ped. Overpass	\$288,000
61690	Uwchlan Trail Phase II	\$885,000
61695	Brandywine Historic Landmark	\$500,000
61703	Intermodal Trans Improvements	\$280,000
61701	Downtown Streetscape	\$1,041,000
61720	Share Road Campaign	\$375,000
61709	Ped/Bike Promenade	\$336,000
61705	Tookany Creek Trail, Phase 1	\$199,000
61707	Streetscape Improvement	\$550,000
61706	Ambler Gateway	\$208,000
61716	Island Ave Landscape	\$300,000
61713	Ped. Improvement Project	\$80,000
61717	Fairmount Waterwrks Dock	\$400,000
61714	Manayunk Canal Rest	\$454,000
61712	K & T Rail-With-Trail	\$500,000
DISCRETIONARY FUNDS SUBTOTAL		\$8,140,000
FY2000 ROUND TOTAL		\$8,848,250

FY1999 <==> Selections by PennDOT for TE Funding

MPMS	PROJECT TITLE	AMOUNT
Regional FHWA HTS/SRS Regional Funds		
50517	Falls Township Community Connector Trail System	\$850,000
50518	Downingtown Streetscape	\$1,085,000
50519	Phoenix Column Truss Bridge Rehab	\$200,000
50763	Controlling Outdoor Advertising	\$110,000
50520	Sidewalks and Trail	\$344,000
50521	Schuylkill Lock Restoration	\$410,000
50523	Westbank Greenway Phase 2	\$1,500,000
50524	Bicycle Education Enhanc. Project (BEEP)	\$530,000
50522	Manayunk Recreation Path, Phase 2	\$800,000
FY1999 ROUND TOTAL		\$5,829,000

FY1994 <==> Selections by PennDOT for TE Funding

MPMS	PROJECT TITLE	AMOUNT
Regional FHWA HTS/SRS Regional Funds		
13735	Newtown Trails #01	\$191,000
14675	Chester Valley Trail 2	\$1,790,000
FY1994 ROUND TOTAL		\$1,981,000

FY1993 <==> Selections by PennDOT for TE Funding

MPMS	PROJECT TITLE	AMOUNT
Regional FHWA HTS/SRS Regional Funds		
14663	Chester Valley Trail	\$2,240,000
17751	Fairmount Park Enhancements	\$720,000
17754	Schuykill River Bike/Ped Trail	\$3,269,000
FY1993 ROUND TOTAL		\$6,229,000

DVRPC FY2011
Transportation Improvement
Program for Pennsylvania

Illustrative List
(P ennDOT & SEPTA
Projects)



DVRPC Illustrative List of Unfunded Projects

These projects are unfunded and do not appear in the four year DVRPC TIP period FY11-FY14. They could advance sooner only if additional resources were made available to the region.

The DVRPC region has worked diligently to prepare a program which maintains a state of good repair and advances critical projects, but the previously approved projects on this Illustrative List remain unfunded and appear in “Later Fiscal Years”, beyond the FY11-FY14 four year TIP period.

Since SAFETEA-LU expired on September 30, 2009, there are innumerable challenges and uncertainties to address. Until a new bill is approved, the current system will have to operate on extensions via continuing resolutions. Congress has acted to extend the federal transportation program through December 2010 at current funding levels, but it is unknown when action will be taken on a longer-term, predictable funding package. The future level of funding is unknown, as are any potential changes to project eligibility or selection criteria. While a variety of funding options and policy initiatives have been proposed and discussed in Congress, at this point in time there is no long-term funding program in place.

State funding for transportation in Pennsylvania has remained largely static over the last decade, while both operating and capital expenses increased dramatically. Both Act 44 and bridge bond funding programs have had a positive impact on the number of structurally deficient bridges and roadway reconstruction projects undertaken in the state over the last 2 years, but the recent federal ruling to prohibit tolling of I-80 in Pennsylvania undoes a key linchpin of the funding mechanism for Act 44, and will have a severely negative impact on revenues. Without full funding of Act 44, the DVRPC region will experience a reduction in funding of close to \$725 million over the next 4 years: \$57 million annually for PennDOT, plus an additional estimated \$50 million for specially selected projects, all of which would have been directed toward bridge repairs; and \$110 million annually for SEPTA capital transit projects.

The impact of limited funding reaches well beyond a particular funding category and level per year, and has necessitated that hundreds of millions of dollars of transportation projects in the DVRPC region be deferred. While some projects may only have been deferred a few years, many have been deferred 4 or more years, and the cost of each project increases with every year of deferral. For example, a \$55 million project that is deferred only 4 years will

cost the region an additional \$10 million due to the year of expenditure inflation. The following will not advance to construction for four years or more, and do not appear for construction in the updated program between FY2011 and FY2014; most will be unable to advance to construction until many years later due to inadequate transportation funding in the region.

Unfunded PennDOT Highway Projects in the DVRPC Region				
County	MPMS#	Project Title	Construction Start Date Estimate	Construction Estimate
Bucks	12923	Bristol Road Extension	2019	\$8,000,000
Bucks	12965	Lawn Avenue Corridor Improvement	2019	\$15,300,000
Bucks	13549	US 1 Bridges and Reconstruction Old Lincoln - PA 413	2019	\$192,000,000
Bucks	49315	Portzer Road Connector	2022	\$2,500,000
Bucks	50634	County Line Rd. Restoration (3R)	2018	\$10,000,000
Bucks	64781	Swamp Road Culvert at Penns Woods Road	2017	\$2,500,000
Chester	14580/14581	US 1 Expressway Reconstruction PA/MD State line - Schoolhouse Road	2020	\$160,000,000
Chester	14698/64220	US 422 Reconstruction, East of Schuylkill River to PA 724 Interchange	2019	\$77,000,000
Chester	84884/87781	US 30, Coatesville Downtown Bypass from PA 10 to US 30/Lincoln Highway	2021	\$440,000,000
Delaware	14891	Darby/Paoli Rd. (Bridge)	2017	\$6,400,000
Delaware	69816/69817	US 322 Rehabilitation, US 1 to I-95	2016	\$130,000,000
Delaware	79329	Bridgewater Road Extension	2021	\$11,000,000
MontCO	16211/48187	I-76 Ramps Henderson/Gulph Roads Phase 2 & 3	2020	\$21,000,000
MontCO	16218	Stanbridge Street Bridge	2020	\$1,300,000
MontCO	16334	PA 73 Church Road	2020	\$5,200,000
MontCO	16738	US 422 Reconstruction, Park Drive to Keim	2022	\$75,435,000
MontCO	16741	Swamp Road at PA 663	2020	\$1,000,000
MontCO	48172	PA 23 at Allendale and Beidler	2022	\$10,000,000
MontCO	48175	Ridge Pike, Norristown to Butler Pike	2022	\$28,500,000
MontCO	48181	Fitzwatertown Road	2019	\$1,000,000
MontCO	50646	PA 63 - Rehab 2 Bridges	2018	\$7,400,000
MontCO	57861	Pleasant View Road	2019	\$2,000,000
MontCO	64795	Belmont Ave at I-76 Interchange	2021	\$17,000,000
MontCO	70197	US 422 (New) Exwy Bridge Over Schuylkill River (SRB)	2017	\$103,000,000
MontCO	79928	Lafayette St./Dannehower Bridge Interchange	2020	\$58,000,000
MontCO	83643	Limekiln Pike Over SEPTA (Bridge)	2018	\$2,400,000
MontCO	86924	SR 422, Resurfacing (PM2)	2014	\$18,000,000
Phila	17581	Bells Mill Road Restoration	2016	\$3,000,000
Phila	17782	I-95 and Aramingo Ave/Adams Ave. Connector	2020	\$10,000,000
Phila	64805	Citywide Sidewalk Bumpouts	2016	\$1,000,000
Phila	80054/88768	Vine Street Expresswy Bridges #2 and #3	2016	\$81,000,000
Phila	80055	Holme Avenue Over Roosevelt Boulevard	2016	\$10,000,000
Phila	83736	Roosevelt Boulevard Over Wayne Junction (Bridge)	2018	\$50,000,000
TOTAL				\$1,560,935,000

Unfunded SEPTA Transit Projects in the DVRPC Region

MPMS#	Project	Construction Start Date Estimate	Total
87176	69th Street Parking Garage	2015-2022	\$22,600,000
73214	Ardmore Transportation Center, Paoli Line	2015-2022	\$15,831,000
60335	City Hall Station/15th Street Station Rehabilitation	2015-2022	\$100,000,000
60636	Elwyn to Wawa Rail Service	2015-2022	\$80,000,000
60655	Levittown Station, Trenton Line	2015-2022	\$34,300,000
60611	New Fare Payment Technologies	2015-2022	\$100,000,000
59917	Paoli Line Improvements	2015-2022	\$180,000,000
60574	Paoli Transportation Center	2015-2022	\$40,000,000
60540	Parking Expansion Program	2015-2022	\$119,700,000
N/A	Rail Bridge Improvement Program	2015-2022	\$85,000,000
N/A	Regional Rail Car Acquisition (Silverliner IV Replacement)	2015-2022	\$750,000,000
60651	Regional Rail Substation Improvements		\$182,600,000
	Jenkintown Substation and Static Frequency Converter	2015-2022	\$67,000,000
	Phase III & Beyond	2015-2022	\$115,600,000
77180	State of Good Repair Initiatives		\$82,759,000
	Berridge Shop Roof Replacement	2015-2022	\$12,600,000
	Chestnut Hill West Bridge .035 Replacement	2015-2022	\$9,869,000
	Escalator Program Phase IX	2015-2022	\$2,200,000
	Fern Rock Shop Hoist & Body Stand	2015-2022	\$500,000
	Overbrook Car Hoist & Body Shop	2015-2022	\$500,000
	Vehicle Washer - Frazer	2015-2022	\$2,090,000
	Vehicle Washer - Frontier	2015-2022	\$3,000,000
	1234 Market Improvements	2015-2022	\$2,000,000
	Additional State of Good Repair Projects	2015-2022	\$50,000,000
60271	Station Accessibility		\$28,600,000
	Broad Street Subway Erie Station ADA	2015-2022	\$7,500,000
	Broad Street Subway Margaret-Orthodox Station ADA	2015-2022	\$10,100,000
	Broad Street Subway Snyder Station ADA	2015-2022	\$5,000,000
	Market-Frankford Elevated Subway - 40th Street Station ADA	2015-2022	\$6,000,000
60557	System Improvements Program	2015-2022	\$30,400,000
N/A	Trolley Rts. 10, 11, 13, 34, 36, 101 & 102 Vehicle Replacement	2015-2022	\$300,000,000
77183	Transit & Regional Rail Station Program		\$97,400,000
	Broad Street Subway - Fairmount Station	2015-2022	\$3,500,000
	Exton Station, Paoli Line	2015-2022	\$15,720,000
	Loop Program - 23rd & Venango Loop, 33rd & Dauphin, 61st and Pine, Parkside & Wycombe	2015-2022	\$10,800,000
	Market-Frankford Elevated Subway - 5th Street Station	2015-2022	\$10,100,000
	Primos Station, Phase III, Media Line	2015-2022	\$2,000,000
	Secane Station, Media Line	2015-2022	\$25,000,000
	Ridge & Summit Loop	2015-2022	\$1,300,000
	Wayne Junction Station	2015-2022	\$29,000,000
15407	Villanova Station, Paoli Line	2015-2022	\$22,900,000
TOTAL			\$2,272,110,000

Unfunded PennDOT Highway Projects in the DVRPC Region

Following is the 12 year programming horizon of the "Illustrative Unfunded Projects" in the Highway Program. These projects are shown using a Year of Expenditure calculation of 3%. This programming serves as an illustration of what and when the region can afford for the priority projects that have been identified, based on expected revenues, and types and sources of funds. Almost all have been included on a previous TIP; but they cannot advance in the next four years unless additional funds are made available to the region.

Bucks				
<i>Fiscal Years:</i>	<i>2011-2014</i>	<i>2015-2018</i>	<i>2019-2022</i>	
12923	<i>Bristol Road Extension</i>			
	CON	\$0	\$0	\$11,074
12965	<i>Lawn Avenue</i>			
	FD	\$0	\$359	\$0
	ROW	\$0	\$522	\$0
	UTL	\$0	\$2,269	\$0
	CON	\$0	\$0	\$20,547
13549	<i>US 1 (Bridges)</i>			
	ROW	\$0	\$15,140	\$7,570
	UTL	\$0	\$3,240	\$0
	CON	\$0	\$0	\$257,913
49315	<i>Portzer Road Connector</i>			
	CON	\$0	\$0	\$3,708
50634	<i>County Line Rd. Restoration (3R)</i>			
	PE	\$328	\$0	\$0
	FD	\$811	\$0	\$0
	ROW	\$0	\$359	\$0
	UTL	\$0	\$359	\$0
	CON	\$0	\$13,048	\$0
64781	<i>Swamp Road Culvert at Penns Woods Road</i>			
	FD	\$1,061	\$0	\$0
	ROW	\$437	\$0	\$0
	UTL	\$612	\$0	\$0
	CON	\$0	\$3,167	\$0

Chester				
<i>Fiscal Years:</i>	<i>2011-2014</i>	<i>2015-2018</i>	<i>2019-2022</i>	
14580	<i>US 1 Expressway Reconstruction</i>			
	PE	\$0	\$4,776	\$0
	CON	\$0	\$0	\$106,730
14581	<i>US 1 Expressway Reconstruction</i>			
	PE	\$0	\$7,164	\$0
	CON	\$0	\$0	\$106,730
14698	<i>US 422, Reconstruction (M2B)</i>			
	PE	\$0	\$3,914	\$0
	CON	\$0	\$0	\$62,895
64220	<i>US 422 Expressway Reconstruction (M03)</i>			
	FD	\$0	\$7,612	\$0
	ROW	\$0	\$0	\$672
	UTL	\$0	\$0	\$672
	CON	\$0	\$0	\$41,735
84884	<i>US 30, Coatesville Downingtown Bypass (100, CER, CWR)</i>			
	CON	\$0	\$0	\$286,864
87781	<i>US 30, Coatesville Downingtown Bypass (CER)</i>			
	CON	\$0	\$0	\$350,980
Delaware				
<i>Fiscal Years:</i>	<i>2011-2014</i>	<i>2015-2018</i>	<i>2019-2022</i>	
14891	<i>Darby/Paoli Rd. (Bridge)</i>			
	FD	\$732	\$0	\$0
	ROW	\$0	\$342	\$0
	UTL	\$157	\$0	\$0
	CON	\$0	\$8,601	\$0
69816	<i>US 322, US 1 to Featherbed Lane (101)</i>			
	ROW	\$5,793	\$5,793	\$0
	CON	\$0	\$52,076	\$0
69817	<i>US 322, Featherbed Lane to I-95 (Sec 102)</i>			
	ROW	\$8,317	\$9,222	\$0
	UTL	\$3,063	\$0	\$0
	CON	\$0	\$52,108	\$52,107
79329	<i>Bridgewater Road Extension</i>			
	ROW	\$0	\$4,919	\$0
	UTL	\$0	\$3,075	\$0
	CON	\$0	\$0	\$15,154

Montgomery**Fiscal Years:** 2011-2014 2015-2018 2019-2022

16211 I-76 Ramps Phase 3, Henderson/Gulph Rds. Widening

ROW	\$0	\$0	\$672
UTL	\$0	\$0	\$269
CON	\$0	\$0	\$8,305

16218 Stanbridge Street (Bridge)

FD	\$0	\$0	\$203
UTL	\$0	\$0	\$1,107
CON	\$0	\$0	\$1,855

16334 PA 73, Church Road

ROW	\$0	\$0	\$692
CON	\$0	\$0	\$7,198

16738 US 422 Expressway Section M1B

FD	\$0	\$0	\$3,360
ROW	\$0	\$0	\$855
UTL	\$0	\$0	\$713
CON	\$0	\$0	\$82,238

16741 Swamp Road at PA 663

UTL	\$0	\$0	\$140
CON	\$0	\$0	\$1,408

48172 PA 23 Relocation at Allendale Rd. and Beidler Rd.

FD	\$0	\$0	\$941
ROW	\$0	\$0	\$969
UTL	\$0	\$0	\$1,107
CON	\$0	\$0	\$14,685

48175 Ridge Pike, Norristown Boro to Butler Pike (Pha I)

FD	\$0	\$0	\$3,225
ROW	\$0	\$0	\$2,769
CON	\$0	\$0	\$41,854

48181 Fitzwatertown Rd.

CON	\$0	\$0	\$1,344
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48187 I-76 Ramps Phase 2 - Henderson/Gulph Road Widen

ROW	\$0	\$0	\$1,384
UTL	\$0	\$0	\$1,039
CON	\$0	\$0	\$22,028

50646 PA 63 - Rehab 3 Bridges

ROW	\$450	\$0	\$0
UTL	\$281	\$0	\$0
CON	\$0	\$9,655	\$0

57861 Pleasant View Rd.

CON	\$0	\$0	\$2,688
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64795 Belmont Ave at I-76 Interchange

FD	\$0	\$0	\$3,091
ROW	\$0	\$0	\$4,706
CON	\$0	\$0	\$24,238

70197 US 422 (New) Expy Bridge Over Schuylkill River (SRB)

FD	\$2,121	\$0	\$0
ROW	\$2,185	\$0	\$0
UTL	\$2,185	\$0	\$0
CON	\$0	\$63,338	\$63,338

79928 Lafayette St./US 202 Dannehower Bridge Intchg (MGD)

CON	\$0	\$0	\$79,594
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83643 Limekiln Pike o/SEPTA RR

PE	\$0	\$246	\$0
FD	\$0	\$261	\$0
UTL	\$0	\$652	\$0
CON	\$0	\$3,112	\$0

86924 SR 422, Resurfacing (PM2)

PE	\$663	\$0	\$0
CON	\$5,065	\$15,194	\$0

Philadelphia**Fiscal Years:** 2011-2014 2015-2018 2019-2022

17581 Bells Mill Road

CON	\$0	\$3,690	\$0
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17782 I-95 & Aramingo Ave., Adams Ave. Connector

FD	\$0	\$1,194	\$0
ROW	\$0	\$0	\$2,688
UTL	\$0	\$6,524	\$0
CON	\$0	\$0	\$13,842

64805 City Wide Sidewalk Bumpouts

CON	\$0	\$1,230	\$0
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80054 Vine St Expy Brgs- Section (PAB)

FD	\$2,841	\$0	\$0
ROW	\$1,140	\$0	\$0
CON	\$0	\$51,344	\$15,523

80055 Roosevelt Blvd (Holme Ave) (2) Brgs

FD	\$3,182	\$0	\$0
ROW	\$615	\$0	\$0
UTL	\$615	\$0	\$0
CON	\$0	\$13,048	\$0

83736 Roosevelt Blvd over Wayne Junction (WAV)

PE	\$0	\$3,690	\$0
FD	\$0	\$3,914	\$0
CON	\$0	\$20,159	\$20,159

88768 Vine Street Exprsswy Bridges - Section PAC

FD	\$1,252	\$0	\$0
ROW	\$551	\$0	\$0
UTL	\$1,043	\$0	\$0
CON	\$0	\$0	\$32,619

Unfunded SEPTA Transit Projects in the DVRPC Region

Following is the 12 year programming horizon of the “Illustrative Unfunded Projects” in the Transit Program. This programming serves as an illustration of what and when the region can afford for the priority projects that have been identified. They cannot advance in the next four years unless additional funds are made available to the region.

SEPTA		
Fiscal Years: 2015-2022		
15407	<i>Villanova Intermodal Station Accessibility</i>	
	ERC	\$22,900
59917	<i>Harrisburg/ SEPTA R5 Paoli Rail Line Improvements</i>	
	ERC	\$180,000
60271	<i>Station Accessibility Program</i>	
	ERC	\$28,600
60335	<i>City Hall and 15th Street Stations Rehabilitation</i>	
	CON	\$100,000
60540	<i>Parking Expansion Program</i>	
	ERC	\$119,700
60557	<i>System Improvements</i>	
	CAP	\$30,400
60574	<i>Paoli Transportation Center</i>	
	ERC	\$40,000
60611	<i>Fare Collection System/New Payment Technologies</i>	
	CON	\$100,000
60636	<i>Elwyn to Wawa Rail Improvements</i>	
	CON	\$80,000
60651	<i>Regional Rail Substation Imp. Program</i>	
	CON	\$182,600
60655	<i>Levittown Station, Trenton Line</i>	
	ERC	\$34,300
73214	<i>Ardmore Transit Center</i>	
	ERC	\$15,831
77180	<i>State of Good Repair</i>	
	CAP	\$82,759
77183	<i>Transit and Regional Rail Station Program</i>	
	ERC	\$97,400
87176	<i>69th Street Intermodal Parking Garage</i>	
	ERC	\$22,600
TBD-1	<i>Rail Bridge Improvement Program</i>	
	ERC	\$85,000
TBD-2	<i>Regional Rail Car Acquisition (Silverliner IV Replacement)</i>	
	ERC	\$750,000
TBD-3	<i>Trolley Routes 10, 11, 13, 34, 36, 101 & 102 Vehicle Replacement</i>	
	ERC	\$300,000

DVRPC FY2011
Transportation Improvement
Program for Pennsylvania

FY2009 Major Project Status



Delaware Valley Regional Planning Commission (DVRPC)

Major Project Status Report

State Transportation Improvement Program (STIP) for Pennsylvania (FY2009 - 2012)

Federal regulations require that the STIP list major projects from the previous STIP and identify any significant delays in the planned implementation. The following is a list of major projects from the FY2009-2012 STIP.

County	MPMS#	Project Title	Project Status
Bucks	12923	Bristol Road Extension	This project is on hold.
Bucks	13347	I-95 / PA Turnpike Interchange (TPK)	This project has been delayed.
Bucks	13518	I-95, Delaware Expressway Interchange at PA 332	This project has been obligated.
Bucks	13549	US 1 (Bridges)	This project has started the final design active phase; deferred to Later Fiscal Years as funding is not currently available.
Bucks	13611	Street Rd: Brstl- Wll Pnn	This project was let for construction on 10/21/1999; funding programmed in the 2009 TIP accounted for Accrued Unbilled Costs (AUC).
Bucks	13745	US 13, Bristol Pike (Signals)	This project was let for construction on 8/3/2006.
Bucks	47395	US 202 Parkway, Pickertown Rd to PA 611 (Sec. 721)	This project was let for construction on 8/6/2009.
Bucks	47396	US 202 Parkway, PA 463 to Pickertown Rd (Sec. 711)	This project was let for construction on 9/10/2009.
Bucks	49315	Portzer Road Connector	This project has been rescoped for the construction of a roundabout at the intersection of Portzer Road and Old Bethlehem Pike; currently active in the preliminary engineering phase.
Bucks	50634	County Line Rd. Restoration (3R)	This project has been delayed; to be reactivated; advertise for design services.
Bucks	50728	US 202 Wetland Mitigation Section 700	This project was let for construction on 9/25/2008.
Bucks	57619	Route 313 Corridor	This project has been delayed.
Bucks	57626	Trenton Road	This project was let for construction on 4/16/2009.
Bucks	57629	County Line Road Extension	This project has been dropped.
Bucks	57642	Street Road, Bristol Road, York Road, &	This project has been completed.
Bucks	64779	County Line Road Widening	This project just resumed after being on hold; estimated 1/3/13 letting; being coordinated with TEVA (Pharmaceuticals) development.
Bucks	64780	Swamp Road Corridor	This project has been downsized; improvements will be investigated under a maintenance contract; dropped from the TIP; local interest.

County	MPMS#	Project Title	Project Status
Bucks	69827	Street Road (Bridge)	This project was let for construction on 10/15/2009
Bucks	71912	Point Pleasant Pike - Betterment Project	This project has been obligated.
Bucks	80100	Cold Spring Creamery/Burnt House Hill Rds Roundabt	This project has been dropped.
Chester	13945	US 202, PA 252 to US 30 (Sec. 300 Design)	This project is currently active in final design.
Chester	14167	Westtowne Rd.(Bridge) over Chester Creek	This project has been completed.
Chester	14199	Westtown Thornton (Bridge)	This project has been completed.
Chester	14296	US 30, Lancaster Avenue	This project has been dropped.
Chester	14484	PA 41 Study	This study is complete. Work underway to determine specific improvements.
Chester	14515	PA 100, Shoen Road to Gordon Drive (02L)	This project is currently active in the final design phase.
Chester	14532	US 30, Coatesville Downingtown Bypass (Design)	This project has been combined with MPMS#'s 84884 and 87781; currently active in preliminary engineering phase.
Chester	14572	US 30 Bypass at PA 113 (Uwchlan Ave.)	This project has been completed.
Chester	14581	US 1 Expressway Reconstruction	This project has been deferred to Later Fiscal Years as funding is not currently available.
Chester	14698	US 422, Reconstruction (M2B)	This project has been deferred to Later Fiscal Years as funding is not currently available.
Chester	14699	PA 113, Gay St. (Bridge)	This project has been completed.
Chester	15385	US 202 (Section 100 Design)(ES1)	This project's EIS is to be terminated; planning document is being prepared; project scope to be downsized with future programming considerations based on fiscally constrained, cost effective improvements.
Chester	62863	PA 100 Vanguard Improvement	This project has been dropped.
Chester	64494	US 202, Swedesford Rd. - PA 29 (Sec. 320)	This project is currently active in the final design and right-of-way acquisition phases; programmed for construction in the FY2011 TIP.
Chester	64498	US 202, Exton Bypass to Rt. 29 (Sec. 330-Mainln)	This project is currently active in the final design and right-of-way acquisition phases; programmed for construction in the FY2011 TIP.
Chester	70240	US 30 Business	This project has been deferred to Later Fiscal Years as funding is not currently available.
Delaware	14747	US 322 Final Design	This project is currently active in the final design phase.
Delaware	14822	PA 291,Industrial Highway	This project has been completed.
Delaware	14865	I-95, Delaware Expressway (SB)	This project has been completed.
Delaware	15251	US 1, Baltimore Pike	This project is currently active in the preliminary engineering phase.

County	MPMS#	Project Title	Project Status
Delaware	15477	I-95/322/Conchester Hwy. Interchange/Impvts. (322)	This project has started the preliminary engineering phase; deferred to Later Fiscal Years as funding is not currently available.
Delaware	57780	Rt. 322/Comm Barry Bridge/I-95 2nd St. Interchange	This project was let for construction on 12/20/2007.
Delaware	69816	US 322, US 1 to Featherbed Lane (101)	This project is currently active in the right-of-way acquisition phase.
Delaware	69817	US 322, Featherbed Lane to I-95 (Sec 102)	This project is currently active in the right-of-way acquisition phase.
Delaware	79329	Bridgewater Road Extension	This project has started the preliminary engineering phase; deferred to Later Fiscal Years as funding is not currently available.
Montgomer	16211	I-76 Ramps Phase 3, Henderson/Gulph Rds. Widening	This project has been deferred to Later Fiscal Years as funding is not currently available.
Montgomer	16334	PA 73, Church Road	This project has been deferred to Later Fiscal Years as funding is not currently available.
Montgomer	16438	PA 309 Connector Project-Phase I	This project was let for construction on 7/2/2009.
Montgomer	16476	PA 309, Haws Rd. to Highland Ave.	This project has been completed.
Montgomer	16479	PA 309, Cheltenham Ave. to Church Rd.	This project has been completed.
Montgomer	16577	Ridge Pike, Butler Pike to Phila Line	This project has been deferred to Later Fiscal Years as funding is not currently available.
Montgomer	16755	US 202, Section 650, Morris Rd - PA 309	This project is currently active in the final design phase.
Montgomer	57858	Lafayette St. Extension (MG1)	This project is currently active in final design; project is estimated to be let for construction on 6/1/2011.
Montgomer	63486	US 202, Johnson Hwy. to Twp. Line Rd. (61S)	This project is currently active in the right-of-way acquisition phase.
Montgomer	63490	US 202, Twp. Line Rd. to Morris Rd. (Sec 61N)	This project is currently active in the right-of-way acquisition phase.
Montgomer	63491	US 202, Morris Rd. to Swedesford Rd. (Sec 65S)	This project has been deferred to Later Fiscal Years as MPMS# 63490 must be constructed prior to the construction of MPMS# 63491; currently active in the right-of-way acquisition phase.
Montgomer	63492	US 202, Swedesford Rd. to PA 309 (Section 65N)	This project was let for construction on 12/17/2009.
Montgomer	64017	Sumneytown Pike	This project has been dropped by PennDOT: completed by County.
Montgomer	64026	US 202 Parkway, Hancock Rd. to Route 309(Sec.70A)	This project has been dropped.
Montgomer	64275	PA 309, Commerce to Pennsylvania Ave (2)	This project has been completed.
Montgomer	66986	US 422, Schuylkill River Bridge (M2A)	This project is currently active in final design; final ROW plan submitted; property assessment is on-going.

County	MPMS#	Project Title	Project Status
Montgomer	70197	US 422 (New) Exwy Bridge Over Schuylkill River (SRB)	This project is currently active in the final design phase; environmental clearance was obtained in August 2007, and a re-evaluation of the environmental document was completed in December 2009 due to an increased scope of work. Utility coordination is anticipated to begin in summer 2010; ROW acquisition is anticipated to begin in late 2010.
Montgomer	80021	US 202 - Markley St Improvements (Section 510)	This project is currently active in final design; project is estimated to be let for construction on 1/4/2014.
Montgomer	80479	I-476 Roadway Reconstruction/MidCounty Expswy	This project was let for construction on 7/30/2009.
Montgomer	86924	SR 422, Resurfacing (PM2)	This project is expected to be let on 10/1/2013; preliminary engineering is funded in FY2011.
Philadelphi	17816	Chestnut Street at 30th Street (Bridges)	This project is active in preliminary engineering; final design will begin next fall.
Philadelphi	47394	I-95, Levick St. to Bleigh Ave. (CPR)	This project is ongoing for design, ROW and Utility phases to complete construction section CP2 (MPMS#79685). CPR phases not currently funded on 2011 TIP.
Philadelphi	47783	I-95, Bleigh Ave. to Academy Rd.- Section RS3	This project has been completed.
Philadelphi	47811	I-95, Orthodox St. to Levick St. (BSR) – DESIGN SECTION	This project # is no longer active; breakouts are MPMS#: 79908 and 79904.
Philadelphi	47812	I-95, Betsy Ross Interchange (BRI) – DESIGN SECTION	This project # is no longer active; breakouts are MPMS#: 79903, 79905, and 79910.
Philadelphi	47813	I-95, Ann Street to Wheatsheaf Lane (AFC)	This project # is no longer active; breakouts are MPMS#: 79911 and 79912
Philadelphi	57874	I-95, Vine Street Interchange (Sec. RVS)	This project has been dropped.
Philadelphi	64844	30th Street Bridges - 6 Structures	This project has been submitted to FHWA for review; it is expected to be let for construction on 9/16/10.
Philadelphi	79825	I-95: Shckmxon - Columbia (GR2)	This project has been delayed due to GR1 (MPMS# 79686) schedule change.

DVRPC FY2011
Transportation Improvement
Program for Pennsylvania

FY2011 Transition List



DVRPC Transition List for the FY2011 TIP for PA

The Final FY2011 TIP for PA will include a "Transition List" for projects which were programmed for implementation in the FY2009-FY2012 TIP and therefore do not appear in the FY2011 TIP, but which, for either scheduling or obligation authority limitation reasons, will not be able to be implemented until after October 1, 2010, when the FY2011 TIP takes effect. This list helps to provide a smoother transition of project actions and programming between the end of the FY2009 TIP and the beginning of the FY2011 TIP as projects included in the Transition List will be considered eligible for federal funding actions, even if they are not included in the FY2011 TIP. This list is also important because it indicates the anticipated level of financial impact on the FY2011 TIP for projects that still need to receive federal authorization to advance.

MPMS #	Project Name	Phase	Phase Cost
Bucks			
13014	Clay Ridge Road Bridge	PE	\$226,000
		FD	\$151,000
			\$377,000
13242	Pineville Road (Bridge)	FD	\$300,000
		PE	\$250,000
		UTL	\$50,000
			\$600,000
13337	PA 611, Easton Road (Bridge)	FD	\$150,000
		ROW	\$94,000
		CON	\$3,460,000
			\$3,704,000
13360	Bridgetown Hill Road	CON	\$1,300,000
		UTL	\$20,000
		FD	\$150,000
		ROW	\$70,000
			\$1,540,000
13685	Church Hill Road (Bridge)	CON	\$1,529,000
			\$1,529,000
47406	Aquetong Road (Bridge)	CON	\$1,200,000
			\$1,200,000
57635	Quakertown Joint Closed Loop	UTL	\$1,250,000
		FD	\$110,000
			\$1,360,000
69916	Adjacent Box Beam Rehab (Group B)	ROW	\$200,000
		UTL	\$150,000
		CON	\$3,000,000
			\$3,350,000
Chester			
13866	Lee's Bridge Road (Bridge)	FD	\$100,000
		CON	\$1,895,000
		ROW	\$50,000
			\$2,045,000
13945	US 202, PA 252 to US 30 (Sec. 300 Design)	FD	\$4,850,000
			\$4,850,000
14613	PA 41, Gap Newport Road	UTL	\$500,000
		ROW	\$1,000,000
		FD	\$250,000
			\$1,750,000
69917	Gap Newport Pike (PA 41) (Bridge)	FD	\$250,000
		UTL	\$150,000
		ROW	\$200,000
			\$600,000

MPMS #	Project Name	Phase	Phase Cost
Chester			
69918	Gap Newport Pike (PA 41) (Bridge)	UTL	\$150,000
		ROW	\$100,000
		PE	\$424,000
			\$674,000
69919	PA 372, Lower Valley Road (Bridge)	ROW	\$300,000
		UTL	\$200,000
		FD	\$250,000
			\$750,000
80060	Lndn Trct O/White Cly Cr	FD	\$434,000
		UTL	\$53,000
			\$487,000
90086	South Gurensy Road Grade Crossing	CON	\$160,000
			\$160,000
90089	Rosedale Road Grade Crossing	CON	\$255,000
			\$255,000
Delaware			
15306	Sellers Avenue Bridge	FD	\$500,000
		ROW	\$100,000
		UTL	\$100,000
			\$700,000
15396	9th Street Bridge	CON	\$5,950,000
		FD	\$300,000
		UTL	\$50,000
		ROW	\$100,000
			\$6,400,000
15468	Concord Road (Bridge), over Baldwin Run	FD	\$700,000
		ROW	\$425,000
		PE	\$300,000
		UTL	\$250,000
			\$1,675,000
47409	Rt. 291/Gov. Printz Blvd./Essington (Bridge)	FD	\$750,000
		ROW	\$250,000
		UTL	\$250,000
			\$1,250,000
64821	Gradyville Road (Bridge)	CON	\$700,000
			\$700,000
74799	Upper Darby Market St. Elevated Parking Facility	CON	\$496,000
			\$496,000
84990	I-476 Southbound, Avondale Springs Noisewalls	CON	\$500,000
		FD	\$100,000
			\$600,000
90473	Highland Avenue Grade Crossing	CON	\$310,000
			\$310,000
90477	Flower Street Grade Crossing	CON	\$300,000
			\$300,000
90478	Norris Street (1) Grade Crossing	CON	\$269,000
			\$269,000
90480	Norris Street (2) Grade Crossing	CON	\$344,000
			\$344,000
Montgomery			
15793	Salfordville Road (Bridge)	UTL	\$50,000
		PE	\$200,000
		ROW	\$400,000
		FD	\$350,000
			\$1,000,000

MPMS #	Project Name	Phase	Phase Cost
Montgomery			
16085	PA 29 over Hosensack Creek (Bridge)	FD	\$150,000
		UTL	\$20,000
		ROW	\$100,000
			\$270,000
16097	Graterford Road Bridge	PE	\$273,000
		FD	\$272,000
			\$545,000
16099	Camp Road (Bridge)	UTL	\$100,000
		PE	\$250,000
		FD	\$650,000
		ROW	\$100,000
			\$1,100,000
16191	Elm Street (Bridge)	CON	\$1,700,000
			\$1,700,000
16248	Union Avenue (Bridge)	FD	\$25,000
		CON	\$2,180,000
		UTL	\$140,000
			\$2,345,000
16376	Morris Road	UTL	\$200,000
		CON	\$1,800,000
			\$2,000,000
16400	Arcola Road Bridge	UTL	\$49,000
		ROW	\$200,000
		FD	\$500,000
			\$749,000
16401	Freeman School Rd. (Bridge)	CON	\$2,457,000
			\$2,457,000
16408	Fruitville Rd. (Bridge #232)	UTL	\$55,000
		ROW	\$55,000
		FD	\$546,000
			\$656,000
16688	PA 23, River Road	UTL	\$325,000
		CON	\$6,000,000
			\$6,325,000
16699	Linfield Road (Bridge)	UTL	\$50,000
		ROW	\$100,000
			\$150,000
57849	PA 29, Main St. (Bridge)	FD	\$150,000
		ROW	\$75,000
		UTL	\$50,000
		CON	\$1,000,000
			\$1,275,000
70459	Closed Loop Traffic Signal Operations Program	STUDY	\$80,000
			\$80,000
70461	Access Management along PA Highways	STUDY	\$80,000
			\$80,000
71643	Montgomery ITS Phase 2 - Utility Work	UTL	\$1,000,000
			\$1,000,000
72974	Anderson Ave. Bridge/Underpass/Streetscape HTSSRS	CON	\$519,000
			\$519,000
74813	Ambler Pedestrian Sidewalk Improvements	CON	\$442,000
			\$442,000
74815	Upper Gwynedd Streetscape Improvements	CON	\$300,000
			\$300,000
74817	York Road (SR 263) Hatboro Revitalization	CON	\$1,250,000
			\$1,250,000

MPMS #	Project Name	Phase	Phase Cost
Montgomery			
83643	Limekiln Pike o/SEPTA RR	FD	\$200,000
		PE	\$200,000
		UTL	\$500,000
			\$900,000
84076	Memorial Park Drive	CON	\$1,700,000
			\$1,700,000
87522	I-76 Mudslide Study	STDY	\$315,000
			\$315,000
Philadelphia			
16987	Passyunk Avenue (Signals)	CON	\$6,576,000
			\$6,576,000
17829	52nd/Lancaster Ave. Enhancements	CON	\$2,500,000
			\$2,500,000
62717	Lehigh Ave. West (Signals)	FD	\$450,000
			\$450,000
68072	PATCO Directional Signage, Philadelphia	CON	\$131,000
			\$131,000
69664	Clarrissa Street (Bridge)	CON	\$4,945,000
		ROW	\$50,000
		UTL	\$150,000
			\$5,145,000
71209	East Falls Reconnects to River, Phase I	CON	\$552,000
			\$552,000
73134	Gateway Revitalization/Torresdale Av Strscpe Im Pr	CON	\$1,252,000
			\$1,252,000
73135	Germantown Ave. Streetscape HTSSRS	CON	\$800,000
			\$800,000
76644	I-76 Precast Parapets	CON	\$7,511,000
			\$7,511,000
77453	Philadelphia Bicycle Ambassadors	CON	\$360,000
			\$360,000
77454	Outdoor Advertising Control	CON	\$58,000
			\$58,000
79830	North Delaware Riverfront Greenway project, Sec 1	PE	\$400,000
		ROW	\$500,000
		FD	\$150,000
			\$1,050,000
79833	North Delaware Riverfront Greenway project, Sec 4	CON	\$3,500,000
		FD	\$280,000
			\$3,780,000
80054	Vine St Expy (7) Brgs	UTL	\$2,090,000
			\$2,090,000
83590	Roosevelt Blvd Education	CON	\$100,000
			\$100,000
83803	I-95 Bridge Rehabilitation Analysis	PE	\$200,000
		UTL	\$200,000
			\$400,000
87137	5th and Market Street Transportation Improvements	CON	\$594,000
			\$594,000
Various			
48203	Aerial Photography	STUDY	\$456,000
			\$456,000
66460	TE Project Engineering / Management	CON	\$15,000
		PE	\$809,000
			\$824,000

MPMS #	Project Name	Phase	Phase Cost
Various			
69801	Expressway Service Patrol	CON	\$4,620,000
			\$4,620,000
86074	Schuylkill Highway Operations	PRA	\$590,000
			\$590,000
89018	Stone Arch Rehab, Group F	CON	\$2,843,000
			\$2,843,000
90123	Preventive Maintenance - STP Flex	PE	\$7,000,000
			\$7,000,000

Appendix A

DVRPC Board Resolutions

DVRPC FY2011 - 2014
Transportation Improvement Program
for Pennsylvania



RESOLUTION

by the Board of the Delaware Valley Regional Planning Commission

**DVRPC SELF CERTIFICATION OF THE TRANSPORTATION
PLANNING PROCESS**

WHEREAS, the US DOT Statewide and Metropolitan Planning Regulations (23 CFR Part 450 and 49 CFR part 613) which implement the planning provisions of 23 USC Sec.134 and 49 USC Sec.5303, requires the Metropolitan Planning Organization (MPO) to certify that its transportation planning process is in conformance with all applicable regulations; and

WHEREAS, the Federal Planning Regulations require that a continuing, cooperative, and comprehensive transportation planning process be carried out by the State and Local officials; and

WHEREAS, the requirements of Sections 174 and 176(c) and (d) of the Clean Air Act as amended (42 USC Sec 7504 and 7506 (c) and (d)), which require an air quality implementation plan that will bring the Metropolitan Area into conformance with requirements of the Clean Air Act; and require that the MPO not approve any project, program, or plan which does not conform to the aforementioned implementation plan, have been met; and

WHEREAS, private citizens, affected public agencies, representatives of transportation agency employees, other affected employee representatives, private providers of transportation, and other interested parties were provided with reasonable opportunity to comment on the proposed Transportation Improvement Program, Long Range Plan and planning process; and

WHEREAS, the TIP has been financially constrained by year as required by Section 450.324(e) of the Planning Regulations; and

WHEREAS, the provision of 49 CFR part 20 regarding restrictions on influencing certain activities has been met; and

WHEREAS, the requirements of Title VI of the Civil Rights Act of 1964 and the Title VI assurance executed by each state under 23 USC Sec.324 and under 49 USC Sec.794 have been met and the requirements of Executive Order #12898 (Federal Order to Address Environmental Justice in Minority Populations and Low-Income Populations) are being addressed; and,

WHEREAS, the requirements of 23 CFR and 49 CFR regarding the involvement of disadvantaged or minority business enterprises in FHWA and FTA funded planning projects have been met; and

WHEREAS, the provisions of the Americans with Disabilities Act (Public Law 101-336, 104 Statute 327, as amended) and US DOT regulations entitled "Transportation for Individuals with Disabilities" (49 CFR, Parts 27, 37 and 38) have been met; and,

WHEREAS, DVRPC recognizes the federal standards that are in place, but strives to exceed those standards, whenever possible, to ensure the health of the region's citizens and the sustainability of the Delaware Valley.

NOW, THEREFORE, BE IT RESOLVED, the Delaware Valley Regional Planning Commission, the Metropolitan Planning Organization for the nine county Philadelphia, Camden and Trenton metropolitan areas, certifies that the urban transportation planning process is being carried out in conformance with all applicable Federal requirements and certifies that the local process to enhance the participation of the general public, including the transportation disadvantaged, has been followed in developing all plans and programs.

BE IT FURTHER RESOLVED, that a copy of this resolution be forwarded to the respective Departments of Transportation of Pennsylvania and New Jersey for inclusion with the State certification that the planning process complies with FHWA/FTA joint regulations on Metropolitan Transportation Planning.

Adopted the 24th day of June by
the Board of the Delaware Valley
Regional Planning Commission.

I certify that this is a true and correct copy of Resolution No. B-FY10-013.



Jean L. McKinney, Recording Secretary

B-FY10-013
Page 2 of 2

RESOLUTION

by the Board of the Delaware Valley Regional Planning Commission

Adoption of the Conformity Finding of the DVRPC *Connections* Long Range Plan (LRP) and the Transportation Improvement Programs (TIPs)

WHEREAS, the Governors and Legislatures of the Commonwealth of Pennsylvania and the State of New Jersey developed an interstate compact in 1965 establishing the Delaware Valley Regional Planning Commission (DVRPC) and charged it with the responsibility of preparing comprehensive plans for the physical development of the region; and,

WHEREAS, DVRPC acts as the duly designated metropolitan planning organization (MPO) for the nine-county Philadelphia-Camden-Trenton metropolitan area as required by section 134 of the United States Code (U.S.C.) Title 23 and section 1607 of U.S.C. Title 49; and,

WHEREAS, the Statewide and Metropolitan Planning Regulations (23 CFR Part 450 and 49 CFR Part 613) require that regional transportation plans and transportation improvement programs be developed and updated by MPO's, approved by the Governor, reviewed by the Federal Transit Administration and the Federal Highway Administration; and,

WHEREAS, MPO transportation plans and programs are required to conform to the purposes of the State Implementation Plan (SIP) and the Clean Air Act as amended (CAAA) under the Final Conformity Rule ("Final Rule") promulgated by the United States Environmental Protection Agency (US EPA) in November 1993 and amended in July 2004; and,

WHEREAS, the nine-county DVRPC planning area has been designated as a non-attainment area for ozone by US EPA, portions of the counties of Burlington, Camden, Mercer and Philadelphia have been designated as a maintenance area for carbon monoxide (CO), and the nine-county planning area is part of two non-attainment areas for the annual and 24-hour fine particulate matter (PM_{2.5}) standards as required by CAAA under respective ozone, CO and PM_{2.5} National Ambient Air Quality Standards (NAAQS); and,

WHEREAS, there exist SIP motor vehicle emissions budgets (MVEBs) governing ozone precursors for transportation conformity purposes in the nine-county DVRPC planning area and PM_{2.5} in New Jersey; and,

WHEREAS, applicable SIP budget tests are performed for ozone and PM_{2.5} in the areas where there are proposed or existing SIP MVEBs; and,

WHEREAS, an interim regional emissions analysis is performed to demonstrate transportation conformity in the Pennsylvania portion of the Philadelphia-Wilmington, PA-NJ-DE PM_{2.5} Non-attainment Area, where there are no SIP PM_{2.5} MVEBs; and,

WHEREAS, DVRPC has completed conformity analysis of the TIPs and the LRP according to the procedures detailed in the Final Rule under the CAAA in a manner meeting the requirements of all appropriate federal and state regulations pertaining to statewide and metropolitan planning and air quality; and,

WHEREAS, the analysis demonstrates that emissions of ozone precursors and PM_{2.5} are less than applicable requirements: either the established MVEB test or the interim analysis baselines of 2002 and 2008; and,

WHEREAS, DVRPC has provided a reasonable opportunity for citizens, transit users, private transportation providers and all interested parties to participate and have their views considered in the development and adoption of this conformity determination;

NOW, THEREFORE, BE IT RESOLVED, that the Delaware Valley Regional Planning Commission determines that the *Connections* Long Range Plan and the DVRPC FY 2011 Transportation Improvement Program for Pennsylvania and FY 2010 Transportation Improvement Program for New Jersey, as amended, conform to the respective State Implementation Plans of Pennsylvania and New Jersey and all applicable National Ambient Air Quality Standards requirements under the Clean Air Act as amended, and that the finding is consistent with the Final Conformity Rule.

Adopted this 22nd day of July 2010 by
the Board of the Delaware Valley
Regional Planning Commission.

I certify that this is a true and correct copy of Resolution No. B-FY11-001


Jean L. McKinney, Recording Secretary

B-FY11-001
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Appendix B

Financial and Procedural Guidance

DVRPC FY2011 - 2014
Transportation Improvement Program
for Pennsylvania



PENNSYLVANIA’S 2011 TRANSPORTATION PROGRAM FINANCIAL GUIDANCE

This is a collaborative product jointly developed by the Pennsylvania Planning Partners – MPOs, RPOs, FHWA, FTA, the State Transportation Commission, and PENNDOT.

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BACKGROUND

Significant uncertainties regarding the Highway Trust Fund, SAFETEA-LU reauthorization, the status of tolling I-80, and lack of clarity regarding state revenues have delayed decisions to move forward with a 2011 update of the Statewide Transportation Improvement Program. Draft financial guidance, presented in this document by the Financial Guidance Work Group, is the Group's best assessment regarding near term revenues that would support a 2011 Program update. As always, the Financial Guidance Work Group has been guided by past principles adopted by the Financial Guidance Steering Committee. These principles dictate that guidance must be based on:

- A cooperative effort;
- A long-term strategic viewpoint;
- A Commonwealth perspective;
- Existing and readily available data;
- Statewide and regional needs-based decision-making;
- Responsiveness to near-term issues and priorities; and,
- Coordination with other agencies and initiatives.

The Financial Guidance Work Group reached consensus on draft financial guidance components at an August 10, 2009 conference call. Recommendations of the work group that are reflected in this document include the following:

- Needs based formulas are retained from 2009 Financial Guidance.
- Act 44 funds have been reduced to reflect revenue reductions as outlined in the lease agreement under the condition of I-80 not being tolled.
- A 1 percent revenue growth assumption for federal highway and bridge funds in FFY 2011 and 2012, along with a 4 percent revenue growth assumption in years FFY 2013 and FFY 2014, reflects current thought with regard to the timing and level of federal legislation.
- State highway and bridge funding is decreased based on revenue estimates and debt service on bonds.
- A 1 percent revenue growth assumption for the federal transit program in FFY 2011 and 2012, along with a 2.67 percent growth assumption for federal transit funding in FFY 2013 and FFY 2014, reflects current estimates based on federal funds.
- State transit funding is shown at the guaranteed level.
- A 3 percent annual inflation factor is to be applied to each project cost estimate to reflect "year of expenditure" requirements.
- The Interstate Program will continue to be managed at a statewide level.

THE HIGHWAY PROGRAM

FUNDING

Funding for the development of Pennsylvania's 2011 Transportation Program will include all federal and state capital funding that is anticipated over the next four years. This will include State Appropriation 581 funding for highway capital projects, State Appropriations 179, 183, and 185 funding for bridge capital projects, all federal highway and bridge funding apportioned or allocated to the Commonwealth as well as estimated federal and state transit funding. All regionally significant projects must be listed on the Program regardless of the type of funding.

State Appropriation 582 funding is used for highway maintenance activities and is allocated to individual PennDOT County Maintenance Offices under a formula established by the State General Assembly. This funding may serve as the matching funds for Highway Restoration and Preservation projects, and in such cases will represent additional funding which is provided to a region. The decision to include any state Appropriation 582 funding in the Program will be a PennDOT decision based on an assessment of project priorities and funding availability within the individual counties.

The tables that are included in the appendices of this document include all federal funding (except earmarks and other discretionary programs) anticipated for the four-year period covered by this program. SAFETEA-LU legislation expires September 30, 2009. As of the date of this financial guidance reauthorization legislation is not in place. Federal funding levels for FFY 2011 and FFY 2012 reflect a 1 percent increase proposed by Congress in the 2010 Appropriations bill and in a proposed 18 month extension of SAFETEA-LU. The Financial Guidance work group assumes a 4 percent revenue growth rate for FFY 2013 and 2014 based on historical federal funding levels over the past 19 years. The assumption of a 4 percent federal growth rate is consistent with the increases that Pennsylvania received from previous federal transportation authorizations. The assumption of a growth rate fulfills federal regulations that require that current TIPs and STIPs utilize "year of expenditure" accounting methods.

FUNDING DISTRIBUTION

The distribution of federal funds follows previous formulas and policy decisions that were approved in conjunction with the 2009 Financial Guidance. Specifically, it continues to assume the practice of programming to the authorization level rather than a lower obligation level. It also retains current funding formulas and the Interstate Management Program. The Federal Safe Routes to School funds remain separate from the Transportation Enhancement funding allocation and it is held in a statewide line item. The distribution of the highway and bridge funding is as follows:

- **Transportation Infrastructure Investment (formerly Economic Development)** – reserve \$25 million per year in state funds for transportation improvements associated with economic development opportunities. Decisions on how to utilize this funding will be at the discretion of the Secretary of Transportation.
- **Statewide Transit Flex** – reserve \$25 million per year in federal funds to flex to transit in accordance with agreements reached in conjunction with the enactment of Pennsylvania Act 3 of 1997.

• **Statewide Items** – reserve an average of \$33.9 million per year in federal and state highway and bridge funds for State and Local Bridge Inspection, Environmental Resource Agencies, Reflective Pavement Markers (RPMs), DCNR Bridges, and other related statewide line items.

• **Interstate Management Program** – the Interstate system will continue to be managed on a statewide basis. All Interstate Maintenance funds, as well as the portion of the NHS and Bridge funds that these miles/bridges represent, including the appropriate state match, will be programmed centrally by the Department of Transportation. The priority for these funds will be for system preservation. Any capacity adding projects will be advanced through coordination with the MPO/RPO. A preliminary draft Interstate Management program will be provided to MPOs/RPOs for information and consultation purposes in accordance with the attached schedule (Appendix 6). The following data will comprise the criteria by which the projects are evaluated:

Pavement Condition Assessment

- Original surface age
- Current surface age
- International Roughness Index
- Pavement Condition Index
- Traffic volume
- Cycle status
- Remaining Service Life

Bridge Condition Assessment

- Bridge Risk Assessment
- SD Status
- Vertical Clearance Issues

Projects will be selected on a cost/benefit basis using Decision Lens software.

• **Discretionary Funding (Spike)** – twenty percent of the balance of highway funding (federal and state) will be reserved for distribution by the Secretary of Transportation in consultation with the State Transportation Commission, to offset the impact of high cost projects or programs ("spikes") which are beyond a region's allocation, or other statewide priorities such as structurally deficient bridges.

• **Highway Funding Formula (Federal and State)** – The remaining 80 percent will be distributed among the urban and rural areas based on those regions' population, lane miles, vehicle miles of travel and capital highway needs. The factors for highway funds distribution are based on the following formula: 30% (vehicle miles traveled, % of total) + 30% (lane miles, % of total) + 30% (population, % of total) + 10% (Maintenance Allocation – capital highway needs only, % of total).

• **Bridge Funding Formula (Federal and State)** – bridge funding will be allocated to planning regions based on square feet of deck area of structurally deficient bridges and

square feet of deck area for all bridges. The factors for bridge funds distribution is based on the following formula: 20% (square foot deck area of all bridges > 20', % of total) + 80% (square foot deck area of structurally deficient bridges > 20', % of total). Bridge rehabilitation, replacement, and preservation remain a Department priority. The goal for the 2011 Program is to utilize 85 percent of available bridge funds on structurally deficient bridges.

- **Surface Transportation Program-Urban (STU)** – funding is allocated to each region with populations greater than 200,000 based on current federal formula.

- **Congestion Mitigation and Air Quality (CMAQ)** – funding is distributed to the states based on federal factors which take into account each region's air quality classification. These same factors will be used to distribute the funding to the planning regions. Note that FHWA has placed a high priority on addressing congestion, particularly bottlenecks, traffic signal programs, and other recommendations supported by the Transportation Advisory Committee Report: Congestion Mitigation and Smart Transportation (May, 2009).

- **Highway Safety Improvement Program (HSIP)** – funding will be allocated to planning regions based on lane miles, vehicle miles traveled, fatalities and reportable crashes. HSIP fund distribution is based on the following formula: 25% (lane miles, % of total) + 25% (vehicle miles traveled, % of total) + 25% (highway fatalities, % of total) + 25% (reportable crashes, % of total). Projects with HSIP funds must be included as part of an overall Department and FHWA approved Safety Program.

- **High Risk Rural Roads** – funding for this program will be distributed through the Highway Safety Improvement Program Formula and are subject to the same rules of inclusion on an overall Department and FHWA approved Safety Program.

- **STP-Transportation Enhancement** – funds will be distributed on the basis of population (80%) and land area (20%), with 20 percent reserved for the Secretary of Transportation's discretionary use. Ready-to-go Transportation Enhancement projects that exhaust the region's financial guidance allocation are guaranteed to be funded at the level at which they were originally approved for the Transportation Enhancement Program. Increases in cost and/or scope of work are the responsibility of the sponsor or region to either fund privately or from the region's existing TIP. Statewide solicitation of Transportation Enhancement projects is contingent on reauthorization legislation. Transportation Enhancement fund allocations included in this guidance are anticipated to be utilized for previously approved Transportation Enhancement projects that have not yet advanced to construction. In regions that have or will have advanced all previously approved Transportation Enhancement projects, funds made available under the 2011 Program may be utilized to consider additional projects as determined by the MPO/RPO.

- **Safe Routes to School** – funding for this program will be held in a statewide line item. It is anticipated that if this program is continued in reauthorization legislation, a solicitation for projects will coincide with the next Program update or earlier as appropriate. Distribution of the funds will be made at the time of solicitation and will continue to utilize the existing Transportation Enhancement allocation formula.

- **Rail/Highway Safety** – funding will be allocated to each region based on the number of grade crossings in the region, and the number of rail/highway crashes in the region (based on the most recent five year history). Rail/highway safety funding distribution is based on the following formula: 50% (# of grade crossings, % of total) + 50% (# of rail/highway crashes, % of total).

The following are categories of funding have limitations on how and where they may be used and will be considered as additional funds to the region.

- **Special federal funding (SXF)** – which is earmarked for specific projects in ISTEA, TEA-21, SAFETEA-LU and other federal legislation.

- **Federal Aid Interstate (FAI)** – funding which may only be used to complete eligible sections of Interstate highway defined in the most recent Interstate Cost Estimate.

- **Appalachia Development Highway (APD)** – funding which may only be used for eligible capital improvements on routes that have been designated as Appalachia highway corridors and which are included in the most recent Appalachia Development Highway System Cost to Complete Estimate.

- **All Discretionary federal funding** – which the Commonwealth receives, such as Interstate Maintenance discretionary funding, Public Lands Highways discretionary funding, Forest Highways funding, Ferry Boat discretionary funding, and the like. The United States Secretary of Transportation and/or Congress determines the allocation of federal discretionary funding.

- **Bond funding** – Bridge bond funding continues to be assumed at \$200 million per year as proposed by the Governor. This funding is partially offset by debt service at a rate of \$15 million for each \$200 million in bond issuance.

- **Act 44 Funding** – Annual state revenue provided under Act 44 of 2007 is for the preservation and restoration of roadways and bridges, as well as for operations and maintenance of the system. Four distribution formulas from Financial Guidance comprise the allotment of Act 44 funds to each region (Highway-55.3%, Bridge-27.7%, Safety-4.3%, and CMAQ-12.7%). Act 44 funds are directed to the Interstate Program consistent with the Financial Guidance. There is a mandatory 15 percent set-aside to the Secretary’s discretionary fund as provided for in the legislation.

Act 44 funds are flexible in nature and may be used for bridges or highway and for capital or maintenance costs. However, funding must be restricted to projects that focus on reducing the number of structurally deficient bridges and improving ride quality on state highways. Projects that improve safety and provide for operational improvements (such as ITS and traffic signal optimization) may also be included. Act 44 eligible activities include bridge preservation, bridge rehabilitation and replacement, maintenance force or contract resurfacing, roadway rehabilitation or reconstruction, as well as safety and operational improvements. “First call” for the use of these funds should be projects previously identified for their use. Other projects will be

considered on a case by case basis. Act 44 funds may not be used for capacity adding (new lane construction) projects or for improving locally owned roadways.

Note that the tables in Appendix 2 show a division between state (capital) and federal funding for bridge and highway categories. Act 44 funding is reflected in a separate column since the source of the funds has been determined through a lease agreement between the Department and the Pennsylvania Turnpike Commission. Local and private funding is not included in the tables, and can be considered additional funding above that which is shown, if documentation supports the funds are reasonably expected to be made available. Specific guidance related to programming local, private and other sources of funding is provided in the Program Guidelines section of this guidance.

PROGRAM GUIDELINES

Program implementation will be dependent upon the actual federal obligation levels that are appropriated each year and the state funds included in the annual state budget. Because of this, the Program funding levels and implementation funding levels may differ.

The program will be fiscally constrained by year for each MPO and RPO. The tables that comprise the Appendices establish a region's annual funding constraint. PennDOT will work with MPOs and RPOs to assign projects and their associated funding to appropriate years based on a combination of project readiness and estimated funding availability.

Under recent federal regulations the program will be developed using the "year of expenditure" approach. This requires that an inflation factor is taken into account during the project cost estimating process. For project estimating purposes, a 3 percent inflation factor should be used in calculations for each year of the TIP. That is, project funding will be arrayed over the program period consistent with the amount which will be needed (including inflation) in any given year.

Low cost, short duration project phases should generally have all of their costs shown as a lump sum in a single year. Longer term, high cost project phases may have their costs spread over the several years that the specific phase will be active. In many cases, such phases will initially be advance constructed and then partially converted over several years. This action will also require programming "carry in" costs for projects that are initiated prior to the beginning of the 2011 Program period (prior to October 1, 2010), and which will require funding during the 2011 Program period. All remaining project phases and costs must be included on a financially constrained long range plan.

The Pennsylvania Turnpike Commission receives funding from a variety of sources, including toll revenues, state funding earmarked in Act 26 of 1991 and Act 3 of 1997, and special federal funding earmarked by Congress. These funds are not reflected in this financial guidance. The authority for the programming of projects using these funding sources rests with the Turnpike Commission. The Turnpike Commission does implement projects that qualify for regular federal funds. If they desire to pursue regular federal funding, the Turnpike Commission will present their projects for consideration with other state and local projects within the appropriate planning region. However, all regionally significant Turnpike projects should be included on regional TIPs as required by statewide planning regulations.

As noted earlier, all regionally significant projects and phases of projects that are to be implemented in a region must be included in the Program, regardless of the type of funding to be used. Projects requiring cash flow beyond the TIP, or not fully funded on the TIP, must be listed as “later fiscal years” and included in the region’s Long Range Plan. This may require revisions or amendments to the existing MPO/RPO Long Range Plan.

Note that the Final Rule on Statewide Transportation Planning and Metropolitan Transportation Planning, issued February 14, 2007, also requires that in air quality non-attainment and maintenance areas, projects included in the first two years of the STIP and TIP must be limited to those for which funds are “available” (dedicated state and federal) or “committed”. Funds which are listed on a STIP or TIP from sources that are not historically used for transportation purposes (including local and private funds) require a commitment in writing (letter of intent) by the responsible official or body having control of the funds.

DISTRIBUTION OF THE "SPIKE" FUNDING

The ultimate decisions with regard to the distribution of "spike" funding will be made by the Secretary of Transportation. Regions should align projects in accordance with their relative priorities and schedules, making every attempt to satisfy regional priorities within regional funding allocations.

Each planning region will submit its draft program to the Secretary of Transportation in accordance with the attached schedule (Appendix 6). This submission should reflect the collaborative efforts of the MPO/RPO, PennDOT, and other partners, and should clearly indicate the level of additional funding which is needed to fully implement the draft program. The Secretary will evaluate all of the draft programs and will determine the distribution of the balance of "spike" funding prior to the air quality conformity analysis period.

BEST PRACTICES

Line items for betterments, bridge preventive maintenance, safety improvements and contingencies provide flexibility for regions to reserve funding for projects or phases of projects that will be identified at some future date. Because the schedule for the development of the 2011 Program necessitates the drafting of a program well in advance of the beginning of the program period, it is not always possible to predict all of the costs that will have to be addressed on ongoing projects. Some regions have found it to be in their best interest to program a contingency line item for unforeseen project costs which may occur due to accrued unbilled costs, advance construction conversions, updated cost estimates, and other actions which can occur between program drafting and initiation. The decision to use line items for any purpose is a local decision to be made by the respective planning partners in each region.

THE TRANSIT PROGRAM

FUNDING

Funding for transit improvements in Pennsylvania is a combination of federal, state, and local monies. Federal funding assumptions are based on year 2009 via SAFETEA-LU and its anticipated successor. Federal revenue growth assumptions of 1 percent in years 2011 and 2012 are based on FY 2010 Appropriations. A 2.67 percent increase has been factored in 2013 and 2014 based on historical federal transit funding trends.

State funding is provided through the Public Transportation Trust Fund. In addition, state capital budget funding is released annually for capital improvements. As part of an agreement between the Commonwealth and the transit community during the enactment of Act 3 of 1997, a total of \$25 million per year in federal highway funding will be flexed to transit agencies for their projects. This funding is reserved in the highway financial guidance discussed previously. Federal and state funding which is available for public transit programming is included in Appendices 3 through 5. Federal funding is based on guaranteed authorizations only, and includes a mix of urban formula, fixed guideway, new starts, and bus project funding. Additional federal fund authorizations are not included in the tables.

State funding for transit programs is completely restructured as provided for in Act 44 of 2007. Public transportation funds are deposited into a Public Transportation Trust Fund. The previous General Fund sources are replaced with a dedicated portion of the Sales and Use Tax to ensure that transit programs have a reliable and growing source of funding. Act 44 establishes five major public transportation programs:

- Operating Program
- Capital Improvement Program (dedicated capital distributed by formula)
- Asset Improvement Program (discretionary capital)
- New Initiative Program
- Programs of Statewide Significance

Operating Program – Operating funds are allocated among public transportation providers based on:

1. The operating assistance received in FY 2009-10; and
2. The remaining funds in the Operating Account distributed on four operating statistics:
 - a. Total passengers
 - b. Senior passengers
 - c. Revenue vehicle miles and
 - d. Revenue vehicle hours.

The legislation also includes a hold harmless provision, growth caps to ensure equitable distribution and sustainable system development, and a single local match requirement—15% of state funding or 5% growth in local match, whichever is less. Act 44 also includes performance criteria for the evaluation of public transportation services.

Capital Improvement Program - A portion of the Public Transportation Trust Fund will be distributed on a formula based on the number of passengers carried so that transit agencies will have a steady reliable stream of capital funding. There is no local match for this program.

Asset Improvement Program – In addition to state bond funds, additional capital funds will be distributed to transit agencies based on their demonstrated need. Transit agencies will be required annually to submit a four and twelve year capital plan that coincides with their MPO/RPO's Transportation Improvement Program. The local match is established at 3 1/3 %. **NOTE:** Beginning with SFY 2010-11, funding for this program is dependent on tolling I-80. The funding level for this program is \$150 million in SFY 2009-10, but will be \$0 in SFY 2010-11 and subsequent years if I-80 is not tolled.

New Initiatives Program – This is a new program that provides the framework to advance new or expansions of existing fixed guideway projects. Act 44 specifies criteria that must be met to receive funding under this program. The local match is established at 3 1/3 % of the state funding. **NOTE:** Beginning with SFY 2010-11, funding for this program is dependent on tolling I-80.

Programs of Statewide Significance - Programs such as Persons with Disabilities, Welfare to Work, Job Access Reverse Commute, intercity bus and rail service, as well as technical assistance and demonstration projects, will be funded using a dedicated portion of the Public Transportation Trust Fund. The match requirements vary by program.

The funding in the transit tables is for planning purposes only. The actual state and federal funding that is ultimately available each year will be determined during the annual appropriations and budgeting processes.

DRAFT PROGRAM SUBMISSION

As noted earlier, each MPO and RPO is requested to submit a copy of its prioritized draft highway and bridge and transit programs to PennDOT by December 31, 2009. It is expected that all draft programs will be fiscally constrained at the time of submission. A separate document indicating additional priority projects that will not be able to advance due to fiscal constraint should accompany the draft program submission. The Secretary of Transportation will review the additional priority projects and determine the allocation of so-called "spike funds".

Appendix 1

**Available Funds
2011 Financial Guidance
Highway and Bridge Funds - (\$000)**

Highway Funds	2011	2012	2013	2014	Total
National Highway System	236,644	239,010	248,571	258,513	982,738
Surface Transportation Program	265,827	268,485	279,225	290,393	1,103,930
Interstate Maintenance	217,758	219,935	228,733	237,882	904,308
Equity Bonus	90,452	91,357	95,011	98,812	375,632
Subtotal - Fed. Hwy.	810,681	818,787	851,539	885,600	3,366,607
State Highway	175,000	175,000	175,000	175,000	700,000
Bridge Funds					0
Federal Bridge	469,849	474,547	493,529	513,270	1,951,196
State Bridge	122,500	122,500	122,500	122,500	490,000
Other Federal Funds					0
Cong. Mitigation/Air Quality	108,087	109,168	113,534	118,076	448,864
Safety	47,227	47,699	49,607	51,591	196,123
Safe Routes to Schools	6,405	6,469	6,728	6,997	26,600
Appalachian Development	105,494	106,549	110,811	115,243	438,096
Interstate Construction (FAI)	8,859	8,859	8,859	8,859	35,436
Total	1,854,101	1,869,578	1,932,107	1,997,137	7,652,922

*Apportionments Reflect 2% setaside for Statewide Planning

**Federal and State funds
Subject to Distribution via Base Allocation Formulas - (\$000)**

Funds	2011	2012	2013	2014	Total
STP	265,827	268,485	279,225	290,393	1,103,930
Plus Equity Bonus	90,452	91,357	95,011	98,812	375,632
Less Enhancements	28,559	28,844	29,998	31,198	118,599
Less Urban	87,255	88,128	91,653	95,319	362,355
Less Transit	25,000	25,000	25,000	25,000	100,000
Less Statewide	6,200	6,200	6,200	6,200	24,800
Less Spike (20%)	41,853	42,334	44,277	46,298	174,761
STP to Allocate	167,412	169,336	177,108	185,190	699,046
NHS	236,644	239,010	248,571	258,513	982,738
Less Spike (20%)	47,329	47,802	49,714	51,703	196,548
NHS to Allocate	189,315	191,208	198,857	206,811	786,191
State Highway	175,000	175,000	175,000	175,000	700,000
Less Econ. Develop.	25,000	25,000	25,000	25,000	100,000
Less Statewide	1,550	1,550	1,550	1,550	6,200
Less Spike (20%)	29,690	29,690	29,690	29,690	118,760
State Highway to Allocate	118,760	118,760	118,760	118,760	475,040
Total Federal and State Highway	475,487	479,304	494,724	510,761	1,960,276
Federal Bridge	469,849	474,547	493,529	513,270	1,951,196
Less Statewide Reserve	20,096	20,297	21,109	21,953	83,455
Federal Bridge to Allocate	449,753	454,250	472,420	491,317	1,867,741
State Bridge	122,500	122,500	122,500	122,500	490,000
Less Statewide Reserve	5,024	5,074	5,277	5,488	20,864
State Bridge to Allocate	117,476	117,426	117,223	117,012	469,136
Total Fed. + Sta. Bridge	567,229	571,676	589,643	608,329	2,336,877
Enhancements	28,559	28,844	29,998	31,198	118,599
Less Secretary's Reserve	5,712	5,769	6,000	6,240	23,720
Enhancements \$ to Allocate	22,847	23,075	23,998	24,958	94,879
Federal Safe Routes to School	6,405	6,469	6,728	6,997	26,600
Less Administrative Costs	80	80	80	80	320
Safe Routes to School to Alloc.	6,325	6,389	6,648	6,917	26,280
Urban to Allocate	87,255	88,128	91,653	95,319	362,355
CMAQ to Allocate	108,087	109,168	113,534	118,076	448,864
Rail/Hwy Crossings to Allocate	7,410	7,484	7,784	8,095	30,773
Safety to Allocate	47,227	47,699	49,607	51,591	196,123
Interstate Maintenance to Allocate	217,758	219,935	228,733	237,882	904,308
Appalachian Development to Allocate	105,494	106,549	110,811	115,243	438,096
Interstate Construction to Allocate	8,859	8,859	8,859	8,859	35,436
Bridge Bond	185,000	170,000	155,000	140,000	650,000
Act 44 Revenue	165,000	165,000	165,000	165,000	660,000
Less Secretary's Discretionary	24,750	24,750	24,750	24,750	99,000
Act 44 to Allocate	140,250	140,250	140,250	140,250	561,000
TOTAL FUNDS TO ALLOCATE	1,979,227	1,978,516	2,021,244	2,066,280	8,045,267

Highway/Bridge Base Funding Allocations
FFY 2011 (\$000)

Region	Interstate Maintenance	NHS	STP	State Highway	Federal Bridge	State Bridge	Urban	Safety	CMAQ	Rail	Enhancements	Act 44 Revenue	Bridge Bond	TOTAL
Delaware Valley	0	39,595	38,314	21,218	55,701	17,112	43,104	9,923	40,885	1,203	5,950	28,732	22,912	324,649
Southwest Penna	0	36,719	35,621	19,726	113,067	34,636	21,203	9,214	24,730	1,749	4,671	29,448	46,509	377,293
Harrisburg	0	7,368	7,240	4,009	11,304	3,502	4,363	2,313	4,915	317	924	5,251	4,650	56,156
Scranton/WB	0	7,093	6,827	3,781	11,317	3,492	4,625	2,023	5,142	345	930	5,010	4,655	55,239
Lehigh Valley	0	7,309	7,142	3,955	13,625	4,186	6,631	2,149	5,592	298	935	4,937	5,604	62,364
Altoona	0	1,763	1,713	949	4,246	1,305	0	546	1,247	85	246	1,482	1,747	15,328
Johnstown	0	2,521	2,444	1,354	3,316	1,029	0	584	1,473	63	297	1,765	1,364	16,211
Centre County	0	2,006	1,955	1,083	2,565	792	0	631	1,311	49	315	1,420	1,055	13,147
Williamsport	0	2,134	2,068	1,145	3,651	1,140	0	606	0	49	305	1,420	1,502	14,021
Erie	0	3,675	3,546	1,964	3,789	1,173	0	1,033	2,712	348	500	2,482	1,559	22,779
Lancaster	0	6,364	6,286	3,481	9,655	2,991	3,926	1,782	4,544	405	797	4,352	3,972	48,556
York	0	5,193	5,040	2,791	5,025	1,550	0	1,540	3,686	321	660	3,346	2,067	31,219
Reading	0	5,046	4,934	2,732	12,114	3,718	2,879	1,591	3,607	182	644	3,763	4,983	46,193
Lebanon	0	1,621	1,580	875	2,018	620	0	546	1,162	183	216	1,135	830	10,787
SVATS	0	2,169	2,090	1,158	4,910	1,508	524	701	1,161	141	248	1,642	2,020	18,270
Total Urban	0	130,576	126,800	70,220	256,302	78,754	87,255	35,182	102,167	5,740	17,638	96,147	105,427	1,112,208
Northwest	0	5,973	5,743	3,181	11,192	3,444	0	1,642	0	230	722	3,723	4,604	40,454
Northcentral	0	5,658	5,446	3,016	17,263	5,278	0	1,575	805	334	868	4,291	7,101	51,635
Northern Tier	0	5,871	5,637	3,122	10,281	3,187	0	1,439	1,078	54	673	3,730	4,229	39,301
Southern Allegh.	0	5,287	5,101	2,825	12,277	3,779	0	1,517	0	170	629	3,822	5,050	40,457
NEPA	0	8,205	7,924	4,388	15,353	4,689	0	2,606	1,907	100	968	4,983	6,315	57,448
SEDA-COG	0	7,241	7,031	3,893	16,169	5,003	0	2,092	0	496	889	4,623	6,651	54,089
Adams	0	1,776	1,747	967	2,840	871	0	504	881	101	189	1,094	1,168	12,137
Franklin	0	2,039	1,983	1,098	2,307	710	0	669	1,249	186	271	1,318	949	12,779
Total Rural	0	42,050	40,612	22,490	87,682	26,970	0	12,044	5,920	1,670	5,209	27,584	36,067	308,300
Interstate Program	217,758	16,689	0	26,050	105,768	11,752	0	0	0	0	0	16,518	43,506	438,041
SRTS* Reserve	0	0	0	0	0	0	0	0	0	0	6,325	0	0	6,325
Appalachian Dev.	0	0	0	0	0	0	0	0	0	0	0	0	0	105,494
Interstate Constr.	0	0	0	0	0	0	0	0	0	0	0	0	0	8,859
Grand Total	217,758	189,315	167,412	118,760	449,753	117,476	87,255	47,227	108,087	7,410	29,172	140,250	185,000	1,979,227

* SRTS = Federal Safe Routes to School

Highway/Bridge Base Funding Allocations
FFY 2012 (\$'000)

Region	Interstate Maintenance	NHS	STP	State Highway	Federal Bridge	State Bridge	Urban	Safety	CMAQ	Rail	Enhancements	ACT 44 Revenue	Bridge Bond	TOTAL
Delaware Valley	0	39,991	38,754	21,158	56,258	17,085	43,535	10,023	41,294	1,215	6,010	28,732	21,054	325,108
Southwest Penna	0	37,086	36,030	19,671	114,197	34,581	21,415	9,307	24,977	1,766	4,718	29,448	42,738	375,935
Harrisburg	0	7,442	7,323	3,998	11,417	3,497	4,406	2,336	4,964	321	933	5,251	4,273	56,160
Scranton/WB	0	7,164	6,905	3,770	11,430	3,486	4,671	2,044	5,193	348	939	5,010	4,277	55,238
Lehigh Valley	0	7,382	7,224	3,944	13,761	4,179	6,698	2,171	5,648	301	945	4,937	5,150	62,339
Altoona	0	1,781	1,732	946	4,289	1,303	0	551	1,259	86	248	1,482	1,605	15,282
Johnstown	0	2,546	2,472	1,350	3,349	1,028	0	590	1,488	64	300	1,765	1,253	16,205
Centre County	0	2,026	1,978	1,080	2,590	791	0	637	1,324	50	318	1,384	969	13,148
Williamsport	0	2,155	2,092	1,142	3,688	1,138	0	612	0	50	308	1,420	1,380	13,985
Erie	0	3,711	3,586	1,958	3,827	1,171	0	1,043	2,739	351	505	2,482	1,432	22,806
Lancaster	0	6,427	6,359	3,471	9,752	2,986	3,966	1,800	4,590	409	805	4,352	3,650	48,567
York	0	5,245	5,098	2,783	5,075	1,547	0	1,555	3,723	324	667	3,346	1,899	31,263
Reading	0	5,096	4,990	2,725	12,235	3,712	2,908	1,607	3,644	184	650	3,763	4,579	46,092
Lebanon	0	1,637	1,588	873	2,038	619	0	552	1,173	185	218	1,135	763	10,791
SVATS	0	2,191	2,114	1,154	4,959	1,506	529	708	1,173	143	250	1,642	1,856	18,223
Total Urban	0	131,882	128,257	70,023	258,865	78,629	88,128	35,534	103,188	5,797	17,814	96,147	96,879	1,111,144
Northwest	0	6,033	5,809	3,172	11,304	3,439	0	1,658	0	232	729	3,723	4,230	40,330
Northcentral	0	5,715	5,508	3,007	17,436	5,269	0	1,591	813	338	877	4,291	6,525	51,370
Northern Tier	0	5,929	5,702	3,113	10,384	3,182	0	1,454	1,089	54	679	3,730	3,886	39,203
Southern Allegh.	0	5,340	5,160	2,817	12,400	3,773	0	1,532	0	171	636	3,822	4,641	40,291
NEPA	0	8,287	8,015	4,376	15,506	4,691	0	2,632	1,926	101	978	4,983	5,803	57,299
SEDA-COG	0	7,314	7,111	3,882	16,331	4,995	0	2,112	0	501	898	4,623	6,112	53,880
Adams	0	1,794	1,767	965	2,868	869	0	509	890	102	191	1,094	1,073	12,121
Franklin	0	2,059	2,006	1,095	2,330	709	0	676	1,261	188	274	1,318	872	12,788
Total Rural	0	42,471	41,078	22,427	88,559	26,928	0	12,165	5,979	1,687	5,261	27,584	33,143	307,282
Interstate Program	219,935	16,856	0	26,310	106,826	11,870	0	0	0	0	0	16,518	39,979	438,294
SRTS* Reserve	0	0	0	0	0	0	0	0	0	0	6,389	0	0	6,389
Appalachian Dev.	0	0	0	0	0	0	0	0	0	0	0	0	0	106,549
Interstate Constr.	0	0	0	0	0	0	0	0	0	0	0	0	0	8,859
Grand Total	219,935	191,208	169,336	118,760	454,250	117,426	88,128	47,699	109,168	7,484	29,465	140,250	170,000	1,978,516

* SRTS = Federal Safe Routes to School

Highway/Bridge Base Funding Allocations
FFY 2013 (\$000)

Region	Interstate Maintenance	NHS	STP	State Highway	Federal Bridge	State Bridge	Urban	Safety	CMAQ	Rail	Enhancements	ACT 44 Revenue	Bridge Bond	TOTAL
Delaware Valley	0	41,591	40,533	20,917	58,508	16,975	45,277	10,423	42,946	1,264	6,250	28,732	19,196	332,612
Southwest Penna	0	38,570	37,694	19,447	118,765	34,359	22,272	9,679	25,976	1,837	4,906	29,448	38,967	381,910
Harrisburg	0	7,740	7,659	3,952	11,874	3,474	4,583	2,429	5,163	333	970	5,251	3,896	57,324
Scranton/WB	0	7,450	7,222	3,727	11,887	3,464	4,858	2,125	5,401	362	977	5,010	3,900	56,384
Lehigh Valley	0	7,678	7,556	3,899	14,311	4,153	6,966	2,257	5,874	313	983	4,937	4,695	63,621
Alltoona	0	1,852	1,812	935	4,460	1,294	0	573	1,310	90	258	1,482	1,463	15,530
Johnstown	0	2,648	2,586	1,334	3,483	1,021	0	614	1,548	66	312	1,765	1,143	16,520
Centre County	0	2,107	2,089	1,068	2,694	786	0	663	1,377	52	331	1,384	884	13,414
Williamsport	0	2,241	2,188	1,129	3,835	1,131	0	636	0	52	320	1,420	1,258	14,211
Erie	0	3,860	3,751	1,936	3,980	1,164	0	1,085	2,848	365	525	2,482	1,306	23,302
Lancaster	0	6,685	6,650	3,432	10,142	2,967	4,124	1,872	4,773	426	837	4,352	3,328	49,688
York	0	5,454	5,332	2,752	5,278	1,537	0	1,617	3,872	337	694	3,346	1,732	31,951
Reading	0	5,300	5,220	2,694	12,725	3,688	3,025	1,671	3,789	191	676	3,763	4,175	46,915
Lebanon	0	1,703	1,672	863	2,120	615	0	574	1,220	193	227	1,135	695	11,016
SVATS	0	2,278	2,211	1,141	5,157	1,496	550	736	1,220	148	260	1,642	1,692	18,532
Total Urban	0	137,157	134,144	69,226	269,220	78,124	91,653	36,955	107,316	6,029	18,527	96,147	88,330	1,132,828
Northwest	0	6,274	6,076	3,136	11,756	3,417	0	1,725	0	242	758	3,723	3,857	40,964
Northcentral	0	5,943	5,761	2,973	18,133	5,235	0	1,654	846	351	912	4,291	5,950	52,050
Northern Tier	0	6,167	5,963	3,077	10,800	3,161	0	1,512	1,133	56	706	3,730	3,543	39,849
Southern Allegh.	0	5,553	5,397	2,785	12,896	3,749	0	1,594	0	178	661	3,822	4,231	40,865
NEPA	0	8,619	8,383	4,326	16,126	4,661	0	2,738	2,003	105	1,017	4,983	5,291	58,252
SEDA-COG	0	7,606	7,438	3,838	16,984	4,963	0	2,197	0	521	934	4,623	5,572	54,677
Adams	0	1,866	1,848	954	2,983	864	0	529	926	106	198	1,094	979	12,345
Franklin	0	2,141	2,098	1,083	2,423	705	0	703	1,311	196	285	1,318	795	13,058
Total Rural	0	44,170	42,964	22,172	92,101	26,755	0	12,651	6,218	1,755	5,472	27,584	30,218	312,060
Interstate Program	228,733	17,530	0	27,362	111,099	12,344	0	0	0	0	0	16,518	36,451	450,038
SRTS* Reserve	0	0	0	0	0	0	0	0	0	0	6,648	0	0	6,648
Appalachian Dev.	0	0	0	0	0	0	0	0	0	0	0	0	0	110,811
Interstate Constr.	0	0	0	0	0	0	0	0	0	0	0	0	0	8,859
Grand Total	228,733	198,857	177,108	118,760	472,420	117,223	91,653	49,607	113,534	7,784	30,646	140,250	155,000	2,021,244

* SRTS = Federal Safe Routes to School

Highway/Bridge Base Funding Allocations
FFY 2014 (\$000)

Region	Interstate Maintenance	NHS	STP	State Highway	Federal Bridge	State Bridge	Urban	Safety	CMAQ	Rail	Enhancements	ACT 44 Revenue	Bridge Bond	TOTAL
Delaware Valley	0	43,254	42,383	20,667	60,849	16,861	47,088	10,840	44,864	1,314	6,500	28,732	17,339	340,490
Southwest Penna	0	40,113	39,403	19,214	123,516	34,128	23,163	10,066	27,015	1,910	5,103	29,448	35,196	388,275
Harrisburg	0	8,049	8,008	3,905	12,349	3,451	4,766	2,526	5,369	347	1,009	5,251	3,519	58,550
Scranton/WB	0	7,748	7,552	3,682	12,362	3,440	5,052	2,210	5,617	377	1,016	5,010	3,523	57,591
Lehigh Valley	0	7,985	7,901	3,852	14,884	4,125	7,244	2,348	6,109	326	1,022	4,937	4,241	64,972
Altoona	0	1,926	1,895	924	4,639	1,286	0	596	1,362	93	289	1,482	1,322	15,792
Johnstown	0	2,754	2,704	1,318	3,622	1,014	0	638	1,609	69	325	1,765	1,032	16,851
Centre County	0	2,192	2,163	1,055	2,802	781	0	689	1,432	54	344	1,384	798	13,693
Williamsport	0	2,331	2,288	1,116	3,989	1,123	0	662	1,320	54	333	1,420	1,137	14,452
Erie	0	4,014	3,922	1,913	4,140	1,156	0	1,128	2,962	380	546	2,482	1,180	23,822
Lancaster	0	6,952	6,954	3,391	10,548	2,947	4,289	1,947	4,964	443	871	4,352	3,006	50,662
York	0	5,673	5,576	2,719	5,489	1,527	0	1,682	4,026	351	721	3,346	1,564	32,674
Reading	0	1,771	1,748	852	2,204	611	0	597	1,269	200	236	1,135	628	11,252
Lebanon	0	2,369	2,312	1,128	5,363	1,486	572	766	1,269	154	270	1,642	1,528	18,859
SVATS	0	142,644	140,266	68,397	279,989	77,599	95,319	38,434	111,608	6,270	19,268	96,147	79,782	1,155,722
Northwest	0	6,525	6,353	3,098	12,226	3,394	0	1,794	879	251	789	3,723	3,484	41,637
Northcentral	0	6,181	6,024	2,937	18,859	5,200	0	1,721	879	365	948	4,291	5,374	52,780
Northern Tier	0	6,413	6,236	3,041	11,232	3,140	0	1,573	1,178	59	735	3,730	3,200	40,535
Southern Allegh.	0	5,775	5,643	2,752	13,412	3,723	0	1,657	0	185	688	3,822	3,822	41,479
NEPA	0	8,964	8,766	4,274	16,771	4,630	0	2,847	2,083	109	1,057	4,983	4,779	59,263
SEDA-COG	0	7,911	7,777	3,792	17,663	4,930	0	2,285	0	542	971	4,623	5,033	55,528
Adams	0	1,940	1,932	942	3,102	858	0	551	963	110	206	1,094	884	12,582
Franklin	0	2,227	2,194	1,070	2,520	700	0	731	1,364	203	296	1,318	718	13,341
Total Rural	0	45,936	44,924	21,906	95,785	26,575	0	13,157	6,467	1,825	5,691	27,584	27,294	317,146
Interstate Program	237,882	0	0	28,457	115,543	12,838	0	0	0	0	0	16,518	32,924	462,393
SRTS* Reserve	0	0	0	0	0	0	0	0	0	0	6,917	0	0	6,917
Appalachian Dev.	0	0	0	0	0	0	0	0	0	0	0	0	0	115,243
Interstate Constr.	0	0	0	0	0	0	0	0	0	0	0	0	0	8,859
Grand Total	237,882	206,811	185,190	118,760	491,317	117,012	95,319	51,591	118,076	8,095	31,876	140,250	140,000	2,066,280

* SRTS = Federal Safe Routes to School

Highway/Bridge Base Funding Allocations
TOTAL FFY 2011-2014 (\$000)

	Interstate Maintenance	NHS	STP	State Highway	Federal Bridge	State Bridge	Urban	Safety	CMAQ	Rail	Enhancements	ACT 44 Revenue	Bridge Bond	TOTAL
Delaware Valley	0	164,432	159,983	83,960	231,316	68,032	179,004	41,210	169,788	4,997	24,710	114,927	80,501	1,322,859
Southwest Penna	0	152,488	148,737	78,058	469,546	137,706	88,052	38,266	102,699	7,262	19,398	117,794	163,408	1,523,414
Harrisburg	0	30,599	30,230	15,865	46,944	13,925	18,118	9,604	20,411	1,318	3,836	21,003	16,337	228,189
Scranton/WB	0	29,456	28,506	14,960	46,986	13,882	19,205	8,403	21,353	1,432	3,863	20,042	16,355	224,451
Lehigh Valley	0	30,353	29,822	15,651	56,580	16,643	27,539	8,925	23,221	1,238	3,885	19,746	19,691	253,295
Altoona	0	7,323	7,152	3,753	17,634	5,187	0	2,266	5,178	354	1,021	5,926	6,137	61,932
Johnstown	0	10,470	10,206	5,356	13,769	4,092	0	2,427	6,118	262	1,234	7,061	4,792	65,787
Centre County	0	8,332	8,165	4,285	10,650	3,150	0	2,619	5,443	205	1,308	5,537	3,706	53,401
Williamsport	0	8,861	8,636	4,532	15,164	4,533	0	2,515	0	205	1,265	5,681	5,277	56,668
Erie	0	15,260	14,806	7,770	15,737	4,664	0	4,289	11,260	1,444	2,075	9,926	5,471	92,708
Lancaster	0	26,428	26,249	13,776	40,097	11,892	16,306	7,400	18,871	1,683	3,311	17,407	13,954	197,373
York	0	21,564	21,046	11,045	20,867	6,161	0	6,395	15,306	1,334	2,743	13,384	7,262	127,106
Reading	0	20,954	20,602	10,812	50,309	14,760	11,958	6,607	14,981	755	2,673	15,050	17,508	166,988
Lebanon	0	6,732	6,599	3,463	8,380	2,465	0	2,269	4,825	761	897	4,538	2,916	43,845
SVATS	0	9,007	8,728	4,561	20,389	5,995	2,174	2,911	4,823	586	1,028	6,567	7,096	73,885
Total Urban	0	542,259	529,467	277,866	1,064,377	313,105	362,355	146,106	424,279	23,836	73,246	384,589	370,418	4,511,903
Northwest	0	24,806	23,982	12,566	46,479	13,694	0	6,819	0	955	2,999	14,892	16,175	163,386
Northcentral	0	23,497	22,739	11,934	71,691	20,982	0	6,541	3,343	1,389	3,605	17,164	24,950	207,834
Northern Tier	0	24,380	23,537	12,352	42,697	12,670	0	5,978	4,478	223	2,793	14,920	14,859	158,888
Southern Allegh.	0	21,955	21,301	11,179	50,984	15,024	0	6,300	0	705	2,614	15,289	17,743	163,093
NEPA	0	34,075	33,089	17,365	63,756	18,680	0	10,823	7,918	414	4,020	19,933	22,188	232,262
SEDA-COG	0	30,072	29,357	15,406	67,147	19,892	0	8,686	0	2,059	3,693	18,494	23,368	218,174
Adams	0	7,375	7,293	3,828	11,793	3,462	0	2,093	3,660	418	784	4,375	4,104	49,186
Franklin	0	8,466	8,280	4,346	9,581	2,824	0	2,778	5,185	773	1,126	5,272	3,334	51,966
Total Rural	0	174,627	169,578	88,995	364,128	107,228	0	50,018	24,585	6,937	21,634	110,338	126,722	1,244,788
Interstate Program	904,308	69,305	0	108,179	439,236	48,804	0	0	0	0	0	66,073	152,860	1,788,765
SRTS* Reserve	0	0	0	0	0	0	0	0	0	0	26,280	0	0	26,280
Appalachian Dev.	0	0	0	0	0	0	0	0	0	0	0	0	0	438,096
Interstate Constr.	0	0	0	0	0	0	0	0	0	0	0	0	0	35,436
Grand Total	904,308	786,191	699,046	475,040	1,867,741	469,136	362,355	196,123	448,864	30,773	121,159	561,000	650,000	8,045,267

* SRTS = Federal Safe Routes to School

Appendix 3
State Transit Funds
 Estimated Annual Funding (\$000) 2011

	OPERATOR	Asset Improvement		Capital#	Improvement	New Initiatives	Operating+ Assistance	JARC	New Freedoms	Total	
		Bond	Discretionary *								
URBAN	SEPTA	84,000	0		43,999	0	517,022	4,259	276	649,556	
	PAAC	30,000	0		9,037	0	184,458	2,345	278	226,118	
	AMTRAN -- Blair	0	0		82	0	2,387	0	0	2,469	
	BARTA -- Berks	0	0		396	0	6,948	0	0	7,344	
	BCTA -- Beaver	0	0		104	0	2,756	0	0	2,860	
	CAT -- Dauphin	0	0		343	0	6,417	0	0	6,760	
	CATA -- Centre	0	0		887	0	3,378	0	0	4,265	
	CCTA -- Cambria	0	0		166	0	4,420	0	0	4,586	
	COLTS -- Lackawanna	0	0		276	0	6,336	0	0	6,612	
	EMTA Erie	0	0		400	0	6,817	0	0	7,217	
	Fayette County	0	0		15	0	583	0	0	598	
	HPT -- Hazleton	0	0		33	0	1,561	0	0	1,594	
	LANTA -- Lehigh-Northampton	0	0		723	0	11,641	0	0	12,364	
	LCTA -- Luzerne	0	0		228	0	4,877	0	0	5,105	
	COLT -- Lebanon	0	0		42	0	1,351	0	0	1,393	
	MMVTA -- Mid Mon Valley	0	0		47	0	2,125	0	0	2,172	
	Pottstown	0	0		36	0	939	0	0	975	
	RRTA -- Lancaster	0	0		278	0	4,440	0	0	4,718	
	SVSS -- Shenango Valley	0	0		14	0	649	0	0	663	
	Washington	0	0		6	0	956	0	0	962	
	WBT -- Williamsport	0	0		175	0	3,231	0	0	3,406	
	WCTA -- Westmoreland	0	0		44	0	1,569	0	0	1,613	
	YCTA -- York	0	0		219	0	3,662	0	0	3,881	
	Unallocated	5,000	0		0	0	0	0	0	5,000	
	Urban Total	119,000	0		57,550	0	778,523	6,604	554	962,231	
	RURAL	ATA	0	0		47	0	3,198	0	0	3,245
		BCTA -- Beaver	0	0		2	0	240	0	0	242
		BTA -- Butler	0	0		29	0	591	0	0	620
Carbon		0	0		1	0	202	0	0	203	
CATA -- Crawford		0	0		26	0	501	0	0	527	
CCTA -- Cambria		0	0		15	0	1,414	0	0	1,429	
DUFAST		0	0		8	0	448	0	0	456	
EMTA -- Endless Mtns.		0	0		17	0	553	0	0	570	
ICTA -- Indiana		0	0		31	0	981	0	0	1,012	
MCTA -- Monroe		0	0		44	0	1,647	0	0	1,691	
Mid-County -- Armstrong		0	0		8	0	502	0	0	510	
Mt. Carmel		0	0		7	0	284	0	0	291	
NCATA -- New Castle		0	0		147	0	3,522	0	0	3,669	
STS -- Schuylkill		0	0		32	0	1,353	0	0	1,385	
TAWC -- Warren		0	0		9	0	513	0	0	522	
VCTO -- Venango		0	0		8	0	268	0	0	276	
WCTA -- Westmoreland		0	0		12	0	821	0	0	833	
YCTA -- York		0	0		7	0	333	0	0	340	
Unallocated		0	0		0	0	0	0	0	0	
Rural Total		0	0		450	0	17,371	0	0	17,821	
Reserve	6,000	0		0	0	0	0	0	6,000		
Other Unallocated (Urban/Rural)	0	0		0	0	0	0	1,972	1,972		
GRAND TOTAL	125,000	0		58,000	0	795,894	9,130		988,024		

* Discretionary Asset Improvement funding will decrease to \$0 million in SFY 2010-11 if there is no action on tolling, leasing of the turnpike or legislative action.

Capital Improvement (formula distribution) is expected to grow at an average annual rate of 2% (depending on Sales and Use Tax receipts).

+ The distribution of Operating Assistance funding in this chart is based on SFY 2009-10. Total funding is expected to increase by approximately 2% annually (depending on Sales and Use Tax receipts).

Appendix 3
State Transit Funds
 Estimated Annual Funding (\$000) 2012

	OPERATOR	Asset Improvement		Capital# Improvement	Operating+ Assistance	JARC	New Freedoms	Total
		Bond	Discretionary *					
URBAN	SEPTA	84,000	0	43,999	517,022	4,259	276	649,556
	PAAC	30,000	0	9,037	184,458	2,345	278	226,118
	AMTRAN -- Blair	0	0	82	2,387	0	0	2,469
	BARTA -- Berks	0	0	396	6,948	0	0	7,344
	BCTA -- Beaver	0	0	104	2,756	0	0	2,860
	CAT -- Dauphin	0	0	343	6,417	0	0	6,760
	CATA -- Centre	0	0	887	3,378	0	0	4,265
	CCTA -- Cambria	0	0	166	4,420	0	0	4,586
	COLTS -- Lackawanna	0	0	276	6,336	0	0	6,612
	EMTA Erie	0	0	400	6,817	0	0	7,217
	Fayette County	0	0	15	583	0	0	598
	HPT -- Hazleton	0	0	33	1,561	0	0	1,594
	LANTA -- Lehigh-Northampton	0	0	723	11,641	0	0	12,364
	LCTA -- Luzerne	0	0	228	4,877	0	0	5,105
	COLT -- Lebanon	0	0	42	1,351	0	0	1,393
	MMVTA -- Mid Mon Valley	0	0	47	2,125	0	0	2,172
	Pottstown	0	0	36	939	0	0	975
	RRTA -- Lancaster	0	0	278	4,440	0	0	4,718
	SVSS -- Shenango Valley	0	0	14	649	0	0	663
	Washington	0	0	6	956	0	0	962
	WBT -- Williamsport	0	0	175	3,231	0	0	3,406
	WCTA -- Westmoreland	0	0	44	1,569	0	0	1,613
	YCTA -- York	0	0	219	3,662	0	0	3,881
Unallocated	5,000	0	0	0	0	0	5,000	
Urban Total	119,000	0	57,550	778,523	6,604	554	962,231	
RURAL	ATA	0	0	47	3,198	0	0	3,245
	BCTA -- Beaver	0	0	2	240	0	0	242
	BTA -- Butler	0	0	29	591	0	0	620
	Carbon	0	0	1	202	0	0	203
	CATA -- Crawford	0	0	26	501	0	0	527
	CCTA -- Cambria	0	0	15	1,414	0	0	1,429
	DUFAST	0	0	8	448	0	0	456
	EMTA -- Endless Mtns.	0	0	17	553	0	0	570
	ICTA -- Indiana	0	0	31	981	0	0	1,012
	MCTA -- Monroe	0	0	44	1,647	0	0	1,691
	Mid-County -- Armstrong	0	0	8	502	0	0	510
	Mt. Carmel	0	0	7	284	0	0	291
	NCATA -- New Castle	0	0	147	3,522	0	0	3,669
	STS -- Schuylkill	0	0	32	1,353	0	0	1,385
	TAWC -- Warren	0	0	9	513	0	0	522
	VCTO -- Venango	0	0	8	268	0	0	276
	WCTA -- Westmoreland	0	0	12	821	0	0	833
	YCTA -- York	0	0	7	333	0	0	340
	Unallocated	0	0	0	0	0	0	0
	Rural Total	0	0	450	17,371	0	0	17,821
Reserve	6,000	0	0	0	0	0	6,000	
Other Unallocated (Urban/Rural)	0	0	0	0	1,972		1,972	
GRAND TOTAL	125,000	0	58,000	795,894	9,130		988,024	

* Discretionary Asset Improvement funding will decrease to \$0 million in SFY 2010-11 if there is no action on tolling, leasing of the turnpike or legislative action.

Capital Improvement (formula distribution) is expected to grow at an average annual rate of 2% (depending on Sales and Use Tax receipts).

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Appendix 3
State Transit Funds
 Estimated Annual Funding (\$000) 2013

	OPERATOR	Asset Improvement		Capital# Improvement	Operating+ Assistance	JARC	New Freedoms	Total
		Bond	Discretionary *					
URBAN	SEPTA	84,000	0	43,999	517,022	4,259	276	649,556
	PAAC	30,000	0	9,037	184,458	2,345	278	226,118
	AMTRAN -- Blair	0	0	82	2,387	0	0	2,469
	BARTA -- Berks	0	0	396	6,948	0	0	7,344
	BCTA -- Beaver	0	0	104	2,756	0	0	2,860
	CAT -- Dauphin	0	0	343	6,417	0	0	6,760
	CATA -- Centre	0	0	887	3,378	0	0	4,265
	CCTA -- Cambria	0	0	166	4,420	0	0	4,586
	COLTS -- Lackawanna	0	0	276	6,336	0	0	6,612
	EMTA Erie	0	0	400	6,817	0	0	7,217
	Fayette County	0	0	15	583	0	0	598
	HPT -- Hazleton	0	0	33	1,561	0	0	1,594
	LANTA -- Lehigh-Northampton	0	0	723	11,641	0	0	12,364
	LCTA -- Luzerne	0	0	228	4,877	0	0	5,105
	COLT -- Lebanon	0	0	42	1,351	0	0	1,393
	MMVTA -- Mid Mon Valley	0	0	47	2,125	0	0	2,172
	Pottstown	0	0	36	939	0	0	975
	RRTA -- Lancaster	0	0	278	4,440	0	0	4,718
	SVSS -- Shenango Valley	0	0	14	649	0	0	663
	Washington	0	0	6	956	0	0	962
	WBT -- Williamsport	0	0	175	3,231	0	0	3,406
	WCTA -- Westmoreland	0	0	44	1,569	0	0	1,613
	YCTA -- York	0	0	219	3,662	0	0	3,881
Unallocated	5,000	0	0	0	0	0	5,000	
Urban Total	119,000	0	57,550	778,523	6,604	554	962,231	
RURAL	ATA	0	0	47	3,198	0	0	3,245
	BCTA -- Beaver	0	0	2	240	0	0	242
	BTA -- Butler	0	0	29	591	0	0	620
	Carbon	0	0	1	202	0	0	203
	CATA -- Crawford	0	0	26	501	0	0	527
	CCTA -- Cambria	0	0	15	1,414	0	0	1,429
	DUFAST	0	0	8	448	0	0	456
	EMTA -- Endless Mtns.	0	0	17	553	0	0	570
	ICTA -- Indiana	0	0	31	981	0	0	1,012
	MCTA -- Monroe	0	0	44	1,647	0	0	1,691
	Mid-County -- Armstrong	0	0	8	502	0	0	510
	Mt. Carmel	0	0	7	284	0	0	291
	NCATA -- New Castle	0	0	147	3,522	0	0	3,669
	STS -- Schuylkill	0	0	32	1,353	0	0	1,385
	TAWC -- Warren	0	0	9	513	0	0	522
	VCTO -- Venango	0	0	8	268	0	0	276
	WCTA -- Westmoreland	0	0	12	821	0	0	833
	YCTA -- York	0	0	7	333	0	0	340
	Unallocated	0	0	0	0	0	0	0
	Rural Total	0	0	450	17,371	0	0	17,821
Reserve	6,000	0	0	0	0	0	6,000	
Other Unallocated (Urban/Rural)	0	0	0	0	1,972		1,972	
GRAND TOTAL	125,000	0	58,000	795,894	9,130		988,024	

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Appendix 3
State Transit Funds
 Estimated Annual Funding (\$000) 2014

	OPERATOR	Asset Improvement		Capital# Improvement	Operating+ Assistance	JARC	New Freedoms	Total
		Bond	Discretionary *					
URBAN	SEPTA	84,000	0	43,999	517,022	4,259	276	649,556
	PAAC	30,000	0	9,037	184,458	2,345	278	226,118
	AMTRAN -- Blair	0	0	82	2,387	0	0	2,469
	BARTA -- Berks	0	0	396	6,948	0	0	7,344
	BCTA -- Beaver	0	0	104	2,756	0	0	2,860
	CAT -- Dauphin	0	0	343	6,417	0	0	6,760
	CATA -- Centre	0	0	887	3,378	0	0	4,265
	CCTA -- Cambria	0	0	166	4,420	0	0	4,586
	COLTS -- Lackawanna	0	0	276	6,336	0	0	6,612
	EMTA Erie	0	0	400	6,817	0	0	7,217
	Fayette County	0	0	15	583	0	0	598
	HPT -- Hazleton	0	0	33	1,561	0	0	1,594
	LANTA -- Lehigh-Northampton	0	0	723	11,641	0	0	12,364
	LCTA -- Luzerne	0	0	228	4,877	0	0	5,105
	COLT -- Lebanon	0	0	42	1,351	0	0	1,393
	MMVTA -- Mid Mon Valley	0	0	47	2,125	0	0	2,172
	Pottstown	0	0	36	939	0	0	975
	RRTA -- Lancaster	0	0	278	4,440	0	0	4,718
	SVSS -- Shenango Valley	0	0	14	649	0	0	663
	Washington	0	0	6	956	0	0	962
	WBT -- Williamsport	0	0	175	3,231	0	0	3,406
	WCTA -- Westmoreland	0	0	44	1,569	0	0	1,613
	YCTA -- York	0	0	219	3,662	0	0	3,881
Unallocated	5,000	0	0	0	0	0	5,000	
Urban Total	119,000	0	57,550	778,523	6,604	554	962,231	
RURAL	ATA	0	0	47	3,198	0	0	3,245
	BCTA -- Beaver	0	0	2	240	0	0	242
	BTA -- Butler	0	0	29	591	0	0	620
	Carbon	0	0	1	202	0	0	203
	CATA -- Crawford	0	0	26	501	0	0	527
	CCTA -- Cambria	0	0	15	1,414	0	0	1,429
	DUFAST	0	0	8	448	0	0	456
	EMTA -- Endless Mtns.	0	0	17	553	0	0	570
	ICTA -- Indiana	0	0	31	981	0	0	1,012
	MCTA -- Monroe	0	0	44	1,647	0	0	1,691
	Mid-County -- Armstrong	0	0	8	502	0	0	510
	Mt. Carmel	0	0	7	284	0	0	291
	NCATA -- New Castle	0	0	147	3,522	0	0	3,669
	STS -- Schuylkill	0	0	32	1,353	0	0	1,385
	TAWC -- Warren	0	0	9	513	0	0	522
	VCTO -- Venango	0	0	8	268	0	0	276
	WCTA -- Westmoreland	0	0	12	821	0	0	833
	YCTA -- York	0	0	7	333	0	0	340
	Unallocated	0	0	0	0	0	0	0
	Rural Total	0	0	450	17,371	0	0	17,821
Reserve	6,000	0	0	0	0	0	6,000	
Other Unallocated (Urban/Rural)	0	0	0	0	1,972		1,972	
GRAND TOTAL	125,000	0	58,000	795,894	9,130		988,024	

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Appendix 3
State Transit Funds
 Estimated Total Funding (\$000) 2011-2014

	OPERATOR	Asset Improvement		Capital# Improvement	Operating+ Assistance	JARC	New Freedoms	Total
		Bond	Discretionary *					
URBAN	SEPTA	336,000	0	175,996	2,068,088	17,036	1,104	2,598,224
	PAAC	120,000	0	36,148	737,832	9,380	1,112	904,472
	AMTRAN -- Blair	0	0	328	9,548	0	0	9,876
	BARTA -- Berks	0	0	1,584	27,792	0	0	29,376
	BCTA -- Beaver	0	0	416	11,024	0	0	11,440
	CAT -- Dauphin	0	0	1,372	25,668	0	0	27,040
	CATA -- Centre	0	0	3,548	13,512	0	0	17,060
	CCTA -- Cambria	0	0	664	17,680	0	0	18,344
	COLTS -- Lackawanna	0	0	1,104	25,344	0	0	26,448
	EMTA Erie	0	0	1,600	27,268	0	0	28,868
	Fayette County	0	0	60	2,332	0	0	2,392
	HPT -- Hazleton	0	0	132	6,244	0	0	6,376
	LANTA -- Lehigh-Northampton	0	0	2,892	46,564	0	0	49,456
	LCTA -- Luzerne	0	0	912	19,508	0	0	20,420
	COLT -- Lebanon	0	0	168	5,404	0	0	5,572
	MMVTA -- Mid Mon Valley	0	0	188	8,500	0	0	8,688
	Pottstown	0	0	144	3,756	0	0	3,900
	RRTA -- Lancaster	0	0	1,112	17,760	0	0	18,872
	SVSS -- Shenango Valley	0	0	56	2,596	0	0	2,652
	Washington	0	0	24	3,824	0	0	3,848
	WBT -- Williamsport	0	0	700	12,924	0	0	13,624
	WCTA -- Westmoreland	0	0	176	6,276	0	0	6,452
	YCTA -- York	0	0	876	14,648	0	0	15,524
Unallocated	20,000	0	0	0	0	0	20,000	
Urban Total	476,000	0	230,200	3,114,092	26,416	2,216	3,848,924	
RURAL	ATA	0	0	188	12,792	0	0	12,980
	BCTA -- Beaver	0	0	8	960	0	0	968
	BTA -- Butler	0	0	116	2,364	0	0	2,480
	Carbon	0	0	4	808	0	0	812
	CATA -- Crawford	0	0	104	2,004	0	0	2,108
	CCTA -- Cambria	0	0	60	5,656	0	0	5,716
	DUFAST	0	0	32	1,792	0	0	1,824
	EMTA -- Endless Mtns.	0	0	68	2,212	0	0	2,280
	ICTA -- Indiana	0	0	124	3,924	0	0	4,048
	MCTA -- Monroe	0	0	176	6,588	0	0	6,764
	Mid-County -- Armstrong	0	0	32	2,008	0	0	2,040
	Mt. Carmel	0	0	28	1,136	0	0	1,164
	NCATA -- New Castle	0	0	588	14,088	0	0	14,676
	STS -- Schuylkill	0	0	128	5,412	0	0	5,540
	TAWC -- Warren	0	0	36	2,052	0	0	2,088
	VCTO -- Venango	0	0	32	1,072	0	0	1,104
	WCTA -- Westmoreland	0	0	48	3,284	0	0	3,332
	YCTA -- York	0	0	28	1,332	0	0	1,360
	Unallocated	0	0	0	0	0	0	0
	Rural Total	0	0	1,800	69,484	0	0	71,284
Reserve	24,000	0	0	0	0	0	24,000	
Other Unallocated (Urban/Rural)	0	0	0	0	7,888		7,888	
GRAND TOTAL	500,000	0	232,000	3,183,576	36,520		3,952,096	

* Discretionary Asset Improvement funding will decrease to \$0 million in SFY 2010-11 if there is no action on tolling, leasing of the turnpike or legislative action.

Capital Improvement (formula distribution) is expected to grow at an average annual rate of 2% (depending on Sales and Use Tax receipts).

+ The distribution of Operating Assistance funding in this chart is based on SFY 2009-10. Total funding is expected to increase by approximately 2% annually (depending on Sales and Use Tax receipts).

Appendix 4
2011 Financial Guidance
Federal Transit Funding 2011-2014 (\$000)

Federal Transit		FY 2011					Total
Urban Area	Urbanized Area (5307 & 5340)	Fixed Guideway Modernization	Formula JARC	New Freedoms			
Allentown-Bethlehem***	8,048	0	296	198		8,541	
Altoona*	1,187	0	0	0		1,187	
Erie*	3,265	0	0	0		3,265	
Harrisburg***	5,404	0	162	117		5,684	
Hazleton*	677	0	0	0		677	
Johnstown*	1,423	0	0	0		1,423	
Lancaster**	7,539	0	149	107		7,795	
Lebanon*	1,190	0	0	0		1,190	
Monessen*	1,272	0	0	0		1,272	
Philadelphia***	96,666	96,060	2,299	1,374		196,399	
Pittsburgh***	33,282	22,877	1,032	632		57,823	
Pottstown*	855	0	0	0		855	
Reading**	5,662	0	148	89		5,898	
Scranton/Wilkes-Barre***	4,373	0	263	174		4,811	
Sharon*	4,140	0	0	0		4,140	
State College*	2,149	0	0	0		2,149	
Uniontown-Connellsville*	997	0	0	0		997	
Williamsport*	1,415	0	0	0		1,415	
York	2,707	0	0	0		2,707	
Unallocated Small Urban			1,148	684		1,832	
Unallocated Non Urbanized			1,362	841		2,202	
TOTALS	182,252	118,937	6,859	4,217		312,265	

* Systems that can use their federal section 5307 funds for operating assistance

** Systems that can only use 25% of their federal 5307 funds for operating assistance

*** Systems having over 200,000 urbanized area are not able to use their federal section 5307 funds for operating assistance

Appendix 4
2011 Financial Guidance
Federal Transit Funding 2011-2014 (\$000)

Federal Transit Urban Area	FY 2012					Total
	Urbanized Area (5307 & 5340)	Fixed Guideway Modernization	Formula JARC	New Freedoms	Total	
Allentown- Bethlehem***	8,369	0	308	206	8,883	
Altoona*	1,235	0	0	0	1,235	
Erie*	3,396	0	0	0	3,396	
Harrisburg***	5,621	0	169	122	5,911	
Hazleton*	704	0	0	0	704	
Johnstown*	1,480	0	0	0	1,480	
Lancaster**	7,840	0	155	111	8,106	
Lebanon*	1,238	0	0	0	1,238	
Monessen*	1,323	0	0	0	1,323	
Philadelphia***	100,532	99,902	2,391	1,429	204,255	
Pittsburgh***	34,613	23,792	1,074	658	60,136	
Pottstown*	889	0	0	0	889	
Reading**	5,888	0	154	92	6,134	
Scranton/Wilkes- Barre***	4,548	0	274	181	5,003	
Sharon*	4,306	0	0	0	4,306	
State College*	2,235	0	0	0	2,235	
Uniontown- Connellsville*	1,037	0	0	0	1,037	
Williamsport*	1,471	0	0	0	1,471	
York	2,816	0	0	0	2,816	
Unallocated Small Urban			1,194	712	1,905	
Unallocated Non Urbanized			1,416	874	2,290	
TOTALS	189,542	123,694	7,134	4,386	324,755	

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Appendix 4
2011 Financial Guidance
Federal Transit Funding 2011-2014 (\$000)

Federal Transit		FY 2013					Total
Urban Area	Urbanized Area (5307 & 5340)	Fixed Guideway Modernization	Formula JARC	New Freedoms			
Allentown-Bethlehem***	8,704	0	320	214		9,238	
Altoona*	1,284	0	0	0		1,284	
Erie*	3,532	0	0	0		3,532	
Harrisburg***	5,845	0	175	127		6,148	
Hazleton*	733	0	0	0		733	
Johnstown*	1,539	0	0	0		1,539	
Lancaster**	8,154	0	161	116		8,431	
Lebanon*	1,288	0	0	0		1,288	
Monessen*	1,376	0	0	0		1,376	
Philadelphia***	104,554	103,898	2,487	1,486		212,425	
Pittsburgh***	35,998	24,744	1,117	684		62,542	
Pottstown*	925	0	0	0		925	
Reading**	6,124	0	160	96		6,380	
Scranton/Wilkes-Barre***	4,730	0	285	189		5,203	
Sharon*	4,478	0	0	0		4,478	
State College*	2,325	0	0	0		2,325	
Uniontown-Connellsville*	1,078	0	0	0		1,078	
Williamsport*	1,530	0	0	0		1,530	
York	2,928	0	0	0		2,928	
Unallocated Small Urban			1,241	740		1,982	
Unallocated Non Urbanized			1,473	909		2,382	
TOTALS	197,124	128,642	7,419	4,561		337,745	

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Appendix 4
2011 Financial Guidance
Federal Transit Funding 2011-2014 (\$000)

Federal Transit Urban Area	FY 2014					Total
	Urbanized Area (5307 & 5340)	Fixed Guideway Modernization	Formula JARC	New Freedoms		
Allentown- Bethlehem***	9,052	0	333	223	9,608	
Altoona*	1,336	0	0	0	1,336	
Erie*	3,673	0	0	0	3,673	
Harrisburg***	6,079	0	182	132	6,394	
Hazleton*	762	0	0	0	762	
Johnstown*	1,601	0	0	0	1,601	
Lancaster**	8,480	0	168	120	8,768	
Lebanon*	1,339	0	0	0	1,339	
Monessen*	1,431	0	0	0	1,431	
Philadelphia***	108,736	108,054	2,586	1,546	220,922	
Pittsburgh***	37,437	25,733	1,161	711	65,043	
Pottstown*	962	0	0	0	962	
Reading**	6,368	0	166	100	6,635	
Scranton/Wilkes- Barre***	4,919	0	296	196	5,411	
Sharon*	4,657	0	0	0	4,657	
State College*	2,418	0	0	0	2,418	
Uniontown- Connellsville*	1,121	0	0	0	1,121	
Williamsport*	1,592	0	0	0	1,592	
York	3,045	0	0	0	3,045	
Unallocated Small Urban			1,291	770	2,061	
Unallocated Non Urbanized			1,532	946	2,477	
TOTALS	205,009	133,787	7,716	4,744	351,255	

* Systems that can use their federal section 5307 funds for operating assistance

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*** Systems having over 200,000 urbanized area are not able to use their federal section 5307 funds for operating assistance

Appendix 4
2011 Financial Guidance
Federal Transit Funding 2011-2014 (\$000)

Federal Transit		Total FY 2011 - FY 2014					Total
Urban Area	Urbanized Area (5307 & 5340)	Fixed Guideway Modernization	Formula JARC	New Freedoms			
Allentown-Bethlehem***	34,174	0	1,256	840		36,270	
Altoona*	5,042	0	0	0		5,042	
Erie*	13,866	0	0	0		13,866	
Harrisburg***	22,950	0	689	498		24,137	
Hazleton*	2,876	0	0	0		2,876	
Johnstown*	6,043	0	0	0		6,043	
Lancaster**	32,012	0	632	455		33,099	
Lebanon*	5,055	0	0	0		5,055	
Monessen*	5,402	0	0	0		5,402	
Philadelphia***	410,487	407,914	9,764	5,835		834,001	
Pittsburgh***	141,330	97,145	4,384	2,686		245,545	
Pottstown*	3,630	0	0	0		3,630	
Reading**	24,042	0	628	377		25,047	
Scranton/Wilkes-Barre***	18,571	0	1,118	741		20,429	
Sharon*	17,582	0	0	0		17,582	
State College*	9,127	0	0	0		9,127	
Uniontown-Connellsville*	4,232	0	0	0		4,232	
Williamsport*	6,008	0	0	0		6,008	
York	11,497	0	0	0		11,497	
Unallocated Small Urban	0	0	4,873	2,907		7,780	
Unallocated Non Urbanized	0	0	5,783	3,569		9,352	
TOTALS	773,926	505,060	29,127	17,908		1,326,021	

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** Systems that can only use 25% of their federal 5307 funds for operating assistance

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Appendix 5
2011-2014 Federal and State Transit Funding by Region
(\$000)

Region	2011			2012			2013			2014			TOTAL		
	Federal Transit	State Transit	Total	Federal Transit	State Transit	Total	Federal Transit	State Transit	Total	Federal Transit	State Transit	Total	Federal Transit	State Transit	Total
Delaware Valley	197,254	650,531	847,785	205,144	650,531	855,675	213,350	650,531	863,881	221,884	650,531	872,415	837,631	2,602,124	3,439,755
Southwest Penna	60,092	241,209	301,301	62,496	241,209	303,705	64,996	241,209	306,205	67,595	241,209	308,804	255,179	964,836	1,220,015
Harrisburg	5,884	6,760	12,444	5,911	6,760	12,671	6,148	6,760	12,908	6,394	6,760	13,154	24,137	27,040	51,177
Scranton/WB	5,488	13,311	18,799	5,708	13,311	19,019	5,936	13,311	19,247	6,173	13,311	19,484	23,305	53,244	76,549
Lehigh Valley	8,541	12,364	20,905	8,883	12,364	21,247	9,238	12,364	21,602	9,608	12,364	21,972	36,270	49,456	85,726
Altoona	1,187	2,469	3,656	1,235	2,469	3,704	1,284	2,469	3,753	1,336	2,469	3,805	5,042	9,876	14,918
Johnstown	1,423	6,015	7,438	1,480	6,015	7,495	1,539	6,015	7,554	1,601	6,015	7,616	6,043	24,060	30,103
Centre County	2,149	4,265	6,414	2,235	4,265	6,500	2,325	4,265	6,590	2,418	4,265	6,683	9,127	17,060	26,187
Williamsport	1,415	3,406	4,821	1,471	3,406	4,877	1,530	3,406	4,936	1,592	3,406	4,998	6,008	13,624	19,632
Erie	3,265	7,217	10,482	3,396	7,217	10,613	3,532	7,217	10,749	3,673	7,217	10,890	13,866	28,868	42,734
Lancaster	7,795	4,718	12,513	8,106	4,718	12,824	8,431	4,718	13,149	8,768	4,718	13,486	33,099	18,872	51,971
York	2,707	4,221	6,928	2,816	4,221	7,037	2,928	4,221	7,149	3,045	4,221	7,266	11,497	16,884	28,381
Reading	5,898	7,344	13,242	6,134	7,344	13,478	6,380	7,344	13,724	6,635	7,344	13,979	25,047	29,376	54,423
Lebanon	1,190	1,393	2,583	1,238	1,393	2,631	1,288	1,393	2,681	1,339	1,393	2,732	5,055	5,572	10,627
SVATS	4,140	663	4,803	4,306	663	4,969	4,478	663	5,141	4,657	663	5,320	17,582	2,652	20,234
Total Urban	308,230	965,886	1,274,116	320,559	965,886	1,286,445	333,382	965,886	1,299,268	346,717	965,886	1,312,603	1,308,888	3,863,544	5,172,432
Northwest	0	1,325	1,325	0	1,325	1,325	0	1,325	1,325	0	1,325	1,325	0	5,300	5,300
Northcentral	0	3,701	3,701	0	3,701	3,701	0	3,701	3,701	0	3,701	3,701	0	14,804	14,804
Northern Tier	0	570	570	0	570	570	0	570	570	0	570	570	0	2,280	2,280
Southern Allegh.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NEPA	0	3,279	3,279	0	3,279	3,279	0	3,279	3,279	0	3,279	3,279	0	13,116	13,116
SEDA-COG	0	291	291	0	291	291	0	291	291	0	291	291	0	1,164	1,164
Adams	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Franklin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Rural	0	9,166	9,166	0	9,166	9,166	0	9,166	9,166	0	9,166	9,166	0	36,664	36,664
Unallocated	4,034	6,972	11,006	4,196	6,972	11,168	4,364	6,972	11,336	4,538	6,972	11,510	17,132	27,888	45,020
Reserve	0	6,000	6,000	0	6,000	6,000	0	6,000	6,000	0	6,000	6,000	0	24,000	0
Grand Total	312,265	988,024	1,300,289	324,755	988,024	1,306,779	337,745	988,024	1,319,769	351,255	988,024	1,333,279	1,326,021	3,952,096	5,254,117

* Section 5311 Federal Funding is discretionary and based on annual approval of budget deficits up to total amount appropriated for Pennsylvania.

PENNSYLVANIA'S 2011 TRANSPORTATION PROGRAM GENERAL AND PROCEDURAL GUIDANCE

The official state programming document is the Twelve Year Transportation Program. The development and update of this program is guided by Act 120 of 1970 which established the State Transportation Commission (STC) and its related duties and responsibilities. The STC adopts the Twelve Year Program.

The official Federal programming document is the Statewide Transportation Improvement Program (STIP). The STIP includes the Metropolitan Planning Organization (MPO) Transportation Improvement Programs (TIPs). The Commonwealth has fifteen MPOs, not including the small pieces of urbanized areas that extend into Pennsylvania (for example, Hagerstown, MD or Binghamton, NY). MPOs are county and regional bodies covering all urbanized areas over 50,000 population. MPOs are mandated to establish and carry out a cooperative, continuous, and comprehensive planning process in order to meet various planning and programming responsibilities that were established in legislation, like the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and the Clean Air Act. The MPOs develop and approve Transportation Improvement Programs. The Governor or his designee (currently the Secretary of the Pennsylvania Department of Transportation) must also approve the metropolitan TIPs and submit the entire STIP to the US Department of Transportation for their approval.

The STIP also includes projects from the rural portion of the state. PennDOT and the eight Rural Planning Organizations (RPOs) under contract to PennDOT) are jointly developing and approving rural TIPs. Therefore, for transportation planning and programming purposes, the eight RPOs are presently functioning as MPOs. The Governor or his designee also approves these rural TIPs, as well as the overall STIP.

The words “2011 Transportation Program” or “2011 Program” in the general and procedural guidance refer to both of the following project listings:

- the 2011-2022 Twelve Year Program and
- the 2011-2014 Statewide Transportation Improvement Program.

The word “partners” in the following guidance includes the State Transportation Commission, the Pennsylvania Department of Transportation on behalf of the Governor, the Metropolitan Planning Organizations and Rural Planning Organizations, public transportation properties across the Commonwealth, the Pennsylvania Turnpike Commission, the Pennsylvania Department of Environmental Protection, the U.S. Department of Transportation (Federal Highway Administration and Federal Transit Administration) and the U.S. Environmental Protection Agency (EPA).

The words “interested parties” in the following guidance means citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, agencies or entities responsible for safety/security operations, providers of non-emergency transportation services receiving financial assistance from a source other than title 49, U.S.C., Chapter 53, tribal governments, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.

GENERAL AND PROCEDURAL GUIDANCE FOR THE DEVELOPMENT OF THE 2011 TRANSPORTATION PROGRAM

PURPOSES/OBJECTIVES:

- Program strategically; establish priorities; select transportation improvements with the greatest benefit to the Commonwealth and individual counties/regions; and give all partners the flexibility to more effectively choose and approve the best mix of projects that meet their own varied needs. Transportation system preservation and management continues to be the highest priority in Pennsylvania and the individual MPO/RPO programs should emphasize system preservation and management. System preservation involves extending the life of existing facilities and their associated equipment and hardware or the repair of damage that impedes mobility or compromises safety; while, system management involves improving the reliability, safety, traffic flow, and security of existing facilities and their associated equipment and hardware. It is recommended that at a minimum, at least 90% of a MPO/RPO's program resources be dedicated to system preservation including 85% of bridge improvement resources directed toward addressing structurally deficient bridges.
- Strengthen the linkage between land use and transportation decision-making during the development of the 2011 Transportation Program and continue to work to improve this integration process in future years. This linkage can take many forms, including supporting in-fill, access management, brownfield or grayfield site development, implementing projects that enhance KOZs/KIZs, helping blighted communities with transportation projects/services, encouraging collaboration among governments or coordinating with the Governor's many other initiatives. The Commonwealth of Pennsylvania Keystone Principles for Growth, Investment and Resource Conservation should be considered in the establishment of program priorities and included as part of project selection criteria.
- Develop required transportation programs that contribute to achieving the tenets in state Act 120 and the Federal transportation laws and regulations and to achieving the goals and objectives expressed in the Commonwealth's Long Range Transportation Plan (Pennsylvania Mobility Plan), in individual county/regional long range transportation plans, in bicycle/pedestrian plans and other key documents.
- Draw candidate major capital and/or air quality non-exempt projects from existing long range transportation plans for inclusion in the transportation program.
- Implement processes and procedures that enhance State, Metropolitan Planning Organization and Rural Planning Organization application and enforcement of effective fiscal constraint with regard to long range planning and short range programming.
- Continue to advance joint partner agency public participation outreach activities. When possible, look to establish joint MPO/RPO TIP and PennDOT STIP public comment periods.
- Continue to share project-specific data, especially as it relates to candidate projects that surface through individual partner activities including their public participation plans/outreach that are not included on current long range plans or programs.

TIMING:

- Update the Twelve Year Program, the Statewide Transportation Improvement Program, the Metropolitan Planning Organization and Rural Planning Organization Transportation Improvement Programs every two years in a coordinated fashion.
- Federal programming documents will cover a four year time frame to remain consistent with the first four years of the Twelve Year Program and the first four years of the MPO/RPO long range transportation plan.
- Metropolitan Planning Organizations and Rural Planning Organizations should schedule their TIP approval meeting dates so that air quality conformity analyses by PennDOT's consultants can be properly scheduled and the MPO/RPO TIPs can be sent to PennDOT according to the attached schedule.
- As necessary, respond to new State and Federal initiatives and any other changing circumstances as quickly as possible and make necessary adjustments to the joint PennDOT/MPO/RPO planning and programming process.

COORDINATION:

- Develop the STIP and MPO/RPO TIPs among all partners and interested parties through a continuing, coordinated and collaborative process, based upon mutual trust, data sharing (including project technical evaluation input needs), open communication and cooperation at each program development step, leading toward consensus between all planning partners regarding the most effective use of the limited transportation financial resources.
- Share project and program data bases among all parties including project technical evaluation input needs. Projects shall be consistent with the county and/or regional comprehensive and long range transportation plans.
- Carry out statewide programming and metropolitan/rural programming in conjunction with the update of the Twelve Year Program, the individual MPO/RPO TIPs, and the resultant STIP.
- Ensure effective coordination of the transportation programming process with the providers of all the modes of transportation.
- PennDOT and its planning partners will update the Interstate Management Program for the 2011 Transportation Program. Planning partners and the District Offices will help to identify and comment on the interstate projects through the development of the 2011 Transportation Program. PennDOT will manage the interstate system on a statewide basis, but will notify MPO/RPOs of Interstate Management Program amendments and modifications even when formal approval is not required.

PUBLIC INVOLVEMENT:

- Conduct meaningful public outreach and involvement activities as documented in both the individual planning partner's public participation plan and PennDOT's Statewide Public Participation Plan.
- Meet all Federal and state mandates, including Title VI and environmental justice requirements.
- Public involvement activities will be coordinated among all affected partners and will be consolidated whenever possible to avoid overlap, maximize return from joint outreach, and avoid confusion to the public and result in most effective and efficient use of labor across all planning partners. Conduct joint STC/MPO/RPO public hearings to gather early input to the program development process.
- Seek early and coordinated input into the programming process by reviewing currently programmed and candidate projects.
- After each draft TIP is reconciled and is ready for one last round of public involvement, at a minimum, the following draft TIP documentation needs to be made available for public comment – (1) highway and bridge program project listing (public version with long narratives); (2) public transportation program project listing (public version with long narratives); (3) public transportation financial capacity analysis (MPOs only); (4) air quality conformity determination report in non-attainment and maintenance areas only; (5) draft TIP modification procedures; and (6) environmental justice (EJ) analysis (community profiles and methodology); (7) current public participation plan; (8) TIP technical project prioritizing process. A formal public comment time period (minimum 30 days) needs to be established, and a public meeting or hearing needs to be held by each MPO/RPO to gather any comments/concerns on the TIP and related documents.
- Provide easy and complete access to all public documents, including the draft and final TIPs, STIP and Twelve Year Program project listings, taking particular advantage of the Internet.

FINANCIAL GUIDANCE/FINANCIAL PLANS:

- The jointly developed and approved financial guidance will establish funding targets for each MPO, RPO, public transportation operator, and PennDOT. The guidance will provide sufficient information for the affected partners and interested parties to begin to identify projects, perform project technical evaluation, negotiate, and reach consensus on their portion of the Program within fiscal constraint.
- Address cash flow procedures, like highway advance construction and public transportation letters of no prejudice or full funding grant approvals in the program development process. Address projects with accrued unbilled costs (work on a project has been started/completed and all or a portion paid for in state or local funds, but the project is eligible for Federal funds and will be submitted to FTA or FHWA during program development for Federal funding or after the program is approved) as is appropriate. When projects in accrued unbilled status are being converted, the projects must appear on the area's Program.
- The TIPs and STIP shall include a project or a phase of a project, only if full funding can reasonably be anticipated to be available for the project within the time period contemplated for completion of the project, including the estimated total cost of the project which extends beyond the four years of the TIP and STIP in accordance with 23 C.F.R. 450.324(i) & (e)(2).

- In developing the TIP financial plans and consolidated statewide in the STIP documentation, shall contain system-level estimates of cost and revenue sources to that are reasonably expected to be available to adequately operate and maintain Federal-aid highways and public transportation in accordance with 23 C.F.R. 450.324(h). In addition, identify any funding gaps that may exist at a systems-level.
- For illustrative purposes, the financial plan may (but is not required to) include additional projects that would be in the TIP if reasonable additional resources beyond those in the financial plan were to become available.

REQUIREMENTS:

- Satisfy all Federal and state planning and programming rules and regulations. Federal planning requirements are documented in 23 C.F.R. 450.
- Each project or project phase included in the TIP should be consistent with the approved region's long range plan.
- Provide written documentation of the MPO/RPO project prioritizing process utilized for TIP development and the Department's prioritizing process utilized for the Interstate Management Program.
- Include metropolitan and rural TIPs without modification in the STIP, once approved by the MPO or RPO and the Governor (or designee) and after verification of consistency with financial guidance on fiscal constraint, project funding eligibility and, where necessary, completed air quality testing and analysis that demonstrates that conformity has been met. All appropriate parties will be notified when individual projects or programs have been included in the Statewide Transportation Improvement Program. Close coordination must occur with PennDOT and the State Transportation Commission to insure that the approved Transportation Improvement Programs are consistent with the approved first four years of the Twelve Year Program.
- Perform air quality conformity analyses consistent with the U.S. Environmental Protection Agency's Transportation Conformity Rule, recent Federal court rulings and the Pennsylvania Transportation Conformity State Implementation Plan (SIP) in non-attainment and maintenance areas.
- Projects proposed to be funded with Federal Highway Safety Improvement Program (HSIP) funds will be coordinated with the individual MPO/RPO, PennDOT District, Program Center, and Bureau of Highway Safety and Traffic Engineering (BHSTE) and be consistent with the District Safety Plan, and PennDOT's Strategic Highway Safety Plan. However, other Federal funding categories can be used to program, implement and construct projects that address a documented safety need.
- Intelligent Transportation System (ITS)-type projects will be consistent with the national, state and individual MPO/RPO ITS architectures. Work to advance transportation safety and operations initiatives that are consistent with the individual MPO/RPO Regional Operations Plans (ROP) and the Statewide Transportation Systems Operations Plan (TSOP).
- The limited number of capacity adding projects to be considered for advancement in nonattainment transportation management areas (TMAs) must be consistent with the Region's Congestion Management Process (CMP).

- Assign projects or phases of projects in the STIP and in the MPO/RPO TIPs by year (e.g., 2011, 2012, 2013 and 2014) based upon the latest project schedules and consistent with 23 C.F.R. 450.324(i).
- Provide updated cost estimates for each project, based on “year of expenditure” as well as detailed definitions of the projects. Constrain the projects and phases of projects in the STIP by year, by available funding and within the bounds of the financial guidance. Costs estimates must use “year of expenditure dollars” to reflect their cost. PennDOT will provide the MPO/RPOs with growth rates and a methodology for determining an inflation rate in the Financial Guidance.
- Include all regionally significant transportation projects being advanced (project that is on a facility which serves regional transportation needs and would normally be included in the modeling of the metropolitan area’s transportation network) as defined in 23 C.F.R. Section 450.104, regardless of their funding sources, in the STIP and in the MPO and RPO TIPs. This will include 100% state funded projects, private projects and Turnpike projects so the program and program modeling reflects the full range of improvements to be undertaken in a given metropolitan or rural area and across the state (excluding county maintenance and PA Turnpike maintenance funds). The Department will request a list of turnpike projects from the Turnpike Commission and distribute the list to all planning partners, in advance of Air Quality Conformity time line requirements, so the projects can be included in the appropriate Transportation Improvement Programs. Those Turnpike projects requesting Federal funding that are selected for inclusion on a TIP will be assigned MPMS numbers; those that have no Federal funding will need to be identified another way on the TIP.
- Provide the following project information in the program, including the Interstate Management Program:
 - sufficient descriptive (detailed) material to clarify the design concept and scope as well as location of the improvement The MPO/RPO and District Office must collaborate on the detailed descriptive information and the District must ensure the information is input in the Public Narrative field in MPMS.
 - estimated total costs within the TIP time period reflecting YOY
 - amount and category of Federal funds and non-federal funds to be obligated/encumbered each program year per project or phase of project, the total amount of funds already obligated or encumbered per project or phase of project, and the estimated amount for any phase beyond the TIP period
 - identification of the agency or agencies responsible for implementing the project
- Work with all project sponsors to provide any additional information that needs to be included with each project as it is listed in the program.
- The appropriate portions of the attached metropolitan TIP checklist must be completed by each MPO/RPO/public transportation property(ies) and submitted to the Department with the approved TIP. Program Center staff will complete the remaining portions of the checklist and forward it to FHWA/FTA with the STIP. The Program Center will complete a statewide checklist similar to the metropolitan checklist and forward it to FHWA/FTA with the STIP.

- After each TIP is approved by an MPO/RPO, the following TIP documentation needs to be submitted to PennDOT must include the following information – (1) cover letter which documents that the MPO/RPO adopted the TIP and on what date; (2) highway and bridge program project listing (public version with long narratives); (3) public transportation program project listing (public version); (4) public transportation financial capacity analysis (MPOs only); (5) air quality conformity determination report in non-attainment areas only; (6) air quality resolution (nonattainment areas only); (7) self-certification resolution including significant documentation for non-TMA MPOs to indicate compliance (MPOs only); (8) TIP modification procedures; (9) documentation of the advertisement of the 30-day public comment period (consistent with the procedures in the MPO/RPO public participation plans and a list of comments received and responses to the comments); (10) environmental justice (EJ) summary; (11) documentation of the project selection process; (12) public participation plan; and (13) TIP checklist. Five copies of this information must be provided to the Program Center in PennDOT according to the attached schedule.

PROGRAM DEVELOPMENT:

- In order to adequately maintain, operate and preserve existing transportation facilities, the Department and its partners shall undertake the following activities: inventory the system; determine existing conditions; develop strategies/priorities to continue to improve the system; include projects on transportation programs; and implement projects as part of annual budgets.
- The Districts will develop a list of priority needs for the operation and preservation of the interstates and expressways, betterments, bridge replacements, rehabilitation and preservation projects, and safety and congestion reduction projects, and will share that information with the appropriate MPOs and RPOs according to the attached schedule, including sufficient detail for each project needed for technical project evaluation for both air quality conformity analysis and for public review and comment. At a minimum this includes detailed project scope and limits. Together with local priorities, this information will serve as the basis to begin the 2011 Program development.
- The management and monitoring systems, corridor studies, needs and feasibility studies and environmental clearance documents will be used as decision-support tools in the development of long range transportation plans and short range programs.
- Include all types and categories of projects (Federal, state, local, private, special Federal, turnpike, airport, rail, infrastructure bank, partnership, etc.) in the Program.
- Public transportation operators will coordinate and cooperate with the MPO/RPO and the Department in the development of the public transportation portion of the 2011 Transportation Program. Public transportation operators will be responsible for submitting public transportation projects for the draft Transportation Program consistent with available resources.
- Flexing of funds between highway and public transportation will be a collaborative decision involving local officials, the Metropolitan Planning Organization, Rural Planning Organization, the public transportation agency or agencies, PennDOT, STC and USDOT (FHWA and FTA).
- Utilize innovative financing mechanisms, as appropriate and applicable, to increase the effectiveness of the program and to maximize the return from the limited Federal/state resources.
- Continue to standardize programming products (highway and public transportation project listings); develop uniform submissions to simplify reviews; and automate/computerize the programming process over time.

- Projects that are air quality exempt (e.g., betterment, transportation enhancement, bridge, rail/highway grade crossing, Section 5310, etc.) may be grouped into line items for inclusion in the program, with project specific listings to be developed at a later time by project sponsors and provided to all partners.
- In all cases, projects to be included in the 2011 Transportation Program, including the Interstate Management Program, will be selected cooperatively and collaboratively by the Metropolitan Planning Organizations, Rural Planning Organizations, PennDOT and State Transportation Commission with input from other involved interested parties (transit operators, etc.), primarily with regard to projects in the TIPs/first four years of the Twelve Year Program.
- As each planning partner and PennDOT staff continue to refine and finalize the 2011 Program, special attention must be placed on projects or phases of projects that may be or will be carried over from the 2009 Program; this matter needs to be carefully considered during the October through mid-December 2009 time frame. Set asides (line item reserves) in the 2011 Program should also be considered to cover unforeseen project costs which may occur due to accrued unbilled costs, unforeseen advance construct authorizations, updated cost estimates, and other actions which might occur between program drafting and initiation.
- Planning partners (MPOs and RPOs) will assist the Department and the State Transportation Commission (STC) in the following ways regarding the remaining eight years in the Twelve Year Program. Phases of projects that are not fully funded in the four years of the TIP will be carried over and shown in the last eight years of the Twelve Year Program. The vast majority of the funds in the remaining eight years will be covered by line items. To illustrate the linkage between planning partner transportation long range plans and the 2011 Program, each planning partner will assist PennDOT staff and the STC in preparing a narrative that will be included in the Twelve Year Program document that illustrates a few of the major projects being advanced in that county or region over the next eight years and beyond. All air quality significant project to be advanced in the last eight years must be listed and fiscal constraint maintained.
- Seek early and coordinated input into the programming process by reviewing currently programmed and candidate projects for the remaining eight years of the Twelve Year Program. Planning partners may identify and propose projects or phases of projects from their fiscally constrained long range transportation plans to PennDOT/State Transportation Commission for possible inclusion in the remaining eight years of the Twelve Year Program. On a case by case basis, the Secretary of Transportation will recommend to the State Transportation Commission additional projects or phases of projects to be listed in the remaining eight years of the Twelve Year Program. These additional projects should be on or consistent with the MPO/RPO adopted Long Range Transportation Plan.

PROGRAM ADMINISTRATION:

- Recognize that programs are developed around available transportation funding authorization levels and that annual obligation authority levels will restrict program/project implementation. Projects or phases of projects should be programmed in the Federal fiscal year in which the project is anticipated to be obligated.
- Projects in the first year of the program shall constitute an "agreed to" list of projects for subsequent scheduling and implementation. Expedited selection procedures may be used if agreed to by each Metropolitan Planning Organization and Rural Planning Organization, via modification procedures. The modification procedures that were approved by each MPO and RPO for the 2009 Program should be used as a starting point for the development of each planning partner's 2011 Program modification procedures. The 2011 program modification procedures must also be part of the public comment period on the recommended

2011 program.

- It is recommended that project selection requirements and program modification procedures permit the movement of projects or phases of projects anywhere within the first four years of the Statewide Transportation Improvement Program or the Metropolitan Planning Organization/Rural Planning Organization Transportation Improvement Programs, while maintaining year by year financial constraints.
- Coordinate program amendments, including those for the Interstate Management Program, with all partners to insure that the metropolitan and rural Transportation Improvement Programs and the Statewide Transportation Improvement Program are consistent with the Twelve Year Program and county/regional long range plans and vice versa and work toward the development and implementation of streamlined amendment approval processes.

PROGRAM MONITORING:

- Work toward more effective program and project monitoring that is done in “real time” through project database information sharing as a part of PennDOT’s Multimodal Project Management System (MPMS).
- Track progress of program and project implementation and share the findings with the planning partners and the public. (This is a SAFETEA-LU requirement for state DOTs, MPOs and public transportation properties.) This is the MPO/RPO Progress Report detailing obligations that is sent by PennDOT to the MPOs/RPOs quarterly.
- Utilize MPMS Maps mapping capabilities to better describe project/program details. Upon request, PennDOT will provide the GIS location data for projects to the MPO/RPO for its GIS use.
- MPOs and RPOs are encouraged to track major changes to county and municipal comprehensive plans and zoning ordinances to determine their effects on transportation planning and programming decision-making.
- Once finalized, all 2011 Program guidance and the 2011 Program development schedule will be placed on the PennDOT website, www.dot.state.pa.us.

1234 Market Street
Philadelphia, PA 19107-3780
(215) 580-7800
Fax (215) 580-3636



Southeastern Pennsylvania Transportation Authority
Courtesy • Cleanliness • Communication • Convenience

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Frank G. McCartney

Michael J. O'Donoghue

Denise J. Smyler

Herman M. Wooden

General Manager

Joseph M. Casey

July 21, 2010

Mr. Barry Seymour

Executive Director

Delaware Valley Regional Planning Commission

190 North Independence Mall West, 8th Floor

Philadelphia, PA 19106-1520

RE: Financial Capacity Assessment

Dear Mr. Seymour:

In accordance with Federal Transit Administration Circular 7800.1A, attached is the requested financial capacity assessment documentation. The Southeastern Pennsylvania Transportation Authority has the financial capacity to carry out the operating and capital projects included in the Federal FY 2011-2014 Transportation Improvement Program.

Should you have any questions in regards to this information, please contact Catherine Popp-McDonough, Director, Capital Budgets at 215-580-7374.

Sincerely,

A handwritten signature in black ink that reads "Joseph M. Casey".

Joseph M. Casey
General Manager

cc: Tony Tarone, Federal Transit Administration

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY

FINANCIAL CAPACITY ASSESSMENT

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In accordance with FTA Circular 7800.1A, the following is provided as documentation that the Southeastern Pennsylvania Transportation Authority has the financial capacity to carry out the operating and capital projects included in the Federal FY 2011-2014 Transportation Improvement Program.

A. Scope of Operations

The Southeastern Pennsylvania Transportation Authority (SEPTA) was formed by an act of the Pennsylvania General Assembly in 1964 in order to provide public transportation services to Bucks, Chester, Delaware, Montgomery and Philadelphia Counties. Over the years, SEPTA acquired the assets of several private transportation companies. Today, SEPTA is the sixth-largest transit system in the United States and is responsible for operating:

- 117 Bus Routes
- 8 Trolley (light rail) Lines
- 3 Trackless Trolley Routes
- 2 Subway/Elevated (heavy rail) Lines
- 1 Interurban High-Speed Line (heavy rail)
- 13 Regional Railroad (commuter rail) Lines
- Shared Ride service in the City of Philadelphia
- ADA Paratransit service throughout the five-county region

SEPTA operates under four distinct divisions. This distinction permits the efficient implementation of various collective bargaining agreements and the computation of local subsidies. Although the revenue and costs are logically accounted for separately, the operating and staff departments exist in a matrix structure and function as a cohesive unit beneath the following four broad operating divisions:

City Transit Division

SEPTA acquired the assets of the former Philadelphia Transportation Company (PTC) in 1968 forming the current City Transit Division. The City Transit Division, which primarily serves the City of Philadelphia, operates 74 bus routes, 6 light rail (trolley) lines, 3 trackless trolley lines and 2 subway-elevated lines.

Victory Division

The Victory Division, formerly known as the Philadelphia Suburban Transportation Company, serves Chester, Delaware and Montgomery Counties. Also known colloquially as the Red Arrow Division,

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY
FINANCIAL CAPACITY ASSESSMENT

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the Victory Division is comprised of 21 bus routes, 2 light rail (trolley) lines and the Norristown High Speed Line.

Frontier Division

The Frontier Division consists of 21 bus routes serving Bucks, Chester and Montgomery Counties.

Regional Rail Division

The Regional Railroad serves the City of Philadelphia, as well as Bucks, Chester, Delaware and Montgomery Counties, with service to Newark, Delaware and Trenton and West Trenton, New Jersey. The infrastructure and assets of the Regional Railroad were previously operated by the Pennsylvania and Reading Railroads. These commuter rail lines were operated by Conrail from 1976 through 1982, and acquired by SEPTA in 1983.

B. Historical Trends

SEPTA's historical trends are outlined in Appendix A, Financial and Statistical Summary, for each of the past five fiscal years, Fiscal 2005 through Fiscal 2009. Passenger fares during this period increased from \$325.8 million to \$403.3 million, or 5.9% per year, and total operating revenues increased from \$420.2 million to \$456.6 million, or 2.2% per year. Operating expenses during the five year period increased from \$923.4 million to \$1,101.5 million, or 4.8% per year. Operating subsidies increased from \$503.7 million to \$645.2 million, or 7.0% per year. Operations for the Fiscal Years 2005 through 2009 resulted in a small surplus each year as total revenues exceeded total expenses by \$2.0 million for the five year period.

Transportation usage and services increased during the five year period. The number of passengers carried increased by approximately 14 million trips from 334.5 million total unlinked passenger trips in FY 2005 to 348.3 million unlinked trips in FY 2009. In response to the increased ridership, service supplied, in the form of total actual vehicle revenue miles, also increased for the five year period from 83.7 million to 89.0 million, or 1.6% per year.

SEPTA was able to meet its financial obligations during the five year period and its long-term debt, incurred for capital expenditures, has decreased each year from \$395.2 million at June 30, 2005 to \$338.0 million at June 30, 2009. SEPTA's recovery ratio, expressed as a percentage of total operating revenues to total operating expenses, remained high ranging between 41.5% and 45.7% during the five year period.

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY

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C. Current Condition

For FY 2009, the most recent fiscal year for which comparative information is available, total passenger fares increased 3.1% over the prior fiscal year. This increase primarily reflects the increase in ridership. Operating expenses increased 5.7% primarily due to increases in wages, fringe benefits and fuel costs. FY 2009 operating subsidies increased 9.2% over FY 2008 primarily due to the budgeted expense increase for new service initiatives as well as wage, fringe benefit and fuel cost increases. The sixty-five new service initiatives implemented in Fiscal Year 2009 helped to reduce overcrowding on vehicles and expand the frequency of service and resulted in a 2.2% increase in service miles operated. Operations resulted in a relatively small surplus as total revenues exceeded total expenses by \$334 thousand for FY 2009.

The Authority projects that it will end Fiscal Year 2010 with unaudited financial results consistent with its balanced budget.

D. Financial Projections

With the passage of Act 44 of 2007, the Commonwealth of Pennsylvania created the Public Transportation Trust Fund. This legislation created a dedicated funding source with growth potential for public transportation providers throughout the Commonwealth. Appendix B, Financial Projection: Consolidated Budget, provides the detailed projections through Fiscal 2014.

Forecast Assumptions By Category:

Passenger Revenue

The revenue growth for Fiscal 2009 assumes continual gains in ridership. Additional inflationary fare increases are projected for Fiscal 2011 and Fiscal 2014.

Other Revenue

This revenue category is forecast to grow by approximately 10% over the five-year period. Income from advertising, parking lot fees and right-of-way leasing for fiber optics is reflected here. Investment income is also included in this category.

Expenses

Labor costs assume wage increases based on pattern negotiations for all bargaining units at SEPTA. Due to historical trends and recent market pressures, medical and other fringe benefit costs are forecast to rise at a rate significantly higher than that of general inflation.

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The Other Expense categories anticipate nominal price inflation, including third party supplier's increases. Fuel and utility costs are forecasted to be stable for the next two years as SEPTA has locked into a favorable rate contract.

Subsidy

The subsidy categories reflect the anticipated growth potential of the Public Transportation Trust Fund.

E. Capital Program

The Fiscal Year 2011 Capital Budget was developed based on following principles:

- Direction set forth by the SEPTA Board;
- Early input from SEPTA Board members, local government officials, the general public, and SEPTA staff;
- Input received from local officials, member governments, riders and the public at a December 15, 2009 public meeting and the April 21, 2010 public hearing and throughout the year;
- Forecasted Federal, State and Local Funding Levels;
- Budgeting based on Annual Cashflow Projections and Financial Obligations

Funding Assumptions

The following references were used to develop the programming amounts for SEPTA's Fiscal Year 2011 Capital Budget and Fiscal Years 2011-2022 Capital Program:

- President Obama's Fiscal Year 2011 budget proposal
- State funds from the Public Transportation Trust Fund
- City/Counties local match requirements on federal and state funding.

Fiscal Year 2011 Projects

The Fiscal Year 2011 Capital Budget consists of 15 capital projects totaling \$303.7 million. Project highlights by capital investment category are described below.

State of Good Repair

Projects programmed include Regional Rail Substation Improvements, Infrastructure Safety Renewal Program, Transit and Regional Rail Station Program, State of Good Repair Initiatives, and Lease of Amtrak Trackage.

Normal Replacement

Projects programmed include the Bus Purchase Program, Paratransit Vehicle Purchase, Silverliner V Rail Car financing, the purchase of Utility Vehicles, and the Vehicle Overhaul Program.

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System Improvement

Projects programmed include Station Accessibility Improvements, Regional Rail Signal System Modernization, System Improvements Program, and Safety and Security Improvements.

System Expansion

Projects programmed include U.S. Route 202 Congestion Mitigation Activities, and the continuation of the Parking Expansion Program.

F. Financial Capability

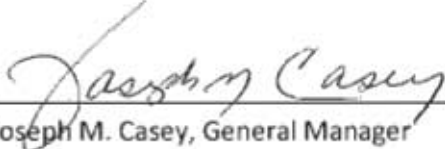
Current levels of federal, state and local funding through FY 2014 are judged to be reliable. With the passage of Act 44 of 2007, the Commonwealth of Pennsylvania created the Public Transportation Trust Fund. These resources provide SEPTA with financial resources to operate and maintain the transit infrastructure and planned improvements.

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CERTIFICATION

In accordance with Circular 7800.1A and based on the updated operating and capital needs as outlined in this Financial Capacity Assessment, SEPTA certifies that it has the financial capacity to provide the services and capital projects included in DVRPC FY 2011-2014 Transit Improvement Program (TIP).



Joseph M. Casey, General Manager

Southeastern Pennsylvania Transportation Authority

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY

FINANCIAL CAPACITY ASSESSMENT

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Appendices

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FINANCIAL CAPACITY ASSESSMENT

July 21, 2010

Appendix A - SEPTA Financial and Statistical Summary

	2005	2006	2007	2008	2009	Average Annual % Change FY 2005 to FY 2009
PASSENGER FARES	\$ 325,815	\$ 328,858	\$ 342,786	\$ 391,013	\$ 403,257	5.9%
Senior Citizen and Shared Ride Subsidies	69,932	68,806	67,401	21,357	20,530	-17.7%
Total Revenues Based on Ridership	395,747	397,664	410,187	412,370	423,787	1.8%
Other Operating Revenues	24,436	28,817	33,539	39,279	32,846	8.6%
Total Operating Revenues	420,183	426,481	443,726	451,649	456,633	2.2%
Operating Subsidies	503,662	507,676	541,607	590,772	645,198	7.0%
Total Revenue	923,845	934,157	985,333	1,042,421	1,101,831	4.8%
Operating Expenses	923,369	933,905	985,146	1,041,623	1,101,497	4.8%
Surplus	\$ 476	\$ 252	\$ 187	\$ 798	\$ 334	
Operating Revenue to Expense Ratio	45.5%	45.7%	45.0%	43.4%	41.5%	
 PASSENGERS CARRIED						
(Annual Unlinked Passenger Trips)	334,546	323,051	321,840	340,942	348,315	1.0%
 ACTUAL VEHICLE/CAR REVENUE MILES	83,703	83,547	84,998	85,893	88,999	1.6%
 LONG-TERM DEBT, AT YEAR-END	\$ 395,249	\$ 386,911	\$ 366,060	\$ 352,451	\$ 338,020	-3.6%

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Appendix B - Financial Projection: Consolidated Budget

<u>Amounts in thousands ('000)</u>	<u>FY 2011 Proposal</u>	<u>FY 2012 Projection</u>	<u>FY 2013 Projection</u>	<u>FY 2014 Projection</u>
REVENUE				
Passenger Revenue	\$ 415,900	\$ 420,059	\$ 424,260	\$ 463,503
Shared Ride Revenue	20,250	20,606	20,812	21,020
Other / Investment Income	<u>30,400</u>	<u>30,484</u>	<u>31,093</u>	<u>31,715</u>
TOTAL OPERATING REVENUE	\$ 466,550	\$ 471,149	\$ 476,165	\$ 516,238
EXPENSES				
Labor	\$ 511,428	\$ 522,698	\$ 540,443	\$ 556,684
Fringe Benefits	316,687	338,649	359,849	383,694
Materials and Services	216,199	220,523	227,139	233,953
Injuries & Damage Claims	40,000	40,000	40,000	40,000
Propulsion Power	35,100	36,329	37,418	38,541
Fuel	39,500	40,290	41,096	42,534
Other Expenses	<u>20,757</u>	<u>21,380</u>	<u>22,021</u>	<u>22,682</u>
TOTAL EXPENSES	\$ 1,179,671	\$ 1,219,869	\$ 1,267,966	\$ 1,318,088
DEFICIT BEFORE SUBSIDY	<u>\$ (713,121)</u>	<u>\$ (748,720)</u>	<u>\$ (791,801)</u>	<u>\$ (801,850)</u>
OPERATING SUBSIDY				
Federal	\$ 57,105	\$ 57,852	\$ 58,390	\$ 58,965
State	572,710	603,155	640,244	648,580
Local	80,606	85,013	90,467	91,605
Other	2,700	2,700	2,700	2,700
TOTAL SUBSIDY	\$ 713,121	\$ 748,720	\$ 791,801	\$ 801,850
SURPLUS/(DEFICIT)	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
Accumulated Operating Deficit	\$ (156,489)	\$ (156,489)	\$ (156,489)	\$ (156,489)

Appendix C

Documentation of the Conformity Finding

DVRPC FY2011 - 2014
Transportation Improvement Program
for Pennsylvania



Executive Summary

Overview

Transportation conformity is the process by which Metropolitan Planning Organizations (MPO) or Departments of Transportation demonstrate that transportation projects included in a region's Long-Range Plan (Plan) or Transportation Improvement Programs (TIP) do not cause new air quality violations, worsen existing violations, or delay timely attainment of the National Ambient Air Quality Standards (NAAQS). Transportation conformity is a requirement of the Clean Air Act (CAA) in areas that do not meet the NAAQS or have previously been in violation of the NAAQS. Areas currently not meeting the NAAQS are known as nonattainment areas and areas that previously have not attained the NAAQS are known as maintenance areas.

A transportation conformity demonstration shows that the region's TIPs and Plan are following or "conforming to" the State Implementation Plan (SIP) to meet the NAAQS. In nonattainment areas that do not have federally approved SIPs, the current conformity guidance, known as the Final Rule, issued by the United States Environmental Protection Agency (US EPA) establishes guidelines for conducting transportation conformity demonstrations.

The Delaware Valley Regional Planning Commission (DVRPC) region is in nonattainment for two of the NAAQS (ozone and $PM_{2.5}$). Portions of the region are maintenance areas for a third NAAQS (carbon monoxide or CO).

Since ozone is not directly emitted, but is formed by the combination of volatile organic compounds (VOC) and nitrogen oxides (NOx) in the presence of sunlight, conformity is demonstrated by analysis of the component pollutants. $PM_{2.5}$ is directly emitted and precursor pollutants-in this case NOx-are also analyzed to demonstrate transportation conformity.

This Executive Summary highlights DVRPC's conformity demonstration for:

☞ Volatile Organic Compounds (VOCs) and Nitrogen Oxides (NOx) meeting the eight-hour ozone NAAQS requirements in:

- ❖ the DVRPC portion of the Philadelphia-Wilmington-Atlantic City Ozone Nonattainment Area;

☞ Direct Fine Particulate Matter ($PM_{2.5}$) and Precursor NOx meeting the $PM_{2.5}$ NAAQS requirements in:

- ❖ the DVRPC portion of the Philadelphia-Wilmington, PA-NJ-DE Annual $PM_{2.5}$ Nonattainment Area; and
- ❖ the DVRPC portion of the Philadelphia-Wilmington, PA-NJ-DE 24-hour $PM_{2.5}$ Nonattainment Area; and

- ❖ the DVRPC portion of the New York-Northern New Jersey-Long Island, NY-NJ-CT Annual PM_{2.5} Nonattainment Area; and
- ❖ the DVRPC portion of the New York-Northern New Jersey-Long Island, NY-NJ-CT 24-hour PM_{2.5} Nonattainment Area.

Carbon Monoxide (CO) meeting the CO NAAQS requirements in:

- ❖ the Philadelphia-Camden CO Maintenance Area;
- ❖ the City of Burlington in Burlington County, New Jersey CO Maintenance Area;
- ❖ the City of Trenton in Mercer County, New Jersey CO Maintenance Area.

This summary serves as an inclusive document that demonstrates the transportation conformity of the DVRPC TIPs and Long-Range Plan with all applicable SIPs and NAAQS requirements for the above pollutants within the noted areas. The full conformity determination document is available at www.dvrpc.org.

Analysis Approach

TIP Projects

There are three categories of projects in the TIPs and the Plan:

REGIONALLY SIGNIFICANT PROJECT: a nonexempt highway or transit project on a facility that, regardless of its length, serves regional needs and is normally included in the regional travel simulation model.

EXEMPT PROJECT: a project listed in Table 2 or 3 of the Final Rule (40 CFR 93) that primarily enhances safety or aesthetics, maintains mass transit, continues current levels of ridesharing, or builds bicycle and pedestrian facilities.

NOT REGIONALLY SIGNIFICANT PROJECT: a highway or transit project on a facility that does not serve regional needs or is not normally included in the regional travel simulation model and does not fit into an exempt project category in Table 2 or 3 of the Final Rule (40 CFR 93).

Regional Emissions Analysis

Conformity Test

The Final Rule stipulates that the emissions analysis of transportation plans and programs must model all regionally significant, nonexempt projects. Each project has an associated alphanumeric air quality code for the conformity determination and exempt eligibility identification purposes.

For the area with an implemented SIP, the motor vehicle emissions budget (MVEB) prescribed in the SIP sets a regional emissions amount that functions as a threshold against which conformity is tested. This process is commonly known as the “budget” test. The Final Rule stipulates that each SIP is sovereign and that, for a multistate MPO such as DVRPC, conformity applies separately to individual state portions of its planning area under respective SIPs.

In the absence of an implemented SIP, areas must perform what is known as the “interim” emissions test. The Final Rule dictates that only certain interim test types and methodologies are allowed in a given nonattainment area, that they must be applied uniformly throughout the area, and that the United States Department of Transportation (US DOT) determination on transportation conformity must be made on the entire nonattainment area. The Final Rule further requires that all affected MPOs in the nonattainment area must work together to demonstrate conformity jointly until respective SIPs are implemented.

The DVRPC region has implemented SIP budgets for the eight-hour ozone standard in Pennsylvania and New Jersey and US EPA published the adequacy finding of New Jersey’s PM_{2.5} SIP Budgets on June 14, 2010 (75 FR 33614). Current conformity guidance states that nonattainment areas with Annual PM_{2.5} SIP budgets must use those budgets to demonstrate conformity for the 24-hour PM_{2.5} standard. In practice, this means that the budget test for the Annual PM_{2.5} standard is a surrogate that demonstrates conformity to the 24-hour PM_{2.5} standard. Therefore, DVRPC’s New Jersey Counties will use the Annual PM_{2.5} standard budget test to demonstrate conformity for both PM_{2.5} standards.

Pennsylvania does not have SIP budgets for PM_{2.5} and DVRPC is required to use an interim conformity test to demonstrate conformity for the PM_{2.5} Annual and 24-hour standards in Pennsylvania. This demonstration must be coordinated with the Wilmington Area Planning Council’s (WILMAPCO) PM_{2.5} conformity demonstration for New Castle County, Delaware because New Castle County is a part of the Philadelphia-Wilmington, PA-NJ-DE 24-hour PM_{2.5} Nonattainment Area.

WILMAPCO is anticipating adopting a conformity demonstration for the Annual and 24-hour PM_{2.5} standards, as required by the Final Rule, in September 2010. US DOT will be able to approve the conformity finding for the entire Philadelphia-Wilmington, PA-NJ-DE 24-hour PM_{2.5} Nonattainment Area, including the DVRPC region, when that demonstration is completed.

Analysis Years

For this conformity demonstration, the mobile source ozone emissions analysis years for VOCs and NO_x are 2013 (a near term year within five years of TIP adoption), 2020 (an interim year selected to keep all analysis years no more than 10 years apart), 2030 (an interim year selected to keep all analysis years no more than 10 years apart), and 2035 (the horizon year of the DVRPC Plan). VOCs and NO_x, which are heat-sensitive ozone precursors, are estimated for a July day. To demonstrate conformity, projected ozone emissions in all analysis years must not exceed the established MVEBs in prior years.

In both the Philadelphia-Wilmington, PA-NJ-DE PM_{2.5} Nonattainment Area and the New York-Northern New Jersey-Long Island, NY-NJ-CT PM_{2.5} Nonattainment Area, the analysis years are 2013, 2020, 2030, and 2035. To demonstrate conformity, projected PM_{2.5} emissions in all analysis years must not exceed 1) the 2002 baseline emissions results for the Annual PM_{2.5} standard and 2008 baseline emissions results for the 24-hour PM_{2.5} standard in the Pennsylvania portion of the Philadelphia-Wilmington, PA-NJ-DE PM_{2.5} Nonattainment Area; 2) the 2009 budgeted emissions in the New Jersey portion of the Philadelphia-Wilmington, PA-NJ-DE PM_{2.5} Nonattainment Area; and 3) the 2009 budgeted emissions for Mercer County in the New York-Northern New Jersey-Long Island, NY-NJ-CT PM_{2.5} Nonattainment Area.

Both New Jersey and Pennsylvania have approved limited maintenance plans for CO, and regional emissions analysis for CO is no longer required to demonstrate conformity.

Findings

The DVRPC TIPs and the Plan are found to be in conformity with the current Pennsylvania and New Jersey SIPs under the CAA. The forecasted emissions levels of VOCs, NO_x, and PM_{2.5} do not exceed the respective budgets and baselines established by the state departments of environmental protection (state DEPs) in accordance with the Final Rule under the current NAAQS governing applicable pollutants.

The transportation conformity analysis meets all applicable conformity criteria, including, but not limited to, the following:

- ☞ that the Plan and the TIPs are fiscally constrained [40 CFR 93.108];
- ☞ that this determination is based on the latest planning assumptions [40 CFR 93.110];
- ☞ that this determination is based on the latest emissions estimation model available [40 CFR 93.111];
- ☞ that DVRPC has made the determination according to the applicable consultation procedures [40 CFR 93.112];
- ☞ that the Plan and the TIPs do not interfere with the timely implementation of TCMs [40 CFR 93.113]; and
- ☞ that the Plan and the TIPs are consistent with the motor vehicle emissions budgets in the applicable implementation plans [40 CFR 93.118].

Tables E-1 through E-4 detail the emissions analysis results for transportation projects included in the Plan and TIPs for Pennsylvania and New Jersey. These emissions estimate results confirm that the transportation projects in the TIPs and Plan conform to the respective SIP and Final Rule conformity requirements.

Table E-1. VOCs Emission Analysis Results (Tons/July Day) †

		2008 SIP MVEB †	2009 SIP MVEB †	2013	2020	2030	2035
PA	Emissions from MOBILE 6.2	-	-	36.77	23.97	21.49	21.88
	Adjustments from Off- Network Calculation ‡	-	-	-0.01	-0.01	-0.01	-0.01
	Estimated Total Emissions	61.09	-	36.76	23.96	21.48	21.87
NJ	Emissions from MOBILE 6.2	-	-	17.37	12.72	11.99	12.08
	Adjustments from Off- Network Calculation ‡	-	-	0.00	0.00	0.00	0.00
	Estimated Total Emissions	-	25.98	17.37	12.72	11.99	12.08

Source: DVRPC, 2010

Note: † The most recent (2008 or 2009) eight-hour ozone SIP MVEBs will apply to all future analysis years. All emissions are rounded off to the nearest hundredth.
‡ Emissions adjustments calculated using off-network methodology could become zero when rounded off.

Table E-2. NOx Emission Analysis Results (Tons/July Day) †

		2008 SIP MVEB †	2009 SIP MVEB †	2013	2020	2030	2035
PA	Emissions from MOBILE 6.2	-	-	53.37	25.89	15.60	15.05
	Adjustments from Off- Network Calculation ‡	-	-	-0.05	-0.05	-0.03	-0.01
	Estimated Total Emissions	108.78	-	53.32	25.84	15.57	15.04
NJ	Emissions from MOBILE 6.2	-	-	34.16	14.83	9.32	9.06
	Adjustments from Off- Network Calculation ‡	-	-	0.00	0.00	0.00	0.00
	Estimated Total Emissions	-	63.66	34.16	14.83	9.32	9.06

Source: DVRPC, 2010

Note: † The most recent (2008 or 2009) eight-hour ozone SIP MVEBs will apply to all future analysis years. All emissions are rounded off to the nearest hundredth.
‡ Emissions adjustments calculated using off-network methodology could become zero when rounded off.

Table E-3. Direct PM_{2.5} and NO_x Emission Analysis Results (Tons/Year) †

		2002	2009	2013	2020	2030	2035
		Baseline	SIP MVEB »	Estimated Emissions	Estimated Emissions	Estimated Emissions	Estimated Emissions
Direct PM _{2.5}	DVRPC – PA*	998.2	-	487.8	422.3	413.9	417.9
	DVRPC - NJ; except Mercer [‡]	-	341	229	189	182	182
	Mercer County, NJ [‡]	-	105	72	58	56	56
PM _{2.5} Precursor (NO _x)	DVRPC – PA*	59,346.0	-	19,290.1	9,295.3	5,585.0	5,438.4
	DVRPC - NJ; except Mercer [‡]	-	17,319	9,240	4,030	2,592	2,535
	Mercer County, NJ [‡]	-	5,323	2,879	1,257	811	793

Source: DVRPC, 2010

Note: † Associated 2002 Baseline or 2009 MVEBs apply to all future analysis years. PA emissions are rounded off to the nearest tenth.

* Off-model adjustments have been made to PA county results.

» NJ SIP MVEBs and the emissions results are rounded off to the nearest integer in accordance with the SIP.

‡ Results are for Burlington, Camden and Gloucester Counties only, which are the New Jersey portion of the Philadelphia-Wilmington, PA-NJ-DE PM_{2.5} Nonattainment Area. **This budget test satisfies both PM_{2.5} standards according to Final Rule guidance (75 FR 14263).**

» Results are for Mercer County only, which is the DVRPC New Jersey portion of the New York-Northern New Jersey-Long Island, NY-NJ-CT PM_{2.5} Nonattainment Area. **This budget test satisfies both PM_{2.5} standards according to Final Rule guidance (75 FR 14263).**

Table E-4. 24-hour Direct PM_{2.5} and NO_x Emission Analysis Results (Tons/Day) †

		2008	2013	2020	2030	2035
		Baseline	Estimated Emissions	Estimated Emissions	Estimated Emissions	Estimated Emissions
Direct PM _{2.5}	DVRPC – PA*	1.90	1.41	1.22	1.19	1.20
PM _{2.5} Precursor (NO _x)	DVRPC – PA*	90.7	51.3	24.9	15.0	14.5

Source: DVRPC, 2010

Note: † 2008 Baseline applies to all future analysis years. Emissions are rounded off to the nearest tenth.

* Off-model adjustments have been made to PA county results.

These findings demonstrate transportation conformity of the FY 2011 Pennsylvania TIP, the FY 2010 New Jersey TIP, and the DVRPC Connections Long-Range Plan with the corresponding state SIPs and the Final Rule requirements under CAA, including:

- ☞ the eight-hour ozone NAAQS in the Philadelphia-Wilmington-Atlantic City Ozone Nonattainment Area;
- ☞ the Annual and 24-hour PM_{2.5} NAAQS in the Philadelphia-Wilmington, PA-NJ-DE PM_{2.5} Nonattainment Area; and
- ☞ the Annual and 24-hour PM_{2.5} NAAQS in the DVRPC portion of the New York-Northern New Jersey-Long Island, NY-NJ-CT PM_{2.5} Nonattainment Area; and
- ☞ the eight-hour CO NAAQS in the Philadelphia-Camden CO Maintenance Area; in the City of Burlington in Burlington County, New Jersey; and in the City of Trenton in Mercer County, New Jersey.

Appendix D

Memorandum of Understanding on Procedures to Amend and Modify the TIP

DVRPC FY2011 - 2014
Transportation Improvement Program
for Pennsylvania



Delaware Valley Regional Planning Commission

Memorandum of Understanding Concerning

Special Procedures for Expediting TIP Amendments and Modifications for the Pennsylvania Portion of the DVRPC Region

Adopted by the DVRPC Board on 9/28/06

Re-Affirmed June 26, 2008

I. PURPOSE AND BACKGROUND

The **purpose of this memorandum** is to establish a set of procedures to be employed by the Delaware Valley Regional Planning Commission (DVRPC) and its member agencies (PennDOT, the counties, cities, and transit operators) to expedite amendments and modifications to the regional Transportation Improvement Program (TIP).

Federal law (Titles 23 and 49, United States Code), as amended by the **Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)**, the **Transportation Equity Act for the 21st Century (TEA21)**, and the **Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)**, requires every metropolitan planning organization (MPO, in this case DVRPC) to produce a multi-year TIP which includes all projects which will seek federal funds and all other regionally significant transportation projects. This TIP must be developed through the MPO's planning process which must be open to public input and comment. Federal law also requires the State to develop a Statewide Transportation Improvement Program (STIP) which includes all projects from the metropolitan TIPs (Pennsylvania has 15 MPOs), plus those projects from areas not covered by the MPOs which are handled through PennDOT.

These federal laws require a TIP to cover a minimum of four years and be updated at least every four years. Though DVRPC prepares a new regional TIP each year, the Pennsylvania portion of the program is updated every other year (on odd years) to coincide with the update of the STIP and the Twelve Year Program. The timing of the update process during a particular year is dictated by the need to have a TIP/STIP in place (i.e., adopted by the MPO, approved by the Governor, and accepted by the federal agencies of FHWA, FTA, and EPA) so that federal funding can proceed for the designated federal fiscal year which begins on October 1.

The federal **Statewide and Metropolitan Planning Regulations** (23 CFR 450), which govern the provisions of ISTEA/TEA21/SAFETEA-LU concerning the TIP, make a distinction between TIP amendments and other actions taken by the MPO which modify the TIP. The intent of this distinction is to streamline the procedures for implementing projects. Furthermore, the regulations permit the use of expedited procedures to accomplish certain changes if prior agreements have been established.

Based on these regulations, DVRPC and its member agencies agree to recognize two categories of MPO actions concerning changes to the TIP: **Amendments** and **Modifications** which are described below. In all cases in this MOU, the term TIP shall mean TIP/STIP.

II. TIP AMENDMENTS

Federal regulation defines a TIP amendment as the **addition or deletion** of any project to the TIP. DVRPC and its member agencies further agree that a **significant change in project scope** (intent, alignment, degree of local impact, as assessed by DVRPC staff), the movement of a project from the **fourth year** into any of the first three years, or any action which causes there to be **no phases within the TIP period**, will also be considered an amendment requiring **formal action by the DVRPC Board**, generally based on a recommendation from the Regional Transportation Committee (RTC). Exceptions are allowed under certain circumstances for projects which received federal authorization under a previous TIP. (see Section III. B.)

In order to **add a new project to the TIP**, the sponsor must identify an equivalent cost reduction in the appropriate year and must maintain the overall financial constraint of the four year program. The reductions do not have to come from the sponsor's county, as long as they are acceptable to the parties involved.

ISTEA/TEA21 and the Clean Air Act Amendments (CAAA) require a new conformity determination if the TIP is amended by adding or deleting a project (except for projects classified as exempt by the CAAA). DVRPC staff will determine whether a project is exempt from the conformity requirements and, if it is not exempt, whether the air quality impacts will be calculated using the regional conformity model or a project level analysis. Staff will consult with the appropriate agencies, as necessary, in making this determination.

For the purposes of public involvement, DVRPC and its member agencies agree to recognize three classes of amendments. **Major amendments** include those projects which require a new regional conformity determination. Major amendments will require not less than a 30 day public comment period before Board action. **Minor amendments** include those projects which are exempt from the conformity requirements or which have been assessed using project level analysis procedures and found not to change the finding of conformity. Minor amendments will not require a 30 day comment period, but will seek public involvement through DVRPC's RTC and Regional Citizen Committee (RCC). **Administrative amendments** include actions for projects or project phases that have previously received federal authorization which, under this agreement, will only require approval by the Executive Director on behalf of the MPO, as described under Section III.B.

III. EXPEDITED PROCEDURES FOR TIP MODIFICATIONS AND ADMINISTRATIVE AMENDMENTS

The federal regulations permit an MPO to move projects from **years two or three** of a TIP to the first year, or to change the **funding source** of a project, without going through the formal amendment process. The regulations refer to these actions as "project selection actions". DVRPC and its member agencies define these types of actions as TIP modifications and administrative amendments. Also included in the modifications category are project **cost changes** if they do not represent a significant change in project scope.

Federal regulations permit modifications to be made in an expedited manner if agreements exist between the participating agencies. DVRPC and its member agencies recognize that some modifications should be based on a formal action of the DVRPC Board. In many other cases, they can be handled through an interagency memorandum of understanding which establishes less formal administrative procedures.

This Memorandum of Understanding (MOU) establishes such expedited procedures as permitted by the federal regulations. In general, these procedures specify how changes can be made without formal action by the DVRPC Board. Instead, authority is either granted to the implementing agency, delegated to the DVRPC Executive Director or delegated to the RTC, based on specific conditions. The details of these procedures are described below:

A. Modifications Not Requiring Action by DVRPC

1. When there is a cost increase to a phase of a project listed in the approved TIP that is **less than or equal to \$1 million**.
2. When a project is listed in an approved TIP without a right-of-way phase or a utility phase and the need for some **incidental ROW** is discovered during the design phase. Such ROW purchase may be authorized under either the design or construction phases of the project without modifying the TIP. Incidental ROW is the purchase of a minor piece of property (including utility relocation) that does not involve the taking of any residential or business structure(s).
3. When either PennDOT or SEPTA deems it appropriate to **shift costs between certain funding categories** in accordance with available resources. The federal funding categories are limited to: for highway projects: the federal funding categories of National Highway System (NHS), Interstate Maintenance (IM), Bridge (BR), and Statewide Surface Transportation Program (STP); and, for transit projects: Section 5309 (formerly Section 3) and Section 5307 (formerly Section 9). PennDOT or SEPTA may also shift project funding between any of the state funding categories.
4. When either PennDOT or SEPTA need to add certain types of projects to the TIP that do not require formal action by the MPO as **exempted under federal law**. These include the addition of safety projects funded under 23 U.S.C. 402 and the addition of

federal Emergency Relief projects (except those involving substantial functional, locational and capacity changes).

5. When the **line items** for Betterments or Railroad/Highway Grade Crossing or other safety-related programs or any other conformity exempt line items are to be tapped for individual projects of **less than \$15 million**. In these cases, PennDOT will notify DVRPC of the project(s) and the amounts to be drawn from the line item. DVRPC will note the amount of funds remaining as of a given date in the project description section. If the individual project **exceeds \$15 million**, it will be treated as a minor amendment under the procedure in section “**C. Modifications Requiring Formal Action by DVRPC**”.

Under any of these circumstances, PennDOT or SEPTA will inform DVRPC of the action taken.

B. Modifications and Administrative Amendments Allowed Under Administrative Action by DVRPC

The Executive Director, upon consultation with the affected county or counties, may process a proposed modification or administrative amendment to the TIP by administrative action (within 5 working days):

1. When a project sponsor wants to **move a project phase to the current fiscal year** that is listed under the second or third year of the TIP (i.e., for the FY2003 TIP: the years FY04 or FY05), unless there is a formal record of opposition to the project by a public interest group.
2. When a cost increase to a phase is **between \$1 million and \$5 million**, and the modification proposes to use funds only from other projects on the TIP that cannot be authorized that fiscal year due to scheduling or other delays, or if there is concurrence from the affected county(ies).
3. When the modification involves a **100% state funded** project that is not considered regionally significant under the conformity guidelines.
4. When a cost increase occurs to the construction phase of a project that was **already obligated** but is no longer shown in the TIP; or when a cost increase occurs to a pre-construction phase of a project that has already been obligated but is no longer shown in the TIP and that increase is not due to a significant change in the project scope. (Administrative Amendment)
5. When a project/phase appears in the “Transition Projects List” and the action is taken **during the transition period** (as defined under Section “D. Transition Project List”). If the action is requested after the transition period, it can only be administratively done under this section if other phases are shown on the TIP for the project.”

6. When PennDOT identifies a project phase that was authorized under the **advance construct** provisions and it now wishes to convert that authority to federal funds. (Administrative Amendment)
7. When PennDOT seeks federal authorization to cover **accrued unbilled costs or close outs** on projects and/or phases previously shown on the TIP and already authorized. (Administrative Amendment)
8. When a project phase is listed in the first year of the TIP, but the **second year of the TIP is the current fiscal year.**

DVRPC will notify its member agencies and the public of all such administrative actions. For Administrative Amendments, DVRPC will request that PennDOT seek FHWA/FTA approval.

C. Modifications Requiring Formal Action by DVRPC

All other changes to the TIP not covered above will be submitted to the RTC for their review and resolution. The RTC may, at its discretion, recommend full DVRPC Board action. Any changes under this section should go to the RTC for recommendation before proceeding to the Board, except in the case when the delay would cause the actual loss of federal funding or obligation authority. Financial constraint will be maintained.

D. Transition Projects List

For the purposes of this MOU, the parties define the “**transition period**” as the **first 120 days of the first federal fiscal year** of a newly adopted TIP. When the TIP is adopted it shall contain a list of projects/phases that had been shown in the second year of the previous TIP but which do not appear in the new/current TIP because it was expected that they would have been obligated before the new/current TIP went into effect. However, it is recognized that these projects/phases may not have actually received federal authorization before the state’s obligation authority was fully exhausted.

Therefore, the parties agree that any project/phase shown on the “Transition Projects List” may be authorized **during the transition period** of the new/current TIP under the procedures in section “**B. Modifications Allowed Under Administrative Action by DVRPC**”.

Any “transition” project phase **not authorized before the end of the transition period** must be added to the first year of the TIP in order to be eligible for federal funding. This may be done by **administrative amendment** provided the project has another phase of work in the current TIP. The parties agree that the requirements for public involvement have been met for these actions by virtue of the project’s presence in the prior TIP and the continuance of the project in the current TIP.

If a “transition” project does not have another phase of work in the current TIP, it will be treated as a minor amendment after the transition period under the procedure in section “**C. Modifications Requiring Formal Action by DVRPC**”.

For “transition” phases of projects with other phases shown in the new/current TIP, DVRPC will add the “transition” phase to the TIP. For “transition” phases of projects without other phases shown (this is typically the construction phase and the project is not in the new/current TIP at all), DVRPC will re-instate the project. In each case, financial constraint will be maintained.

E. Statewide Interstate Management Program

PennDOT has established a statewide Interstate Management Program with designated funding through the Financial Guidance formula allocation process. This programming concept is also consistent with the Department's philosophy of managing the Interstate System within Pennsylvania as a single, statewide asset. The funds are distributed dependent upon statewide need as determined by a technical review of candidate projects. Interstate maintenance projects will be the only projects under this program; it will not address interstate completion projects or any capacity adding projects. PennDOT Districts will still retain project management responsibility for the interstate projects within their geographical areas. Continued coordination between PennDOT and the MPO/RPOs will be an integral part of the IM Program's success.

The parties agree that modifications and amendments to the Interstate Maintenance Program shall be governed by the *Memorandum of Understanding, Procedures for TIP and STIP Modifications* agreed to by PennDOT, the Federal Highway Administration, and the Federal Transit Administration.

IV. TIP MANAGEMENT REPORTS

A. Fiscal Constraint Chart

Financial constraint refers to keeping the costs of the TIP within the amount of funds that are reasonably available to the region. PennDOT and its Planning Partners statewide agree to a **Financial Guidance** package when developing the TIPs that sets the bounds of funding for each region. Each region is to maintain their TIP at that level during the life of the TIP, while the state is to maintain the overall financial constraint of the STIP. To assist in the maintenance of financial constraint of the TIP when making amendments and modifications under this MOU, DVRPC and PennDOT have devised a **Fiscal Constraint Chart**. The parties agree to use this electronic spreadsheet to identify each month the requested changes to the TIP and the beginning and ending balances in the fiscal constraint “bank” for the Highway Program. The parties accept their responsibility under the federal regulations to insure that the TIP remains fiscally constrained. They also acknowledge that maintaining financial constraint on an action by action basis may not always result in zero balances, but that every effort will be made to rectify any non-zero balances in concert with the state as it reassesses its estimate of reasonably available funds. The Fiscal Constraint Chart is the tool used by the state to make that determination.

B. Quarterly Performance Reports

In order to better manage the TIP/STIP and provide decision makers with timely and accurate information about progress in implementing the TIP, DVRPC has established, in consultation with PennDOT and SEPTA, a series of quarterly reports. DVRPC will present these reports to the RTC and Board during the month following the end of each quarter.

1. PennDOT will identify the funding target for the current fiscal year as soon as possible after the federal government establishes the obligation limits for that year. This target amount will be based on the region's allocation of programmed Base Funds as agreed to in the Statewide Financial Guidance for the TIP, factored by the ratio of the state's total obligation limit to total authorized funds for all base funding categories.
2. PennDOT will provide DVRPC with a quarterly report comparing the programmed target amount with the actual amount of funds obligated (federal) or encumbered (state) through the end of that quarter, by TIP funding category. SEPTA will provide DVRPC with a similar report comparing the programmed amount with the actual amount of funds secured under grants through the end of that quarter.
3. PennDOT will provide DVRPC with a report (and data file) showing the project/phase level detail of funds obligated or encumbered through the end of the quarter.
4. DVRPC will compile a TIP "Quarterly Target Report" from the PennDOT and SEPTA quarterly target reports for distribution to the RTC and DVRPC Board. DVRPC will post the Year-End Summary information on its website.

V. MEETINGS

To provide for coordinated oversight of the TIP, the Pennsylvania Subcommittee of the RTC will periodically meet to review the status of the TIP and its implementation.

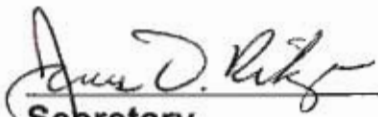
1. At the beginning of the second fiscal year of the TIP, the PA Subcommittee may meet to review all obligation activity during the previous year and the current project costs and schedules. If warranted, the subcommittee may recommend a package of adjustments to the TIP which will bring it in line with latest schedules and insure that the financial resources are in place going into the new fiscal year.
2. A Mid-Year (April) PA Subcommittee meeting may be held to review the status of all projects on the TIP. Program costs for projects obligated to date will be compared with the region's target obligation authority. If warranted, the subcommittee may recommend a package of adjustments to the TIP which will ensure that all obligation authority will be consumed by the end of the fiscal year.
3. Other meetings of the PA Subcommittee may be called from time to time by DVRPC as necessary to insure the proper development and management of the TIP and to expedite the implementation of the region's projects.

We, the undersigned, agree to use the above procedures to amend and modify the Delaware Valley Regional Planning Commission (DVRPC) Transportation Improvement Program (TIP) and the Statewide Transportation Improvement Program (STIP).



Executive Director,
for DVRPC

Date 8/11/08



for Secretary,
for PennDOT

Date 9/19/08



General Manager,
for SEPTA

Date 9/10/08

APPROVED AS TO FORM:

BY:  ESQ.
GENERAL COUNSEL'S OFFICE
September 9, 2008

MEMORANDUM OF UNDERSTANDING

Pennsylvania Department of Transportation's

Statewide Procedures for 2011-2014 STIP and TIP Modifications

Purpose

This Memorandum of Understanding (MOU) establishes a set of procedures to be used in the Commonwealth of Pennsylvania for processing modifications to the 2011-2014 Statewide Transportation Improvement Program (STIP). The STIP is the aggregation of the Planning Partners' Transportation Improvement Programs (TIPs), including the Statewide Interstate Management (IM) Program and other Statewide line items.

Definitions

- A **Betterment** consists of surface treatments/corrections to existing roadway [preferably within the Pennsylvania Department of Transportation's (PennDOT's) right-of-way] to maintain and bring the infrastructure to current design standards for that classification of highway. This may involve full depth base repair, shoulder widening, increased lane widths, correction of super-elevation, as well as, drainage improvements and guide rail updates.
- A **Change in Scope** is a substantial alteration to the original intent or function of a programmed project.
- **Cooperating Parties** are PennDOT, Metropolitan Planning Organizations (MPOs) and Rural Planning Organizations (RPOs), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and transit agencies.
- The **Interstate Management (IM) Program** is PennDOT's four year listing of Statewide interstate maintenance (non-capacity adding) projects.
- A **Modification** is either an amendment or an administrative action to the STIP/TIP.
- A **New Project** is a project that is not programmed in the current STIP/TIP, and does not have previous obligations from a prior STIP/TIP.
- A **Planning Partner** is an MPO or an RPO.
- A **Public Participation Plan (PPP)** is a documented broad-based public involvement process that describes how the Planning Partner will involve and engage the public in the transportation planning process to ensure that the concerns of stakeholders are identified and addressed in the development of transportation plans and programs.
- A **Reserve Line Item** holds funds that are not dedicated to a specific project(s) and may be used to cover cost increases or add a new project or project phase(s).

What is a Statewide Transportation Improvement Program (STIP) and a Transportation Improvement Program (TIP)?

The STIP constitutes a list of projects to be implemented over a four-year period. It is comprised of regional TIPs developed by the 23 Planning Partners, and a Statewide IM Program developed by PennDOT. The STIP is the official transportation improvement program document mandated by Federal statute and recognized by FHWA and FTA. The Commonwealth's Twelve Year Program which incorporates the TIPs and STIP is updated every two years as required by state law.

23 USC 134(a) (Metropolitan Planning) states: "It is in the national interest to encourage and promote the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight and foster economic growth and development within and between states and urbanized areas, while minimizing transportation-related fuel consumption and air pollution through metropolitan and Statewide planning processes. To accomplish the objectives stated above, metropolitan

planning organizations, in cooperation with the State and public transit operators, shall develop long range transportation plans and transportation improvement programs for metropolitan areas of the State." In addition, 23 USC 135 (Statewide Transportation Planning) under "Development of Plans and Programs," states: "To accomplish the objectives stated in section 134(a), each State shall develop a Statewide transportation plan and a Statewide transportation program for all areas of the State subject to section 134(a)."

Note that RPOs under contract to PennDOT are not recognized through Federal law or regulations relating to transportation planning. However, the Commonwealth of Pennsylvania, through PennDOT, coordinates and participates with RPOs in transportation planning by using the same principles and practices as are required for MPOs.

How and When is a STIP/TIP Developed?

Attachment A provides general and procedural guidance for STIP/TIP development.

STIP/TIP Administration

FHWA and FTA will only authorize projects and approve grants for projects that are programmed in the current approved STIP. If a Planning Partner, Transit Agency, or PennDOT wishes to proceed with a project not programmed on the TIP, a modification must be made.

The Federal Statewide and Metropolitan Planning regulations contained in 23 CFR § 450 govern the provisions of the STIP and of individual MPO TIPs, related to STIP and TIP modifications, and other actions taken to modify the TIP. The intent of this Federal regulation is to acknowledge the relative significance, importance, and/or complexity of individual programming actions. Federal Transportation Planning Regulations 23 CFR § 450.324 permits the use of alternative procedures by the cooperating parties to effectively manage actions encountered during a given TIP cycle. The Federal Transportation Planning Regulations require that any alternative procedures be agreed upon, and such alternative procedures be documented and included in the TIP document.

All modifications must maintain year-to-year fiscal constraint [23 CFR § 450.324 (i)] for each of the four years of the STIP/TIP. Modifications shall account for year of expenditure, and maintain the estimated total cost of the project or project phase. The arbitrary reduction of the overall cost of a project, or project phase(s), shall not be utilized for the advancement of another project.

In addition, TIP modifications must be consistent with the Planning Partner's Long Range Transportation Plan (LRTP), and must correspond to the adopted provisions of the Planning Partner's Public Participation Plan (PPP). A reasonable opportunity for public review and comment shall be provided for significant revisions to the STIP/TIP.

If a modification adds a project, deletes a project, or impacts the schedule or scope of work of an air quality significant project in a nonattainment or maintenance area, a new air quality conformity determination will be required if deemed appropriate by the Interagency Air Quality Consultation Group. If a new conformity determination is deemed necessary, an amendment to the region's LRTP shall also be developed and endorsed. The modified conformity determination would then be based on the amended LRTP conformity analysis and public involvement procedures consistent with the region's PPP shall be required.

If August Redistribution adds, advances, or adjusts costs for a project, the Planning Partner will be notified of the modification.

An IM STIP/TIP modification shall be coordinated by PennDOT with notification provided to the appropriate Planning Partner(s).

Modifications – Amendments and Administrative Actions

An **amendment** is a STIP/TIP modification that:

- Affects air quality conformity regardless of the cost of the project or the funding source;
- Adds a new project or deletes a project that utilizes Federal funds;
- Adds a new project phase(s) or deletes a project phase (s) that utilizes Federal funds where the modification exceeds the following thresholds:
 - \$5 million for the Statewide IM Program
 - \$5 million for MPOs with 2000 US Census population > 1,000,000
 - \$3 million for MPOs with 2000 US Census population > 200,000 but < 1,000,000
 - \$2 million for the remaining MPOs and RPOs
- Increases or decreases a project phase(s) that utilize Federal funds where the modification exceeds the following thresholds;
 - \$5 million for the Statewide IM Program
 - \$5 million for MPOs with 2000 US Census population > 1,000,000
 - \$3 million for MPOs with 2000 US Census population > 200,000 but < 1,000,000
 - \$2 million for the remaining MPOs and RPOs
- Creates a new line item that utilizes Federal funds;
- Adds or deletes a project or a project phase that transfers Federal funds between a TIP and a Statewide line item;
- Adds a project (does not pertain to betterments) that exceeds that following thresholds, where the funds originated from a line item:
 - \$5 million for the Statewide IM Program
 - \$5 million for MPOs with 2000 US Census population > 1,000,000
 - \$3 million for MPOs with 2000 US Census population > 200,000 but < 1,000,000
 - \$2 million for the remaining MPOs and RPOs; or
- Involves a change in the scope of work to a project(s) that would:
 - Result in an air quality conformity reevaluation,
 - Result in a revised total project estimate that exceeds the thresholds established between PennDOT and the Planning Partner (not to exceed the threshold contained in this MOU)
 - Result in a scope change on any project that is significant enough to essentially constitute a new project.

All modifications (including modifications defined as administrative actions) associated with the amendment shall be identified and grouped as one action on a Fiscal Constraint Chart (FCC) demonstrating both project and program fiscal constraint. The identified grouping of projects (the entire amendment action) will require approval by the cooperating parties. In the case that a project phase is pushed out of the TIP period, the Planning Partner will demonstrate, through a Fiscal Constraint Chart, fiscal balance of the subject project phase on the 2nd period of the respective Planning Partners' long range transportation plan.

Approval by the MPO/RPO is required for amendments. The MPO/RPO must then request PennDOT Central Office approval using the e-STIP process. An FCC must be provided which summarizes the before, requested adjustments, and after changes along with an updated TIP. PennDOT's Central Office will review, approve, and forward to the appropriate Federal agency for review and approval, with a courtesy copy to the other Federal agency

In the case of the IM Program, approval by PennDOT's Program Management Committee (PMC) and FHWA is required.

An **administrative action** is a STIP/TIP modification that:

- Adds a project from a funding initiative or line item that utilizes 100 percent Statewide or local funding;
- Adds a project for emergency repairs to roadways or bridges, except those involving substantial, functional, location, or capacity changes*;
- Adds or deletes a right-of-way phase for incidental right-of-way or utility work that does not exceed the threshold established in the MOU between PennDOT and the Planning Partner nor exceed the threshold established by this MOU;
- Draws down from an existing STIP/TIP reserve line item and does not exceed the threshold established in the MOU between PennDOT and the Planning Partner;
- Increases or decreases the cost of a project phase(s) or deletes a project phase(s) that does not exceed the threshold established in the MOU between PennDOT and the Planning Partner nor exceed the threshold established by this MOU;
- Adds or deletes a project (does not pertain to betterments) that does not exceed the thresholds established in the MOU between PennDOT and the Planning Partner, or established by this MOU, where the funds originated from a line item from the same TIP;
- Adds Federal or state capital funds from low bid savings, deobligations, release of encumbrances, or savings on programmed phases to another programmed project phase or line item;
- Does not affect air quality conformity nor involve a significant change in the scope of work to a project(s) that would trigger an air quality conformity re-evaluation; does not exceed the threshold established in the MOU between PennDOT and the Planning Partner, or the threshold established by this MOU; and does not result in a scope change on any project that is significant enough to essentially constitute a new project.

Administrative actions do not require Federal approval. However, PennDOT will forward a copy of any modification(s) to the appropriate Federal agency for review and comment, with a courtesy copy to the other Federal agency, as requested by the Federal Agency. PennDOT and the Planning Partner will work cooperatively to address and respond to any FHWA and/or FTA comment(s). FHWA and FTA reserve the right to disallow an administrative action that is not consistent with Federal regulations or with this MOU.

*If a modification adds a project for emergency relief purposes, the project will be added as an **Administrative Action** to the STIP/TIP. 23 CFR § 450.216 (g (5)), emergency relief projects may (but are not required to) be included on the STIP, except those involving substantial functional, location, or capacity changes.

Financial Constraint

Demonstration of STIP/TIP financial constraint to FHWA and FTA takes place through the summary of recent modifications. Real time versions of the STIP/TIP are available to FHWA and FTA through PennDOT's Multimodal Project Management System (MPMS).

STIP/TIP Financial Reporting

PennDOT will provide a STIP/TIP Financial Report to each Planning Partner and to FHWA and FTA on a quarterly basis, and establish targets for Federal obligation and state encumbrances of funds within 90 days after the enactment of annual Federal appropriations legislation.

At the end of each quarter, PennDOT will provide each Planning Partner with a STIP/TIP Financial report of actual Federal obligations and state encumbrances for highway/bridge programs in their region. The STIP/TIP Financial Report provided to FHWA and FTA will also include the FHWA Planning Performance Measure – “percent of STIP/TIP projects advanced per year” on a Statewide and Planning Partner basis.

At the end of the Federal fiscal year, PennDOT will provide each Planning Partner, FHWA and FTA, a summary STIP/TIP Financial Report of all highway/bridge obligations and state encumbrances within their region. A year-end STIP/TIP Financial Report will be provided to FHWA and FTA that includes the FHWA Performance Measure – “percent of STIP/TIP projects advance per year, on a Statewide and Planning Partner basis for highway/bridge programs.

TIP Modification Procedures

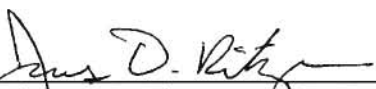
As each Planning Partner’s TIP is adopted, their respective MOU will be included with the TIP documentation. The MOU will clarify how the planning partner will address all TIP modifications. **In all cases, the procedures can be more restrictive, but must be consistent with the standards adopted in this MOU.** If a Planning Partner elects to set more stringent procedures, then FHWA and FTA will adhere to those more restrictive procedures.

This document will serve as the basis for PennDOT when addressing IM TIP modifications.

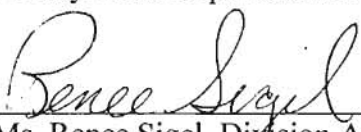
This Memorandum of Understanding will begin October 1, 2010, and remain in effect until September 30, 2012, unless revised or terminated. Furthermore, it is agreed that this MOU will be reaffirmed every two years.

This Memorandum of Understanding will begin October 1, 2010, and remain in effect unless it is agreed to be modified by all parties or terminated.

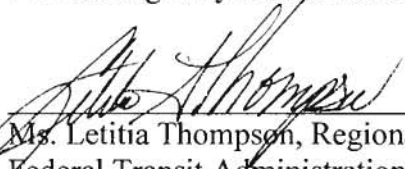
We, the undersigned hereby agree to the above procedures and principles.


 Mr. James D. Ritzman, P.E., Deputy Secretary
 For Planning
 Pennsylvania Department of Transportation

3/5/10
 Date


 Ms. Renee Sigel, Division Administrator
 Federal Highway Administration

3/22/10
 Date


 Ms. Letitia Thompson, Regional Administrator
 Federal Transit Administration

3/26/10
 Date

Appendix E

Compilation of Public and Agency Comments and Responses

DVRPC FY2011 - 2014
Transportation Improvement Program
for Pennsylvania



TIP

TRANSPORTATION IMPROVEMENT PROGRAM



Recommended Changes to the FY2011 – 2014 Draft TIP for Pennsylvania

DVRPC Highway Projects to be Added to the FY2011 TIP for PA

Chester	14351	Rudolph and Arthur Covered Bridge	Add project to the TIP with \$1.6 million National Historic Covered Bridge Preservation Program funds (additional funds to the region). \$310,000 PE (\$248,000 NHCB/\$46,500 State 183/\$15,500 State 179) in FY11. \$315,000 FD in (\$252,000 NHCB/\$47,250 State 183/\$15,750 State 179) in FY13. \$1,362,500 CON (\$1,090,000 NHCB/\$204,375 State 183/\$68,125 State 179) in FY15.
MontCo	89715	US 422 Sanatoga Interchange Ramp Improvements	Add project to TIP for \$400,00 Local funds for Preliminary Engineering in FY11. Phase appears in FY10 and FY11 of the FY2009 TIP.
Phila	84646	Roosevelt Boulevard Safety Improvements, Phase II	Add project to TIP with \$1,263,522 DEMO funds provided by SAFETEA LU PA ID #493. Additional \$1,040,000 to be drawn from the HSP Line Item for construction at the appropriate time. Include notation in MPMS #36927 to detail project. This project is a breakout of the Roosevelt Boulevard Safety Improvement MPMS #74839 which is in the FY2009 TIP.

DVRPC Highway Project Schedule Adjustments or Cost Restructuring

Bucks	88083	Stoopville Road Improvements - Phase 2	Adjust FY13 DEMO CON funding to reflect \$50,000 of FY2008 Appropriations funding and \$950,000 of PLHD (Public Lands Highway Discretionary) funds.
ChestCo	14251	Chandler Mill Bridge	Shift final design phase from FY11 to FY12 (\$255,000 BOF/\$48,000 State 183/\$16,000 Local match adjusted for Year of Expenditure).
ChesCo	14675	Chester Valley Trail	Shift funding for the Utility Phase (\$40,000 CMAQ/\$10,000 Local Match) from the FY13 Construction Phase and advance the Utility Phase to FY2011 (\$40,000 CMAQ/\$10,000 Local Match adjusted for Year of Expenditure).
DelCo	47986	Chester Creek Trail	Add \$150,000 CMAQ/Toll Credit Match for Final Design Phase in FY11.
MontCo	16334	PA/73/Church Road Intersection	Keep this project programmed as is, and it will be re-evaluated for the next TIP Update and Conformity run.
MontCo	57858	Lafayette St. Extension (MG1) (pre-con phases only)	Add the ROW phase to FY2011 (\$6,303,000 DEMO/\$1,576,000 Local). Phase appears in FY10 of FY2009 TIP but will not be obligated in time for FY10.
Various	17918	I-95 Transit Improvements FLEX - Cornwells Heights Shuttle	Switch funding source from CMAQ to STP.
Various	79927	Highway Reserve Line Item	Adjust for Recommended Changes
Various	79929	Bridge Reserve Line Item	Adjust for Recommended Changes
Various	84318	CMAQ Reserve Line Item	Adjust for Recommended Changes

DVRPC Highway Projects to be Removed from the TIP

ChesCo	72603	US 322 Main Street at PA 10 Intersection	Remove this project from the program as the project has been let for construction.
MontCo	72992	Glenside Streetscape & Traffic Calming HTSSRS	Remove this project from the program as the project has been completed and the Advance Construct funds have been converted
MontCo	77463	Glenside Streetscape/Traffic Calming (Phase II)	Remove this project from the program as the project has been completed and the Advance Construct funds have been converted.

DVRPC Transit Projects to be Added to the FY2011 TIP for PA

MontCo	90680	Ardmore Transit Center Line Item	Add this project as a placeholder. At this time there is \$250,000 county revitalization funds available for design (\$62,500) and construction (\$187,500).
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Add New Fully Funded Projects Using Special Discretionary Funds

Various	As needed		Add new projects to the TIP that received specially earmarked DEMO or other discretionary funds from SAFETEA LU or Annual Appropriations as long as the following requirements are met: Financial constraint is not impacted because the project is fully funded with the existing DEMO and local match funding, with no additional federal or state transportation dollars, except for Toll Credit Match; The region's air quality conformity finding is not impacted because the project is exempt from analysis or is a signal system which can be included in subsequent analysis per the current regulation; the project is consistent with the DVRPC long range plan; the project is consistent with the DVRPC Congestion Mitigation Process.
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Add Transportation Enhancement/Home Town Streets Safe Routes to School Projects

Various	As needed		Add the previously selected TE and HTSSRTS projects to the TIP as needed for drawing down from the TE line item at the appropriate time.
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Technical Corrections

Various	As needed		Make technical corrections to the program as necessary, including project descriptions, limit corrections, and title edits.
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NOTE: Changes highlighted in yellow have been made since recommendation by the RTC/PCC (Regional Transportation Committee) on July 6, 2010.

NOTE: Changes highlighted in orange have been made since this chart was mailed to the DVRPC Board on July 12.

TIP

TRANSPORTATION IMPROVEMENT PROGRAM



Summary of Public Comments on the DVRPC Draft FY2011-2014 Transportation Improvement Program (TIP) for Pennsylvania

Comments received during the
Public Comment Period
(June 1 – June 30)

Index of Comments on the DVRPC Draft FY2011-2014 Transportation Improvement Program (TIP) for Pennsylvania

ITEM #	COMMENTOR	SUMMARY OF COMMENT
Comments Received from the General Public		
Bucks County		
MPMS# 13248 - Walnut Street (Bridge #13)		
A.1	John Boyle, Bicycle Coalition of Greater Philadelphia	<i>Project should include 4' shoulders or bike lanes</i>
MPMS# 13727 - Bristol Road Intersection Improvements		
A.2	John Boyle, Bicycle Coalition of Greater Philadelphia	<i>Why are bicycle facilities not included in this project?</i>
MPMS# 50633 - PA 263/Old York Road Concrete Rehab and Overlay		
A.3	Warwick Township	<i>Expression of support for project</i>
A.4	John Boyle, Bicycle Coalition of Greater Philadelphia	<i>Potential bicycle improvements to include in project</i>
A.5	Joe Gable	<i>The eight (8) mile section from Bristol Road to Sugar Bottom Road should be moved to the highest priority</i>
A.6	Bill Carpenter	<i>The section of road on Rt. 263 from Bristol Rd to Sugar Bottom Rd. is a safety hazard</i>
A.7	Norman Goldenberg	<i>The section of road on Rt. 263 from Bristol Rd to Sugar Bottom Rd. is in very poor condition</i>
MPMS# 57639 - Newtown-Yardley Road		
A.8	Steve Santarsiero, State Representative	<i>Expression of support for project</i>
MPMS# 57641 - Bridgetown Pike		
A.9	John Boyle, Bicycle Coalition of Greater Philadelphia	<i>Expression of opposition to project</i>
MPMS# 64781 - Swamp Road Culvert at Penns Woods Road		
A.10	Steve Santarsiero, State Representative	<i>Expression of opposition to project</i>
MPMS# 72906 - Afton Avenue Streetscape HTSSRS		
A.11	Steve Santarsiero, State Representative	<i>Expression of support for project</i>
MPMS# 74827 - Delaware Canal Enhance		
A.12	Steve Santarsiero, State Representative	<i>Expression of support for project</i>
R8 Newtown Rail Line Re-activation		
A.13	Marian Teter	<i>There is no public transportation whatsoever within Northampton Township of Bucks County</i>
Chester County		
MPMS# 14515 - PA 100, Shoen Road to Gordon Drive (02L)		
A.14	Uwchlan Township	<i>Uwchlan Township is appreciative of the Route 100 Widening Project (SR 0100, Section 02L - MPMS # 14515) being placed back on the TIP</i>
MPMS# 14613 - PA 41, Gap Newport Road		
A.15	John Boyle, Bicycle Coalition of Greater Philadelphia	<i>Expression of support for project. Make sure bicycle traffic is accommodated at the roundabout.</i>
MPMS# 57664 - Newark Rd.		
A.16	John Boyle, Bicycle Coalition of Greater Philadelphia	<i>General inquires concerning bicycle improvements as part of project</i>
MPMS# 70227 - PA 29 Phase III		
A.17	John Boyle, Bicycle Coalition of Greater Philadelphia	<i>Expression of opposition for right turn straight through lanes unless bicycle markings are included to guide bicyclists across intersections.</i>
MPMS# 77457 - Church Street Streetscape Project		
A.18	John Boyle, Bicycle Coalition of Greater Philadelphia	<i>Include bike racks in project</i>

Index of Comments on the DVRPC Draft FY2011-2014 Transportation Improvement Program (TIP) for Pennsylvania

ITEM #	COMMENTOR	SUMMARY OF COMMENT
Comments Received from the General Public		
Chester County		
MPMS# 77459 - Phoenixville Streetscape Project		
A.19	John Boyle, Bicycle Coalition of Greater Philadelphia	<i>Include bike racks in project</i>
MPMS# 77470 - Operation Safe Kids - Phoenixville		
A.20	John Boyle, Bicycle Coalition of Greater Philadelphia	<i>Expression of support for project</i>
MPMS# 83710 - Boot Road Extension Bridge		
A.21	John Boyle, Bicycle Coalition of Greater Philadelphia	<i>Project should include bike lanes</i>
MPMS# 86698 - Osborne Road Bridge (CB #30)		
A.22	Michael Brown	<i>This project should be limited to repairs of the bridge to keep it sufficient to 3 tons</i>
Railroad Bridge in Chester County		
A.23	Linda Boyer	<i>General inquiry regarding a specific railroad bridge</i>
Delaware County		
MPMS# 15345 - PA 252, Providence Rd.		
A.24	John Boyle, Bicycle Coalition of Greater Philadelphia	<i>Issues concerning bicycle/pedestrian improvements as part of project</i>
MPMS# 15468 - Concord Road (Bridge)		
A.25	John Boyle, Bicycle Coalition of Greater Philadelphia	<i>Shoulders should be included in this project to accommodate bicycles</i>
MPMS# 65127 - Chester Waterfront Development/ Streetscape		
A.26	John Boyle, Bicycle Coalition of Greater Philadelphia	<i>Include bike lanes or shoulders in project</i>
Montgomery County		
General highway improvements and concerns in Montgomery County		
A.27	Lower Merion Township	<i>Lower Merion Township is disappointed in the apparent lack of support for the projects sponsored by the Township</i>
General transit improvements and concerns in Montgomery County		
A.28	Christopher J. Blazic	<i>Expression of opposition to project</i>
A.29	Jon Frey, Pennsylvania Transit Expansion Coalition (PA-TEC)	<i>PA-TEC agrees that regional funding for capital projects for SEPTA is severely limited</i>
General transit improvements and concerns in Various Counties		
A.30	Scott Gillanders	<i>Expression of opposition to garages</i>
MPMS# 87938 - Bethlehem Pike Roadway Streetscape Improv. (TCSP)		
A.31	John Boyle, Bicycle Coalition of Greater Philadelphia	<i>Expression of support for project</i>
MPMS# 57864 - Cowpath Rd./Godshall Rd./Broad St.		
A.32	John Boyle, Bicycle Coalition of Greater Philadelphia	<i>Install a bike pocket to the left of right turn lanes</i>
MPMS# 73214 - Ardmore Transit Center		
A.33	Greater Valley Forge Transportation Management Association	<i>Request that the Ardmore Transportation Center (MPMS #73214) be added to DVRPC's FY 2011-2014 TIP</i>

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ITEM #	COMMENTOR	SUMMARY OF COMMENT
Comments Received from the General Public		
Montgomery County		
MPMS# 84642 - Jenkintown Platform and Garage Project		
A.34	John Scott, Pennsylvania Transit Expansion Coalition (PA-TEC)	<i>A popular station pulling from a large area is a good thing, except under one condition - when it cannibalizes the other stations</i>
A.35	John Scott, Pennsylvania Transit Expansion Coalition (PA-TEC)	<i>Additional parking in Jenkintown won't accomplish the objective of increased new ridership</i>
A.37	Melanie Vallerio	<i>Concerns regarding the location of the parking garage</i>
A.87	Jason Donahue	<i>Conduct a new feasibility study on the viability of the Newtown Rail Corridor as an alternative to parking expansion at Jenkintown.</i>
A.129	Jim Muldoon, Pennsylvania Transit Expansion Coalition (PA-TEC)	<i>Conduct a new feasibility study on the viability of the Newtown rail corridor as an alternative to parking expansion at Jenkintown</i>
A.38	H. Lee Schwartzberg, Jr.	<i>Conduct a new feasibility study on the viability of the Newtown rail corridor as an alternative to parking expansion at Jenkintown</i>
A.39	Jason Donahue	<i>Conduct a new feasibility study on the viability of the Newtown rail corridor as an alternative to parking expansion at Jenkintown</i>
A.40	Jim Muldoon, Pennsylvania Transit Expansion Coalition (PA-TEC)	<i>Conduct a new feasibility study on the viability of the Newtown rail corridor as an alternative to parking expansion at Jenkintown</i>
A.41	Joseph Avon	<i>Conduct a new feasibility study on the viability of the Newtown rail corridor as an alternative to parking expansion at Jenkintown</i>
A.42	Lindsay Snyder	<i>Conduct a new feasibility study on the viability of the Newtown rail corridor as an alternative to parking expansion at Jenkintown</i>
A.36	Thomas K. McHugh	<i>Express opposition to the Jenkintown garage project; refute parking assumptions.</i>
A.67	Olga McHugh, President of Cheltenham Chamber of Citizens (CCC)	<i>Expression of opposition to Jenkintown Garage project and Glenside; poor investment</i>
A.46	Patricia Scorsone	<i>Expression of opposition to Jenkintown Garage project.</i>
A.50	Beverly Maisey	<i>Expression of opposition to Jenkintown Garage project.</i>
A.54	Olga S. McHugh	<i>Expression of opposition to Jenkintown garage project.</i>
A.55	Deb & Dave Conly	<i>Expression of opposition to Jenkintown Garage project.</i>
A.56	Beverly Levitsky	<i>Expression of opposition to Jenkintown Garage project.</i>
A.60	Nancy Zosa	<i>Expression of opposition to Jenkintown Garage project.</i>
A.68	Cathie	<i>Expression of opposition to Jenkintown Garage Project.</i>
A.69	Ed Tennyson, Pennsylvania Transit Expansion Coalition (PA-TEC)	<i>Expression of opposition to Jenkintown Garage Project.</i>
A.73	Stuart J. Rubin	<i>Expression of opposition to Jenkintown Garage project.</i>
A.74	Bonita Hay	<i>Expression of opposition to Jenkintown Garage project.</i>
A.82	Timothy Clifton	<i>Expression of opposition to Jenkintown Garage project; concerned with local traffic speeds.</i>
A.47	Steven Spadt	<i>Expression of opposition to Jenkintown Garage project; in favor of expansion elsewhere.</i>

Index of Comments on the DVRPC Draft FY2011-2014 Transportation Improvement Program (TIP) for Pennsylvania

ITEM #	COMMENTOR	SUMMARY OF COMMENT
Comments Received from the General Public		
Montgomery County		
A.48	John Goodman	<i>Expression of opposition to Jenkintown Garage project; in favor of expansion elsewhere.</i>
A.49	Paul Iverson, Pennsylvania Transit Expansion Coalition (PA-TEC)	<i>Expression of opposition to Jenkintown Garage project; in favor of expansion elsewhere.</i>
A.52	Olga McHugh, President of Cheltenham Chamber of Citizens (CCC)	<i>Expression of opposition to Jenkintown Garage project; in favor of expansion elsewhere.</i>
A.61	Janet Starwood	<i>Expression of opposition to Jenkintown Garage project; in favor of expansion elsewhere.</i>
A.65	Mark and Claudia Ainsworth	<i>Expression of opposition to Jenkintown Garage project; in favor of expansion elsewhere.</i>
A.70	Justine Gerety	<i>Expression of opposition to Jenkintown Garage project; in favor of expansion elsewhere.</i>
A.78	Susanne Whitehead	<i>Expression of opposition to Jenkintown Garage project; in favor of expansion elsewhere.</i>
A.79	Judith Gratz	<i>Expression of opposition to Jenkintown Garage project; in favor of expansion elsewhere.</i>
A.80	Richard DiDio	<i>Expression of opposition to Jenkintown Garage project; in favor of expansion elsewhere.</i>
A.81	Georgia Mcwhinney	<i>Expression of opposition to Jenkintown Garage project; in favor of expansion elsewhere.</i>
A.43	Hans Peters	<i>Expression of opposition to Jenkintown Garage project; in favor of Newtown expansion.</i>
A.44	Andrew D Hoffman	<i>Expression of opposition to Jenkintown Garage project; in favor of Newtown expansion.</i>
A.45	Cathy Lipshutz	<i>Expression of opposition to Jenkintown Garage project; in favor of Newtown expansion.</i>
A.53	Ed Tennyson, Pennsylvania Transit Expansion Coalition (PA-TEC)	<i>Expression of opposition to Jenkintown Garage project; in favor of Newtown expansion.</i>
A.63	Denise Jervis	<i>Expression of opposition to Jenkintown Garage project; in favor of Newtown expansion.</i>
A.64	Edward Joseph Green	<i>Expression of opposition to Jenkintown Garage project; in favor of Newtown expansion.</i>
A.71	Jon Frey, Pennsylvania Transit Expansion Coalition (PA-TEC)	<i>Expression of opposition to Jenkintown Garage project; in favor of Newtown expansion.</i>
A.72	Jack Craig, Pennsylvania Transit Expansion Coalition (PA-TEC)	<i>Expression of opposition to Jenkintown Garage project; investigate other means of transit expansion</i>
A.62	David R. Loeb	<i>Expression of opposition to Jenkintown Garage project; questions parking study results.</i>
A.66	Gail Post	<i>Expression of opposition to Jenkintown Garage project; questions parking study results.</i>
A.76	Diane Driban	<i>Expression of opposition to Jenkintown Garage project; questions parking study results.</i>
A.84	John Scott, Pennsylvania Transit Expansion Coalition (PA-TEC)	<i>Expression of opposition to Jenkintown Garage project; questions parking study results; in favor of Newtown expansion.</i>
A.51	Thomas K. McHugh	<i>Expression of opposition to Jenkintown Garage project; refutes parking study assumptions</i>

Index of Comments on the DVRPC Draft FY2011-2014 Transportation Improvement Program (TIP) for Pennsylvania

ITEM #	COMMENTOR	SUMMARY OF COMMENT
Comments Received from the General Public		
Montgomery County		
A.57	Emily Stine	<i>Expression of opposition to Jenkintown Garage project; suggests improvements.</i>
A.58	Suzanne Zak	<i>Expression of opposition to Jenkintown Garage project; suggests improvements.</i>
A.59	Wendy Comisar	<i>Expression of opposition to Jenkintown Garage project; suggests improvements.</i>
A.130	Thomas K. McHugh	<i>Expression of opposition to Jenkintown garage project; will not reduce VMT and green house gas emissions.</i>
A.75	Jacob Ketter	<i>Expression of opposition to Jenkintown Garage; poor investment</i>
A.77	Olga McHugh	<i>Expression of opposition to Jenkintown Garage; project will change character of neighborhood.</i>
A.83	Paul Iverson, Pennsylvania Transit Expansion Coalition (PA-TEC)	<i>General inquiry on the Jenkintown Garage and Platform Project</i>
A.85	John Scott, Pennsylvania Transit Expansion Coalition (PA-TEC)	<i>Questions parking study results; expand elsewhere.</i>
A.86	Henry D'Silva	<i>Restoration of an electrified R-8 Newtown line would be a far better choice and serve a larger number of the community than constructing a garage</i>
A.132	Ed Tennyson, Pennsylvania Transit Expansion Coalition (PA-TEC)	<i>Restore the Newtown Rail Corridor as an alternative to the Jenkintown-Wyncote parking garage project</i>
A.88	Louise H. Kidder	<i>This project will cause severe traffic congestion by drawing commuters from a wider region</i>
A.89	Deborah	<i>This project will cause severe traffic congestion by drawing commuters from all over the region</i>
MPMS# 89715 - Sanatoga Interchange Project		
A.90	Limerick Township	<i>Request for the reinstatement of the Sanatoga Interchange project (MPMS# 89715) on the FY 2011 TIP</i>
R8 Newtown Rail Line Re-activation		
A.91	Denise Jervis	<i>Conduct a new feasibility study on the viability of the Newtown rail corridor as an alternative to parking expansion at Jenkintown</i>
Philadelphia County		
General highway improvements and concerns in Philadelphia County		
A.94	M. F. Harris	<i>One problem related to promoting good traffic mobility in Philadelphia is the frequency with which the City does things that worsen the problem</i>
General transit improvements and concerns in Philadelphia County		
A.95	P. McNulty	<i>Northeast Philadelphia would really benefit from either an extension of the existing subway lines, or a completely new one</i>
MPMS# 17460 - 40th Street (Bridge)		
A.96	Aissia Richardson	<i>Recommendation to expedite project</i>
MPMS# 17697 - Island Ave. (Signals)		
A.97	John Boyle, Bicycle Coalition of Greater Philadelphia	<i>Include a bike box to accommodate straight and left turning bicyclists</i>

Index of Comments on the DVRPC Draft FY2011-2014 Transportation Improvement Program (TIP) for Pennsylvania

ITEM #	COMMENTOR	SUMMARY OF COMMENT
Comments Received from the General Public		
Philadelphia County		
MPMS# 17813 - North Broad St./Avenue of the Arts and MPMS# 87937 - Avenue of the Arts Revitalization & Stscape (TCSP)		
A.98	Aissia Richardson	<i>Expression of support for projects/recommendation of a comprehensive corridor study that examines how to link the diverse populations and institutions along the corridor</i>
MPMS# 46956 - North Delaware Ave. Extension		
A.99	John Boyle, Bicycle Coalition of Greater Philadelphia	<i>Expression of support for project</i>
MPMS# 56768 - 41st Street (Bridge)		
A.100	Aissia Richardson	<i>Recommendation to expedite project</i>
MPMS# 57893 - Lehigh Ave. East (Signals)		
A.101	John Boyle, Bicycle Coalition of Greater Philadelphia	<i>Include bike boxes at major intersections of project</i>
MPMS# 57898 - Lancaster Ave. (Signals)		
A.102	Aissia Richardson	<i>Expression of support for project</i>
MPMS# 61712 - N Del Riverfront Greenway/Heritage Trail/K&T - Line Item		
A.92	Sarah Clark Stuart, Bicycle Coalition of Greater Philadelphia	<i>General inquiry concerning TIGER funding as part of this project</i>
MPMS# 64844 - 30th Street Bridges - 6 Structures		
A.103	John Boyle, Bicycle Coalition of Greater Philadelphia	<i>Expression of support for project</i>
MPMS# 69913 - Grays Ferry Ave. (Bridge)		
A.104	John Boyle, Bicycle Coalition of Greater Philadelphia	<i>Include bicycle improvements in project</i>
MPMS# 87107 - Philadelphia School District's Safe Routes to School		
A.93	Aissia Richardson	<i>General inquires regarding project</i>
MPMS# 87937 - Avenue of the Arts Revitalization & Stscape (TCSP)		
A.105	Aissia Richardson	<i>Expression of support for project</i>
Wayne Junction Substation Replacement		
A.106	Paul Iverson, Pennsylvania Transit Expansion Coalition (PA-TEC)	<i>General inquiry on the Wayne Junction Substation Replacement</i>
Various Counties		
Comments on the FY2011 Draft TIP for Pennsylvania		
A.107	Paul Barton, Seneca-Cayuga Tribe of Oklahoma	<i>Location of FY2011 Draft TIP projects do not endanger known sites of interest to the Seneca Cayuga Tribe</i>
A.108	Jason Ross, The Delaware Nation	<i>The Delaware Nation cannot submit comments to your office by June 30th, 2010</i>
General bicycle and pedestrian improvements and concerns in Various Counties		
A.109	Bicycle Coalition of Greater Philadelphia	<i>Overall, we are disappointed that the TIP does do more to advance bicycle/pedestrian facilities and that it does not reflect an adherence to PA's Complete Streets check list</i>
General highway improvements and concerns in Various Counties		
A.110	Charles Bode, Tri-State Citizens' Council on Transportation	<i>Transportation plans must reduce the need for transportation</i>
A.111	Bridget Chadwick	<i>Whereas the region does not meet current Clean Air Standards; and whereas the Federal Office of Transportation is encouraging implementation of Complete Streets policy</i>

Index of Comments on the DVRPC Draft FY2011-2014 Transportation Improvement Program (TIP) for Pennsylvania

ITEM #	COMMENTOR	SUMMARY OF COMMENT
Comments Received from the General Public		
Various Counties		
General transit improvements and concerns in Various Counties		
A.114	William Shelton	<i>Expansion of the Broad Street Subway to South Jersey and Northeast Philadelphia. Also see# 118</i>
A.115	Jacob Ketter	<i>More funding being made available for improved mass transit and bicycle transit availability</i>
A.112	Georgia Mcwhinney	<i>Opposes Jenkintown Garage Project. Clean, efficient, reliable public transit is the only truly sensible transportation for the future.</i>
A.113	Judith Gratz	<i>Opposes Jenkintown Parking Garage; in favor of Newtown expansion. Expansion of SEPTA transit service and sustainability of our transit system</i>
A.116	Gail Slesinski	<i>Please carefully review how you use your funding for transportation services in the Delaware Valley Region</i>
A.117	John Pawson	<i>Priority must be given to those projects and elements within projects that maintain the operations of buses, trolleys, and trains; attract passenger miles; and reduce motor vehicle miles</i>
A.118	William Shelton	<i>Replace the Chestnut Hill Lines (R7&R8) with light rail or subway lines</i>
A.119	Judith Gratz	<i>Transit Oriented Development</i>
A.120	Olga McHugh	<i>We must stop wasting energy for the sake of our own National security and our environment</i>
A.121	Jim Gagne	<i>We need to move faster before it's too late</i>
Improving the TIP document and process		
A.122	Fritz	<i>Indicate what modes a project reflects</i>
MPMS# 14675 - Chester Valley Trail, Phase 2 (Sec 2/3)		
A.123	Michael Brown	<i>Expression of support for project</i>
MPMS# 59966 - Capital Asset Lease Program		
A.124	Delaware Valley Association of Rail Passengers (DVARP)	<i>Amount of funding SEPTA pays to lease Amtrak tracks. Also see# 133</i>
MPMS# 60255 - Regional Rail Signal Modernization Program		
A.125	Delaware Valley Association of Rail Passengers (DVARP)	<i>Concerns regarding SEPTA's recent rail signal projects. Also see# 133</i>
MPMS# 60286 - SEPTA Bus Purchase Program - 40 feet		
A.126	John Boyle, Bicycle Coalition of Greater Philadelphia	<i>Expression of support for project</i>
MPMS# 60574 - Paoli Transportation Center		
A.127	Delaware Valley Association of Rail Passengers (DVARP)	<i>Expression of support for project. Also see# 133</i>
MPMS# 60611 - Fare Collection System/New Payment Technologies		
A.128	Delaware Valley Association of Rail Passengers (DVARP)	<i>Support for advancing project. Also see# 133</i>
MPMS# 84642 - Jenkintown Platform and Garage Project		
A.131	Delaware Valley Association of Rail Passengers (DVARP)	<i>Expression of support for Jenkintown Garage Project. Also see# 133</i>

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ITEM #	COMMENTOR	SUMMARY OF COMMENT
Comments Received from the General Public		
Various Counties		
MPMS#s 60286/90512 - SEPTA Bus Purchase Program - 40 & 60 foot		
A.133	Delaware Valley Association of Rail Passengers (DVARP)	<i>Expression of support for project</i>
R8 Newtown Rail Line Re-activation		
A.134	Alice Maxfield	<i>Conduct a new feasibility study on the viability of the Newtown rail corridor as an alternative to parking expansion at Jenkintown</i>
A.135	Kyle Coppola	<i>The reactivation of the Newtown Commuter Rail Corridor must be included in long-term planning</i>
SEPTA Substation Upgrades		
A.136	Bob Clearfield, SEPTA's Citizens Advisory Committee (CAC)	<i>Priority of RRD substation upgrades</i>
Comments Received from the Regional Citizens Committee		
Various Counties		
Improving the TIP document and process		
B.1	DVRPC's Regional Citizens Committee (RCC)	<i>The RCC seeks complete transparency at all stages of the planning process</i>
Comments Received from the DVRPC Planning Partners & Agencies		
Bucks County		
Technical Corrections		
C.1	Bucks County	<i>Various projects in Bucks County</i>
C.2	PennDOT, Central Office	<i>Various projects in the DVRPC Region</i>
Chester County		
Technical Corrections		
C.3	Chester County	<i>Chandler Mill Bridge (MPMS 14251)</i>
C.3	Chester County	<i>Chester Valley Trail, Phase 2 (MPMS 14675)</i>
C.3	Chester County	<i>Rudolph and Arthur Covered Bridge (MPMS 14351):</i>
C.3	Chester County	<i>US 322, Main Street at PA 10 Intersection Improvement (MPMS 72603)</i>
C.3	Chester County	<i>Various projects in Chester County</i>
Delaware County		
Technical Corrections		
C.4	Delaware County	<i>Chester Creek Bicycle/Pedestrian Trail (MPMS # 47986)</i>
C.4	Delaware County	<i>Various projects in Delaware County</i>
Montgomery County		
Technical Corrections		
C.5	Montgomery County	<i>PA-73/Church Rd. Intersection (MPMS# 16334)</i>
C.5	Montgomery County	<i>Various projects in Montgomery County</i>
C.5	Montgomery County	<i>Valley Forge Loop Trail (MPMS#87939)</i>

TIP

TRANSPORTATION IMPROVEMENT PROGRAM



Original Comments on the DVRPC Draft FY2011-2014 Transportation Improvement Program (TIP) for Pennsylvania

Comments received as part of the
Public Comment Period

Public Comment Form
Draft FY2011 TIP for PA
Transportation Improvement Program



Item ID# A.1

Name: John Boyle, Bicycle Coalition of Greater Philadelphia

County: Bucks County

Project Title: Walnut Street (Bridge #13)

MPMS ID: 13248

Comment:

This project should include 4' shoulders or bike lanes.

Comment ID: 255

Public Comment Form

Draft FY2011 TIP for PA

Transportation Improvement Program



Item ID# A.2

Name: John Boyle, Bicycle Coalition of Greater Philadelphia

County: Bucks County

Project Title: Bristol Road Intersection Improvements

MPMS ID: 13727

Comment:

Is the Bicycle and Pedestrian Checklist being used here. If so then we would like to know the reason that bicycle facilities are not being added to this road.

Comment ID: 242

Public Comment Form
Draft FY2011 TIP for PA
Transportation Improvement Program



Item ID# A.3

Name: Warwick Township

County: Bucks County

Project Title: PA 263/Old York Road Concrete Rehab and Overlay

MPMS ID: 50633

Comment:

Cty/Operator: Bucks; MPMS#: 50633; Project: PA 263/Old York Road Concrete Rehab and Overlay
June 3, 2010 RE: DVRPC TIP comment The Board of Supervisors, on behalf of the residents of Warwick Township, would like the financial support for the Route 263 PADOT reconstruction project to remain in place. This project is in the final design and an earlier overlay TIP (2009) was delayed in anticipation of this project. While the details of the final plan have yet to be reviewed, the condition of this road is very poor and requires continuous filling of concrete holes and removal of concrete pieces of roadway. Route 263 is a main road linking Buckingham and Warminster. The improvement projects on Route 263 for the adjacent municipalities have been completed. It is imperative that the project be fully funded in the 2011-2014 TIP program.

Comment ID: 142

Public Comment Form
Draft FY2011 TIP for PA
Transportation Improvement Program



Item ID# A.4

Name: John Boyle, Bicycle Coalition of Greater Philadelphia

County: Bucks County

Project Title: PA 263/Old York Road Concrete Rehab and Overlay

MPMS ID: 50633

Comment:

Is the Bicycle and Pedestrian checklist being used on this project? Although the corridor has 8' shoulder it is not consistent especially at conflict points. Some changes simply using paint such as carving out bike pockets to the left of right turn lanes could make this road bicycle friendly.

Comment ID: 245

Item ID# A.5

Anderson, Gastonia

From: TIP Plan Comments
Sent: Monday, June 07, 2010 1:52 PM
To: Schoonmaker, Elizabeth; Anderson, Gastonia
Subject: FW: DVRPC Comment for TIP -- Rt 263, Warwick Township

From: J GABLE [mailto:jjgable3@verizon.net]
Sent: Thursday, June 03, 2010 9:53 AM
To: TIP Plan Comments
Cc: Gail V. Weniger; Judith A. Algeo; Ned Thompson; John Cox; jjgable3@verizon.net; kathleengable@verizon.net
Subject: DVRPC Comment for TIP -- Rt 263, Warwick Township

At the outset I must admit that I do not fully understand TIP for Bucks County -- MPMS# 50633, AQ code S10 completely. The eight (8) mile section from Bristol Road to Sugar Bottom Road should be moved to the highest priority since this roadway is unsafe and is costing the taxpayers many dollars each month because PENNDOT is filling pot holes and putting in temporary repairs almost weekly. the condition of this road can only be compared to "dirt roads" in 3d world countries!

I believe the current plan calls for installing a number of "water retention ponds" -- it would be more beneficial in the long run, looking at future business expansion along this section, if a modern sewer system was used rather than retention ponds.

Based on my limited knowledge of the plan it looks like the road way will be the same with 4 lanes that are 12' and the shoulder will remain at 8 feet. There is concern that due to the 5 foot meridian being changed to an 11 foot continuous center turning lane that business properties may be adversely impacted.

It is very important that the current design (plan) is shared with the general public so all residents and business are fully aware of the design and its impact on the community.

**JOE GABLE
1125 Maxwell Manor
Warwick Twp., PA 18974-6119**

Item ID# A.6

Anderson, Gastonia

From: TIP Plan Comments
Sent: Friday, June 11, 2010 10:21 AM
To: Anderson, Gastonia
Subject: FW: Re paving York Rd. Rt 263 Jamison PA 18929

From: Bill.Carpenter@Microchip.com [mailto:Bill.Carpenter@Microchip.com]
Sent: Tuesday, June 08, 2010 8:51 AM
To: TIP Plan Comments
Subject: Re paving York Rd. Rt 263 Jamison PA 18929

Rt. 263 in Jamison PA is a safety hazard to all drivers because of all the pot holes and drivers swerving into other lanes to avoid them and jeopardizing other drivers. Please repave this section of RT.263 (York Rd.) between Sugar Bottom Rd and Bristol RD in Jamison PA ASAP.

Thank You,

Bill Carpenter
1428 Bayberry Drive
Jamison, PA 18929

Item ID# A.7

Anderson, Gastonia

From: TIP Plan Comments
Sent: Monday, June 07, 2010 1:52 PM
To: Schoonmaker, Elizabeth; Anderson, Gastonia
Subject: FW: rt263

From: norman goldenberg [mailto:norman.joan@verizon.net]
Sent: Friday, June 04, 2010 2:23 PM
To: TIP Plan Comments
Subject: rt263

The section of road on Rt 263 from Bristol Rd to Sugar Bottom rd is in very poor condition. It is unsafe and under repair very other day. It should get top priority for repaving.

Norman Goldenberg
4202 Knox Ct
Warwick, Pa

Item ID# A.8

STEVE SANTARSIERO, MEMBER
31ST LEGISLATIVE DISTRICT

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June 29, 2010

Plan/TIP/Conformity Comments
c/o DVRPC Public Affairs Office
190 N. Independence Mall West
8th Floor
Philadelphia, PA 19106

To Whom It May Concern:

I would like to state my continued support for the Newtown-Yardley Road *2011-2014 TIP* improvement project (MPMS #57639). Not only would these modifications improve the current road conditions but also the overall traffic situation in Newtown Township and the Borough. Access to and safety within the township will be enhanced for the traveling public as the route from the Newtown Bypass (SR 0332) and I-95 to the Newtown Business Commons, the Township's major commercial area, will be improved upon and expanded.

The Newtown-Yardley Road Improvement project includes several necessary initiatives, including widening of the roadway, upgrading the existing traffic signal equipment and operations, in addition to the installation of a new traffic signal at the intersection of Newtown-Yardley Road and Friends Lane/Headley Drive and a closed loop system interconnecting traffic signals on Newtown- Yardley Road at Terry Drive/Lower Dolington Road, Friends Land and Penns Trail which would be connected to the closed loop system along the Newtown Bypass. The project creates pavement markings to provide one through lane in each direction along with protected left-turn lanes at the intersection of Newtown-Yardley Road and Terry Drive/Lower Dolington Road.

Thank you for your time and consideration. I welcome the opportunity to work with you and state officials to move this project forward so it can be included in Penndot's construction schedule. Please feel free to contact me if you have any questions.

Very truly yours,

A handwritten signature in black ink, appearing to read 'Steve Santarsiero', with a long horizontal flourish extending to the right.

Steve Santarsiero
State Representative

CC: Diane Marseglia
Joe Hoeffel
Lynne Bush

Public Comment Form
Draft FY2011 TIP for PA
Transportation Improvement Program



Item ID# A.9

Name: John Boyle, Bicycle Coalition of Greater Philadelphia

County: Bucks County

Project Title: Bridgetown Pike

MPMS ID: 57641

Comment:

This project will negatively affect bicyclists and pedestrians. Widened intersections, and the addition of auxiliary lanes makes it more difficult for pedestrians to cross intersection despite the addition of sidewalks. The elimination of shoulders makes a road that is already difficult to bicycle along even more perilous.000a000a

Comment ID: 262

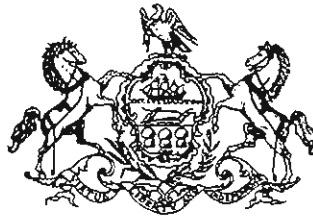
Item ID# A.10

STEVE SANTARSIERO, MEMBER
31ST LEGISLATIVE DISTRICT

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June 29, 2010

Plan/TIP/Conformity Comments
c/o DVRPC Public Affairs Office
190 N. Independence Mall West
8th Floor
Philadelphia, PA 19106

To Whom It May Concern:

I respectfully requested the removal of the Swamp Road Culvert at Penns Wood Road *2011-2014 TIP* project (MPMS #64781) from the recently proposed draft for the Pennsylvania- Highway program. The construction plan to replace the bridge carrying Swamp Road (SR2036) includes 20 feet relocation to the south in addition to an expansion of the bridge and adjacent roadway through the acquisition of property from the Tyler Run State Park.

As previously stated in my Swamp Road corridor improvements letter dated April 22, 2009, I have grave concerns over any construction project that would encourage faster travel speeds. Therefore, I support the residents of the Swamp Road area in their opposition of any bridge and road expansion that does not include effective traffic calming measures and encourages lower travel speeds. Although future maintenance is necessary, the bridge itself is in good condition for transportation and does not require a hasty overhaul without the concern for community safety.

Thank you for your time and consideration. Please feel free to contact me if you have any questions.

Very truly yours,

A handwritten signature in black ink, appearing to read "Steve Santarsiero", with a long, sweeping underline.

Steve Santarsiero
State Representative

CC: Diane Marseglia
Joe Hoeffel
Eleanor Lyons

Item ID# A.11

STEVE SANTARSIERO, MEMBER
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June 29, 2010

Plan/TIP/Conformity Comments
c/o DVRPC Public Affairs Office
190 N. Independence Mall West
8th Floor
Philadelphia, PA 19106

To Whom It May Concern:

I would like to state my support for the Afton Avenue Streetscape HTSSRS 2011-2014 TIP project (MPMS #72906). The PennDOT Home Town Streets/Safe Routes to School (HTSSRS) program would enhance accessibility for the residents of Yardley Borough and allow them to fully appreciate all that the town and the scenic waterways have to offer. More importantly, the HTSSRS project would promote safe traveling routes for the children of Yardley.

The streetscape improvements project will benefit the local economy of the borough, as well, providing new sidewalks and proper safety measures for those traveling along the stretch of Afton Avenue, located in Yardley's Central Business District. Pedestrians will also be able to view the natural beauty of both the Delaware River and Lake Afton while traversing this walkway. Small towns like Yardley often have accessibility problems related to parking and pedestrian mobility, but with the implementation of the HTSSRS program I hope to promote increased safe visitation and travel within our borough.

Thank you for your time and consideration. I welcome the opportunity to work with you and state officials to move this project forward so it can be included in PennDOT's construction schedule. Please feel free to contact me if you have any questions or concerns.

Very truly yours,

A handwritten signature in black ink, appearing to read "Steve Santarsiero".

Steve Santarsiero
State Representative

CC: Diane Marseglia
Joe Hoeffel
Lynne Bush

STEVE SANTARSIERO, MEMBER
31ST LEGISLATIVE DISTRICT

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June 29, 2010

Plan/TIP/Conformity Comments
c/o DVRPC Public Affairs Office
190 N. Independence Mall West
8th Floor
Philadelphia, PA 19106

To Whom It May Concern:

I would like to state my support for the Delaware Canal Enhance *2011-2014 TIP* project (MPMS #74827). The proposed project includes the installation of a single span pre-stressed concrete adjacent box beam bridge for the Aqueduct and a pre-stressed concrete adjacent box beam bridge for the Tow Path.

While the canal contributes to the charm of Yardley borough, we have experienced flooding issues due to the buildup of debris reducing the hydraulic opening coupled with the low under clearance and short span of the current aqueduct system. The Delaware Canal requires some significant technical structural modifications to ensure the preservation of Main Street and the surrounding Yardley borough areas affected by the flood waters.

Thank you for your time and consideration. Please feel free to contact me if you have any questions.

Very truly yours,

Steve Santarsiero
State Representative

CC: Diane Marseglia
Joe Hoeffel
Joe Hunter
Bill Winslade

Item ID# A.13**Anderson, Gastonia**

From: TIP Plan Comments
Sent: Friday, June 11, 2010 10:20 AM
To: Anderson, Gastonia
Subject: FW: R8 Newtown Rail Line Re-activation

From: Rev. Marian Tetor [mailto:smart@snip.net]
Sent: Thursday, June 10, 2010 4:42 PM
To: TIP Plan Comments
Subject: R8 Newtown Rail Line Re-activation

TO: DVRPC

At the present time, there is no public transportation whatsoever within Northampton Township of Bucks County; although the population has grown dramatically within this area of Lower Bucks County over the past two decades. Housing developments have sprung up just about everywhere, and even in this downturn of economy, continue to go forward.

In Northampton Township, the population has grown to the point that a new high school has been built at a cost of \$80 million. This is the largest public high school building that I have ever seen. Expansions have been added to our library and other public facilities to accommodate growing needs.

It is my hope that DVRPC will take seriously the consideration of re-activation of the R8 Newtown Regional Rail Line, as we are in urgent need of relief from traffic congestion in this area of Lower Bucks County.

Also, I would like to ask for DVRPC's consideration of wasteful spending of SEPTA on electronic sign boards and undesirable parking garages. Expensive electronic sign boards are not necessary to efficiently move passengers. Elevated or below ground parking garages are not desirable for a number of reasons, including safety and security. In my opinion, SEPTA's funding would be better spent in expansion of rail service.

Marian Tetor
1050 Buck Road
Holland, PA 18966
Phone: 215-968-3890

6/11/2010

Uwchlan Township

715 North Ship Road
Exton, PA 19341-1940

(610) 363-9450 FAX (610) 363-0518

Chester County, Pennsylvania

June 23, 2010

Plan/TIP/Conformity Comments
c/o DVRPC Public Affairs Office
190 N. Independence Mall West, 8th Floor
Philadelphia, PA 19106

To Whom It May Concern:

In regards to the current Draft TIP, Uwchlan Township acknowledges the inclusion and is appreciative of the Route 100 Widening Project (SR 0100, Section 02L – MPMS # 14515) being placed back on the TIP. We are thankful that this project has been recognized as a top priority for the County, the DVRPC and PennDOT, and we are working toward a PS&E Package submission by the end of this year. The Draft TIP reports that the Route 100 Project is programmed to begin payout for construction in FY2013 and continuing through FY2016, the total cost for construction being \$14,575,000.00.

Currently, we are in the process of obtaining the NPDES Permit while coordination is being made with utility companies in order to obtain the Utility Clearance. Final Design is underway for the noise barrier wall at the Aspenwood development and the retaining wall on Gordon Drive. Final Design is also underway for Pavement Markings and Signing as well as Traffic Signals.

As you are aware, in January of 1998, the DVRPC completed a report entitled “The PA 100 Corridor Study”. In this report, the DVRPC makes the recommendation that in order to accommodate the projected traffic volumes, Rt. 100 needed to be widened to three (3) lanes in both directions from the PA Turnpike to the Exton Bypass, and intersection improvements needed to be made to improve left turns movements. The sections to the north and south of this roadway section have already been widened to three lanes. This project is necessary to remove the bottle-neck that currently exists and to allow for a consistent roadway section.

Again, on behalf of Uwchlan Township, all the concerned taxpayers herein, and the more than 46,000 daily commuters utilizing this roadway, we want to thank you for putting the Route 100 Widening Project back on the TIP.

Sincerely,



Joseph E. Toner, III
Chairman
Uwchlan Township Board of Supervisors

cc: Lester C. Toaso, District Executive – PENNDOT Engineering District 6-0
Chester County Planning Commission - Natasha Manbeck
TMACC
State Senator Andrew Dinniman, 19th District
State Representative Curt Schroder, 155th District
Dean Kaiser, Orth-Rodgers & Associates, Inc.
Kristin Boldaz, Edward B. Walsh & Associates, Inc.

Public Comment Form
Draft FY2011 TIP for PA
Transportation Improvement Program



Item ID# A.15

Name: John Boyle, Bicycle Coalition of Greater Philadelphia

County: Chester County

Project Title: PA 41, Gap Newport Road

MPMS ID: 14613

Comment:

We support the conversion of intersections to roundabouts. This project is part of the Old Baltimore Pike Bikeway and care should be given to accommodate bicycle traffic at the roundabout.

Comment ID: 263

Public Comment Form
Draft FY2011 TIP for PA
Transportation Improvement Program



Item ID# A.16

Name: John Boyle, Bicycle Coalition of Greater Philadelphia

County: Chester County

Project Title: Newark Rd.

MPMS ID: 57664

Comment:

Is the bicycle and pedestrian checklist being used? If you are widening the intersection why not take the opportunity to provide space for bicyclists?

Comment ID: 246

Public Comment Form
Draft FY2011 TIP for PA
Transportation Improvement Program



Item ID# A.17

Name: John Boyle, Bicycle Coalition of Greater Philadelphia

County: Chester County

Project Title: PA 29 Phase III

MPMS ID: 70227

Comment:

While we applaud the addition of 5 foot shoulders we fear that they will disappear at intersections especially at right turn lanes. Yellow Springs Road is a popular recreational bike route.000a000aWe suggest the left turn bike pockets at Yellow Springs and 29 and straight through bike pockets at all intersections to the left of right turn lanes. We oppose right turn straight through lanes unless bicycle markings are included to guide bicyclists across intersections.000a

Comment ID: 264

Public Comment Form

Draft FY2011 TIP for PA

Transportation Improvement Program



Item ID# A.18

Name: John Boyle, Bicycle Coalition of Greater Philadelphia

County: Chester County

Project Title: Church Street Streetscape Project

MPMS ID: 77457

Comment:

This streetscape project should include inverted U or custom designed bike racks.

Comment ID: 258

Public Comment Form
Draft FY2011 TIP for PA
Transportation Improvement Program



Item ID# A.19

Name: John Boyle, Bicycle Coalition of Greater Philadelphia

County: Chester County

Project Title: Phoenixville Streetscape Project

MPMS ID: 77459

Comment:

This project should include inverted U or custom designed bike racks.

Comment ID: 257

Public Comment Form
Draft FY2011 TIP for PA
Transportation Improvement Program



Item ID# A.20

Name: John Boyle, Bicycle Coalition of Greater Philadelphia

County: Chester County

Project Title: Operation Safe Kids - Phoenixville

MPMS ID: 77470

Comment:

We strongly support this project.

Comment ID: 259

Public Comment Form
Draft FY2011 TIP for PA
Transportation Improvement Program



Item ID# A.21

Name: John Boyle, Bicycle Coalition of Greater Philadelphia

County: Chester County

Project Title: Boot Road Extension Bridge

MPMS ID: 83710

Comment:

This new bridge which offers connections to Bicycle PA Route L should include bike lanes.

Comment ID: 253

Public Comment Form

Draft FY2011 TIP for PA

Transportation Improvement Program



Item ID# A.22

Name: Michael Brown

County: Chester County

Project Title: Osborne Road Bridge (CB #30)

MPMS ID: 86698

Comment:

Cty/Operator: Chester; MPMS#: 86698; Project: Osborne Road Bridge (CB #30) The justification of this project is quite poor, and the project should be limited to repairs of the bridge to keep it sufficient to 3 tons. Yes, the bridge is in bad shape, but Osborne Road shouldn't be used by anything other than passenger cars anyway. The lower part of Osborne is steep, narrow and has houses very close to the cartway. There's no need to provide incentive for heavier traffic to traverse Osborne Road. The connection from PA 340 to US 322 can be made via the US 30 by-pass or via Bondsville Road (SR4015). The one lane aspect of the bridge serves a valuable function in reducing cross speeds for traffic entering Bondsville Road from the bridge. Because traffic entering Osborne from westbound Bondsville has to stop and let traffic off the bridge before it can proceed, it serves as a dam for other traffic, allowing those who exit the bridge to enter only having to worry about one direction, eastbound.

Comment ID: 181

Public Comment Form
Draft FY2011 TIP for PA
Transportation Improvement Program



Item ID# A.23

Name: Linda Boyer

County: Chester County

Project Title: General Comment

Comment:

I'm not sure if your the right person to contact but I have concerns for the railroad bridge as you enter Coatesville from Parkesburg. Is this bridge safe or does it need reconstruction.

Comment ID: 341

Public Comment Form
Draft FY2011 TIP for PA
Transportation Improvement Program



Item ID# A.24

Name: John Boyle, Bicycle Coalition of Greater Philadelphia

County: Delaware County

Project Title: PA 252, Providence Rd.

MPMS ID: 15345

Comment:

The Bicycle Coalition praises this project because there is an effort here to implement the County Bicycle Plan. However the accomodations some minimal accommodation for bicycles 3' offset to the curb? However wide outside lanes on a state highway only makes the most skilled bicyclists comfortable. 000a000aWe would much prefer that arterial roads at least have 5' bike lanes which can also provide a very minimum accommodation for pedestrians on roads without sidewalks.

Comment ID: 252

Public Comment Form
Draft FY2011 TIP for PA
Transportation Improvement Program



Item ID# A.25

Name: John Boyle, Bicycle Coalition of Greater Philadelphia

County: Delaware County

Project Title: Concord Road (Bridge)

MPMS ID: 15468

Comment:

Since this is part of the Delaware County Bicycle Plan shoulders should be included to accommodate bicycles.

Comment ID: 251

Public Comment Form
Draft FY2011 TIP for PA
Transportation Improvement Program



Item ID# A.26

Name: John Boyle, Bicycle Coalition of Greater Philadelphia

County: Delaware County

Project Title: Chester Waterfront Development/ Streetscape

MPMS ID: 65127

Comment:

This road segment is included in the Delaware County Bicycle Plan and if there is enough room include bicycle lanes. If there is insufficient width for bike lanes then sharrows should be added.

Comment ID: 256

**TOWNSHIP
OF
LOWER MERION**

MONTGOMERY COUNTY



OFFICE OF THE TOWNSHIP MANAGER

75 E. Lancaster Ave.
Ardmore, PA 19003-2376
Telephone: (610) 645-6100
FAX: (610) 649-0777

June 30, 2010

Mr. Barry Seymour
Executive Director
Delaware Valley Regional Planning Commission
190 N. Independence Mall West
Philadelphia, PA 19106

**RE: COMMENTS ON DRAFT DVRPC FISCAL YEAR 2011 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP)
LOWER MERION TOWNSHIP, MONTGOMERY COUNTY**

Dear Mr. Seymour:

The Township of Lower Merion has reviewed the DVRPC's draft Fiscal Year 2011 Transportation Improvement Program (TIP), and is disappointed in the apparent lack of support for the projects sponsored by the Township. In addition, we would like to meet with you at your earliest convenience to better understand the quantitative and qualitative merits of the projects that were kept on the Draft 2011-2014 TIP for the region as compared to the merits of the projects that were removed from the TIP, and relocated to the "Illustrative List of Projects." We will contact you shortly to schedule a meeting.

By way of background, Lower Merion Township is a community of 60,000 residents and assorted businesses located northwest of the City of Philadelphia. The Township occupies a land area of 24 square miles with over 250 miles of public roads of which 84% are Township Roads. In addition, the Township is traversed by four (4) major rail lines. Included in this major transportation network are many of the Delaware Valley's most critical and heavily traveled transportation arteries including:

- Schuylkill Expressway (I-76)
- Mid-County Expressway (Blue Route, I-476)
- City Avenue (US Route 1)
- Lancaster Avenue (U.S. Route 30)
- Montgomery Avenue
- Conshohocken State Road (State Route 23)
- Haverford Avenue (State Route 3044)
- Belmont Avenue (State Route 3045)
- Spring Mill Road (State Route 320)
- AMTRAK's New York to Chicago Main Line
- SEPTA's Ivy Ridge Line and Paoli Commuter Rail Lines
- SEPTA's Philadelphia and Western Line – Red Arrow
- Norfolk Southern Railroad (formerly Conrail's Main Line)

Mr. Barry Seymour

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Although certainly beneficial to the Township's residents, this extensive transportation network, in particular the major north/south and east/west arteries, provides significant benefit to the entire region. The costs to Township residents, however, extend far beyond the obvious financial burden and include the detrimental effects of air and noise pollution, increased stormwater runoff, traffic congestion and the associated police burden. Without the continued financial support of the state and federal governments in maintaining and upgrading the roads, bridges and mass transit facilities that are integral to this transportation network, the residents of Lower Merion Township will be subject to a disproportionate share of this burden. Given the present demands on tax revenues at all levels of government, any increase in burden at the Township level will most certainly be difficult to fund out of local taxes and may result in a deterioration of current conditions.

One of the primary responsibilities of our Board of Commissioners, who are elected by the public, is to oversee the responsible implementation of measures to maintain and improve the quality of life for Township residents, and to support similar improvements in adjacent municipalities throughout the region. In short, we, like many of the region's municipalities understand that:

1. The structurally deficient bridges within the Commonwealth must be addressed;
2. SEPTA continues to be a critical service that must be funded;
3. The failure to toll Interstate 80 and the subsequent reduction in Act 44 funds for highway and bridge projects, coupled with the lack of a replacement federal highway funding bill for the SAFETEA-LU legislation, has created a funding crisis resulting in the TIP being financially constrained.

However, even with this understanding, the fact remains that there must be a balance with regard to providing adequate infrastructure for all users, and that **past deferrals in the proper handling of bridge maintenance and rehabilitation should not now affect the safety, congestion reduction, economic development, and quality of life improvement that are the purpose of many of the projects on the TIP**, which are now proposed to be deferred or eliminated. Many local municipalities, Lower Merion Township in particular, have expended substantial funds to plan and design these projects in good faith, expecting the state and federal funding support that was previously committed. We would also point out that we have completely fulfilled our obligations on previous TIP projects to bring improvements to fruition for the public in the recent past, including:

- Church Road Bridge Replacement;
- Merion Avenue Bridge Replacement;
- Township-wide Wayfinding Signage Program;
- Montgomery Avenue Traffic Signal System.

We realize that this process is a difficult one, as it requires the distribution of limited resources to address seemingly limitless needs, but rather than just defer or eliminate projects as proposed in the current draft 2011-2014 TIP, we urge the Committee to seek innovative funding mechanisms now, as **the projects that are deferred will only become more expensive.**

We are especially concerned about the funding of two important projects which provide much needed safety and mobility improvements, and which will also enhance economic development

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opportunities—the Rock Hill Road/Belmont Avenue Improvement project, and the Ardmore Transit Center. The Rock Hill Road/Belmont Avenue project provides necessary improvements along a commercially developed corridor that also serves as the primary alternate route to the Schuylkill Expressway (I-76) for the region. Preliminary Engineering for the project, funded entirely by Lower Merion Township, has been substantially completed, and the Township has already acquired a critical portion of the right-of-way for the project in advance of a pending land development, thereby minimizing the expense of this facet of the project. The Ardmore Transit Center addresses parking and mass transit deficiencies in Ardmore, the municipal seat of Lower Merion Township and the location of the Township's primary SEPTA/Amtrak commuter rail station – and the only Amtrak stop in Montgomery County. Both of these projects are now shown on the "Illustrative List of Projects in the Pennsylvania Subregion," and are now completely unfunded for the FY11-FY14 TIP period. Both projects are critical to maintaining the adequacy of the Township's transportation network and would address acute and long-standing mobility issues. These projects would also contribute to stimulating economic revitalization. We have testified on behalf of these projects at the State Transportation Commission hearings, in person, in 2001, 2003, 2005, 2007, 2008 and 2009.

In addition, there are two existing structurally-deficient bridge replacement projects currently under design (Union Avenue over SEPTA and Pennswood Road over Amtrak) that are critical elements in the Township's road network and of special concern. Since the demise of the Penn Central Railroad in 1970, the financial responsibility for many infrastructure components has fallen to the taxpayer. The replacement of these bridges have higher than normal costs because of special railroad insurance and construction requirements, railway electrification modifications, restrictive working conditions, and right-of-way acquisition. Steady progress has been made on the design of these bridges, and your continued support of these projects as they progress toward construction is critical to avoid traffic limitations and/or closure of the bridges.

We request that the Commission reconsider their support for the following projects, and include them on the final 2011-2014 TIP with funding allocated in the first 4 years:

- Rock Hill Road/Belmont Avenue Corridor Improvements – Existing Project (MPMS 64795)
This project addresses existing traffic congestion resulting from high volume, restrictive geography, and the presence of an existing narrow Norfolk Southern (NS) Railroad overpass that negatively affects the safety and efficiency of traffic flow and restricts the potential for economic revitalization through redevelopment. This heavily traveled corridor serves as a major east-west route from the Schuylkill Expressway (I-76), the Manayunk section of Philadelphia and the Township. Additionally, Rock Hill Road and Belmont Avenue serve as a primary alternate diversion route for the region during incidents on the Schuylkill Expressway, and, as such, experience even further operational deficiencies during these conditions. This project will provide the improvements necessary to resolve current infrastructure deficiencies for several roadway segments and intersections in the project area that are classified as Level of Service "D" or worse, some of which are currently operating at level of Service "F." This project includes the design and construction of roadway, traffic signal, stormwater, landscape, and pedestrian and bicycle circulation improvements in the Rock Hill Road/Belmont Avenue corridor and two (2) new bridges over Belmont Avenue. It will also provide necessary operational improvements to the current system to facilitate and

Mr. Barry Seymour

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support future commercial development and economic revitalization in this corridor. The project is currently on the PENNDOT Transportation Improvement Plan (TIP), listed as MPMS# 64795.

The Township has demonstrated a substantial funding commitment to the completion of the project by creating a Transportation Service Area for the corridor via the Act 209 Transportation Impact Fee process; funding 100% of the project's design costs (\$1,700,000); funding appraisals for the property acquisitions required for the project; and pro-actively purchasing a critical portion of the project's required Right-of-Way (the corner property at Rock Hill Road & Belmont Avenue, at a cost of \$1.6 million). The Township pre-emptively acquired this parcel, which was planned to be developed, in order to facilitate the project at the most advantageous and minimum cost, avoiding an increased acquisition cost later in the process once the site was developed. The Township has substantially completed the Preliminary Engineering phase of design of these improvements, and has been actively coordinating with PENNDOT and Norfolk Southern regarding project details for the past four (4) years.

As part of Preliminary Engineering, required Right-of-Way areas have been defined, and preliminary cost estimates for the acquisition of the parcels necessary for the project are in excess of \$5,000,000. The current funding sources for design and Right-of-Way acquisition are 100% local. Construction is currently funded at an 80% Federal, 20% State participation level. Because of the significant increase in Right-of-Way costs, and the fact that the project's improvements will provide benefits to not only the Township, but will provide regional benefits to the thousands of commuters who travel the corridor on a daily basis, the Township previously requested participation from PennDOT for the remaining portion of the Right-of-Way funding, up to an 80% maximum share. This request was approved in December 2007 pending agreement from Montgomery County. The project was previously on the TIP, but has been removed from the FY2011-2014 Draft, and we request that this project be placed back on the TIP. We request that State/Federal sources fund \$3,500,000 of the total \$5,500,000 Right-of-Way phase in the first four (4) years of the program and that the anticipated construction funding of \$16,000,000 also be included in the first 4 years of the TIP.

- Pennswood Road Bridge over AMTRAK's Main Line – Existing Project

This approximately 70-year old structurally deficient bridge carries 3,500 vehicles per day across Amtrak's main line in the Haverford area of the Township. It serves as a link between Lancaster Avenue (U.S. Route 30) and Montgomery Avenue, both major arterials in the Haverford/Bryn Mawr area. The design phase of this project is underway with construction contract letting anticipated in 2011. The funding source for design is 80% state and 20% local, and 80% federal, 15% state, and 5% local for Right-of-Way and construction. The Township requests funding for the construction of the project in the amount of \$6,400,000 be allocated in the first four (4) years of the TIP, in order to maintain the project schedule. The Township has budgeted its proportional share in its Capital Improvement Program. The project is still shown on the TIP, but has not been shown in the first four years, and due to the

Mr. Barry Seymour

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pending completion of design and right-of-way acquisition, we request that this project be placed back on the first four years of the TIP, listed as MPMS# 16216.

- Union Avenue Bridge over SEPTA's Ivy Ridge Line – Existing Project

This approximately 85-year old structurally deficient bridge has deteriorated to the point where a weight restriction of 5 tons is required. Union Avenue is located near and parallel to the heavily congested City Avenue (U.S. Route 1) corridor. It is often used as an alternate route at peak rush hours. The project was previously on the TIP, but has been removed from the FY2011-2014 Draft as it was scheduled to have been started during FY2010. Due to a common delay associated with acquiring right-of-way, the final design phase of this project is nearing completion with construction contract letting anticipated in 2011. The Township requests that this project be placed back on the TIP (listed as MPMS# 16248) with construction funding of \$6,000,000 during the first four (4) years, at a contribution level of 80% federal, 15% state, and 5% local. The Township has budgeted its proportional share in its Capital Improvement Program.

- Ardmore Transit Center – Proposed Project (MPMS 73214)

Significant parking and mass transit facility deficiencies have been identified in Ardmore, the municipal seat of Lower Merion Township. These deficiencies include the need for parking and new facilities for the SEPTA/Amtrak train station, commuter parking, the municipal complex and the business district. In 2002, the Township received a grant from the Delaware Valley Regional Planning Commission (DVRPC) to undertake master planning for the development of an Ardmore Transit Center. This grant was matched with Community Development Block Grant Funds provided to the Township for planning. Since that time, the Township and Montgomery County have approved the Ardmore Redevelopment Area Plan that includes the revitalization of the train station area, commuter parking lots and pedestrian and bus linkages.

In 2005, the Township received notification that funding of \$518,880 for improvements to the Anderson Avenue underpass was approved in the State's Home Town/Safe Streets budget. The Township also received a matching grant of \$300,000 from the Montgomery County Community Revitalization Program for this project. Engineering design work has been completed and the project will be bid through the PennDOT system.

With the assistance of a \$300,000 grant from the County Revitalization program, the Township is now under construction with the realignment of the Lancaster Avenue and Ardmore Avenue intersection and the installation of streetscape improvements. All required Right-of-Way has been secured and transferred to PennDOT. These two related improvements were proposed in the Ardmore Transit Center Master Plan.

The Township has been successful in its efforts to secure federal and state funding for a number of the proposed transportation projects. In December of 2004, SEPTA and the Township received notification of a \$5,800,000 appropriation in the Federal Transportation Administration budget in the Omnibus Appropriation Bill for the transit improvements. The Ardmore Transit Center will be a mixed-use inter-modal transit facility incorporating a new

Mr. Barry Seymour

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train station, platforms, pedestrian connections with bus routes, parking garage, mixed-use facilities (retail, commercial, residential, etc.) and associated public infrastructure improvements. The Center will have the added benefit of stimulating economic revitalization in the Ardmore Business District and improving the existing pedestrian, traffic, parking, and environmental conditions in Lower Merion.

In 2006, SEPTA and the Township entered into a Master Agreement obligating the \$5,800,000 appropriation in the Federal Transportation Administration budget from 2006 Omnibus Appropriation Bill for the improvements. These funds are matched on an 80%/20% basis by the Township. In April 2009, the Township, as sub-recipient to SEPTA entered into an agreement with Urban Engineers to provide design and engineering services for the Ardmore Transit Center. Engineering is now progressing to the 45% design phase with completion expected in 2011. In addition to engineering, other work completed to date to advance the project include the NEPA requirements of Environmental Assessment, Determination of Effect report, Phase One and Two Environmental reports, Phase 1 Archeological report and geotechnical testing of the track, platform and parking areas. A "No Adverse Impact" finding has been issued by the Pennsylvania Historical and Museum Commission.

The Ardmore Transit Center will be a mixed-use inter-modal transit facility incorporating a new train station, ADA accessible high-level platforms, pedestrian connections with bus route connections, parking garage, mixed-use facilities (retail, commercial, residential, etc.) and associated streetscape and public infrastructure improvements. The Ardmore Transit Center will have the added benefit of stimulating economic revitalization in the Ardmore Business District and improving the existing pedestrian, traffic, parking, and environmental conditions in Lower Merion. The Township selected Philadelphia-based Dranoff Properties to be the developer of the private mixed-use project. In 2008, the Township entered into a Development Agreement with Dranoff Properties who will also be responsible for construction of the entire project.

The federally required Environmental Assessment including Section 106 and Section 4(f) reviews are completed. Currently, this project is not shown at all on the draft 2011-2014 TIP, and the Township requests the reinstatement of the project and that the TIP include funding of \$3,240,000 for final engineering, planning and design and \$28,000,000 for construction, at a funding source of 80% federal, 15% state and 5% local. The Township has budgeted and is spending its proportional share in its Capital Improvement Program and is working in partnership with both SEPTA and Amtrak. SEPTA has included the Ardmore Transit Center in their Capital Budget and also reimburses the Township for its proportional share under the Master Funding Agreement that has been extended to December 2013.

The Township, through the Montgomery County Redevelopment Authority, has entered into a contract with the state of Pennsylvania that obligates a \$6,000,000 Redevelopment Assistance Capital Project grant for construction of the Ardmore Transit Center. The state Department of Community and Economic Development has also provided \$75,000 in grant

Mr. Barry Seymour

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funds for pre-development design costs. In addition, the Montgomery County Redevelopment Authority has committed \$250,000 in grant funds for streetscape improvements for the project. The Township is in the process of submitting a grant application for \$500,000 from the Growing Greener program for construction of a portion of the public improvements. In addition, SEPTA has submitted a request for an additional \$10,000,000 federal appropriation in 2011 for construction of the public and transit improvements. These grants and other funding efforts could be imperiled by the removal of the Ardmore Transit Center from the TIP and therefore we request that it be reinstated.

The Ardmore Transit Center project is consistent with the Pennsylvania Transportation Policy Plan since it meets the goal for enhanced inter-modal connections between inner-city and regional rail lines. The project will significantly encourage the use of mass transit, thus reducing congestion on local, regional and interstate roadways and further supporting and expanding improved transit accessibility for commuters. Since the Ardmore station is the only Amtrak stop in Montgomery County, it will encourage the use of rail for both inter-state and intra-state passenger transportation. This will be a significant enhancement for riders regularly using the Northeast Corridor Amtrak system. The improvement of public transit infrastructure will contribute to increased economic development and meet State urban revitalization goals. A discreetly functional complex of pedestrian, mass transit, parking, shopping, retail, services and businesses, the Ardmore Transit Center project will enhance the community and establish growth in an organized and desirable approach significantly contributing to the revitalization of the commercial center of this major first tier suburb, thus reducing pressure for suburban sprawl in the outlying areas.

- Conshohocken State Road/Mill Creek Road Reconstruction – Proposed Project

This project consists of the repair and reconstruction of Conshohocken State Road, (State Route 23) from Mill Creek Road to Hollow Road and of Mill Creek Road south of Conshohocken State Road to River Road. Conshohocken State Road is a key alternate route and feeder to the Schuylkill Expressway (I-76) which is heavily used when severe congestion occurs on the Expressway. Mill Creek Road feeds Conshohocken State Road and serves as a connection to River Road another alternative to the Expressway, although limited to automobile traffic due to overhead clearance restrictions. Both roadways are exhibiting signs of severe distress requiring major repairs and/or reconstruction to prevent further deterioration including possible embankment failure that would severely limit or prevent their continued use. A preliminary engineering analysis identified signs of pavement and subgrade failure, pavement sliding and dipping, roadway embankment failure, retaining wall movement and inadequate drainage facilities. Design can be completed in late 2010. The Township again requests that the TIP include funding of \$150,000 for design and \$750,000 for construction of this project, at a funding source of 100% Local for design and 100% State and Federal for construction in the first four (4) years of the draft TIP. The Township has budgeted its proportional share in its Capital Improvement Program.

All of the aforementioned projects provide significant benefits that transcend the boundaries of Lower Merion Township. Furthermore, the Township's projects meet a number of identified criteria for funding, including: repair of structurally deficient bridges (Union Avenue and Pennswood Road);

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regional congestion reduction and safety improvement measures (Rock Hill Road/Belmont Avenue); economic development and community revitalization (Rock Hill Road/Belmont Avenue and Ardmore Transit Center); and increased transit utilization (Ardmore Transit Center). Additionally, several of these projects were identified on previous TIPs, and the Township has more than fulfilled their part of the locally-sponsored transportation funding process by fully funding design and partial right-of-way costs, and has successfully advanced the project designs independent of PennDOT oversight. In the case of the Rock Hill Road and Belmont Avenue project, I would like to point to the fact that the Township has already committed almost \$3 million of our own funds to the project before a single dollar of state or federal funds have been committed to the project as proof of our dedication to the completion of TIP projects for the benefit of the region.

The Township has in the past and will continue to actively support the Twelve Year Program and its goals to improve safety, enhance mobility and the movement of goods, and the preservation of the transportation system by providing worthy candidates that provide regional as well as local benefits, and by providing the local required funding. The financial support of the Delaware Valley Regional Transportation Commission is essential to the success of the above initiatives. Therefore, we respectfully request your support.

As previously noted, we request a meeting with you at your earliest convenience to discuss the quantitative and qualitative merits of the projects that were kept on the Draft 2011-2014 TIP for the region as compared to the merits of the projects that were removed from the TIP and relocated to the "Illustrative List of Projects."

Sincerely,



Douglas S. Cleland
Township Manager

cc: Elizabeth Schoonmaker, DVRPC
President and Members of the Board of Commissioners

Public Comment Form

Draft FY2011 TIP for PA

Transportation Improvement Program



Item ID# A.28

Name: Christopher J. Blazic

County: Montgomery County

Project Title: General Comment

Comment:

i do not understand the reason SEPTA wants to spend so much money on a parking garage in Jenkintown. At a cost of \$100,000 dollars a spot, SEPTA's, money would be better spent fixing the bottleneck of transit lines at Wayne Junction. A garage at Jenkintown encourages folks to drive from outlying districts instead of taking the train from their home station. The roads in the Jenkintown-Wyncote area are two lane residential roads, not commuter roads. As a nation we are moving away from fossil fuels, why encourage more driving. Doesn't make sense to use the money to increase ttrain service to outer stations such as Doylestown or Lansdale and keep all the traffic out of an established residential neighborhood. I just don't see the logic of the parking garage. If service is increased to outer suburbs ridership increases, and driving decreases. Thank you.

Comment ID: 286

Public Comment Form

Draft FY2011 TIP for PA

Transportation Improvement Program



Item ID# A.29

Name: Jon Frey, Pennsylvania Transit Expansion Coalition (PA-TEC)

County: Montgomery County

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

PA-TEC agrees that regional funding for capital projects for SEPTA is severely limited. PA-TEC recognizes that SEPTA's financial strategy is to minimize operating costs because funding formulas require strict adherence to a financially conservative operation. PA-TEC is concerned that the projects SEPTA has chosen and DVARP has rubber-stamped will make degrade the performance, operation and fundability of the system worse. Building a parking garage that recovers less of its operating costs and serves few, if any, new passengers is the wrong strategy. Pretending that only rail projects increase SEPTA's operating shortfall is intellectually dishonest - garages, fiber optic networks, smart stations and non-standard custom rail cars all make their own contributions to SEPTA's increased operating costs. There's probably only one project that would break even, and that's automated fare collection. Strangely, SEPTA has chosen to sideline the fare collection upgrade project in favor of other projects that do not improve revenue collection or efficiency. In the meantime, extending the Newtown Commuter Rail Corridor, which would recover more of its operating costs and serve thousands of new passengers is a much better choice than anything that's being seriously discussed, most notably the Jenkintown-Wyncote Parking Garage project, and the future Glenside Parking Garage project. Let's stop saying that SEPTA can't afford to do expansions but they can afford to waste money on garages and unnecessary "enhancements".

Comment ID: 333

Item ID# A.30

Anderson, Gastonia

From: TIP Plan Comments
Sent: Friday, June 11, 2010 10:20 AM
To: Anderson, Gastonia
Subject: FW: TIP comments-Transit-Garages for Jenkintown / Glenside

From: Scott Gillanders [mailto:sgillanders@44businesscapital.com]
Sent: Thursday, June 10, 2010 12:17 PM
To: TIP Plan Comments
Subject: TIP comments-Transit-Garages for Jenkintown / Glenside

I am not in support of garages for parking at either SEPTA station, Jenkintown or Glenside. These stations should be supported by more frequent rail service and feeder busses from business and neighborhood centers to encourage ridership. Care should be taken to support other stations along the R2/R3/R5 to increase feeder bus and TOD at these stations to increase ridership.

The creation of garages at Jenkintown & Glenside do not provide an adequate return on investment for SEPTA, when the funds could be allocated to transit improvements along the entire corridor, including extension of service to Quakertown.

Therefore I respectfully comment the TIP inclusion of these garage projects is not in the best interest of the neighborhoods or the rail system.

Regards,

Scott Gillanders
VP-Credit Manager
44 Business Capital LLC
1787 Sentry Parkway West
Building 16, Suite 210
Blue Bell, PA 19422
267.434.2364
267.434.2365 f

sgillanders@44businesscapital.com

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6/11/2010

Public Comment Form
Draft FY2011 TIP for PA
Transportation Improvement Program



Item ID# A.31

Name: John Boyle, Bicycle Coalition of Greater Philadelphia

County: Montgomery County

Project Title: Bethlehem Pike Roadway Streetscape Improv. (TCSP)

MPMS ID: 87938

Comment:

We strongly support this project. We think that share the road signs are inadequate for bicyclists. Shared Lane Markings or Sharrows should be included, especially on the parking side of the project to encourage cyclists to ride outside the door zone and to make motorists aware that they should expect bicyclists in the travel lane.

Comment ID: 261

Public Comment Form

Draft FY2011 TIP for PA

Transportation Improvement Program



Item ID# A.32

Name: John Boyle, Bicycle Coalition of Greater Philadelphia

County: Montgomery County

Project Title: Cowpath Rd./Godshall Rd./Broad St.

MPMS ID: 57864

Comment:

We support the 4 foot minimum shoulder width, we also hope that a bike pocket be installed to the left of right turn lanes.

Comment ID: 250



Advocacy
Sustainability
Partnerships

June 30, 2010

Elizabeth Schoonmaker
Manager, Office of Capital Programs
DVRPC
190 N. Independence Mall West
Philadelphia, PA 19106

Re: Ardmore Transportation Center and FY 2011-2014 TIP

Dear Elizabeth:

GVF, a 501(c)(4) not-for-profit Transportation Management Association, requests that the Ardmore Transportation Center (MPMS #73214) be added to DVRPC's FY 2011-2014 TIP. This project, which previously appeared in the DVRPC's FY 2007 TIP and SEPTA requested to be added to DVRPC's FY 2009 TIP, is advancing rapidly through the design phase, has funding for the project obligated from various sources, and has a construction deadline set that falls within the timeframe of this TIP cycle. Moreover, removing the Ardmore Transportation Center from the TIP could endanger the project's eligibility for funding that has already been obligated and may be pursued in the future.

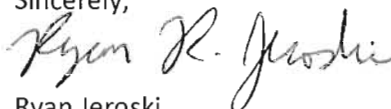
While GVF understands the fiscally constrained nature of the TIP, and transit-related project in particular due to the FHWA's rejection of the Commonwealth's I-80 tolling application, we believe that several elements of the Ardmore Transportation Center qualify it for placement on the TIP. Though the project has been deferred in SEPTA's capital budget, SEPTA will continue to fund the project through design, which will continue into 2011. The funding for design comes from a roughly \$6 million FTA grant secured by Congressman Jim Gerlach's office in FY 2005. While this funding has been obligated, it has not been fully spent. Recent issues with right-of-way for Amtrak's electrical transmission wires, which delayed the design process for six to nine months, have been resolved. The engineering is now nearing the 45% design phase, and the final environmental review has been submitted to the FTA.

Funding for the project has already been obligated from several sources, and a deadline for construction has been set. In addition to the FY 2005 appropriation from Congressman Gerlach, Pennsylvania's Redevelopment Capital Assistance Grant Program and Montgomery County have committed \$6 million and \$250,000 respectively for the project. These two funding obligations could potentially be compromised if the project is removed from the TIP. SEPTA also submitted FY 2010-2011 appropriation requests to US Senators Arlen Specter and Robert Casey in the amount of \$10 million for the Ardmore Transportation Center. Dranoff Properties, Lower Merion's private development partner, has also committed to contributing funding for the private sector portion of the project. Dranoff Properties is contractually required to begin construction of the Ardmore Transportation Center by December 31, 2013, well within the boundary of this TIP cycle.

As mentioned previously, GVF understands the current fiscal realities of the TIP and SEPTA's Capital Budget. We believe that the Ardmore Transportation Center should be placed on the FY 2011-2014 TIP

due to the fact that it currently has enough funding obligated, in the form of the \$6 million FTA grant, to complete the design process. GVF believes this strongly differentiates the Ardmore Transportation Center from other projects, which lack the funding to complete their design. We would request that the Ardmore Transportation Center be added to the FY 2011-2014 TIP until the project has completed design, at which point there can be a re-evaluation of the project's TIP status given the availability of funding for construction. We appreciate your attention to this matter.

Sincerely,



Ryan Jeroski

Project Manager, GVF

Public Comment Form
Draft FY2011 TIP for PA
Transportation Improvement Program



Item ID# A.34

Name: John Scott, Pennsylvania Transit Expansion Coalition (PA-TEC)

County: Montgomery County

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

Cty/Operator: SEPTA; MPMS#: 84642; Project: Jenkintown Platform and Garage Project A popular station pulling from a large area is a good thing, except under one condition - when it cannibalizes the other stations. Cannibalizing riders from other stations causes a problem because it ultimately reduces ridership at those stations. That, in turn, leads to reduced service, because service is scheduled based on ridership. Reduced service causes more riders to seek stations with more frequent service. The system is in a situation they call a positive feedback loop, otherwise known as vicious cycle. The May 2009 SEPTA Parking Preferences Survey for the Jenkintown Station project confirmed that this case exists as riders from Melrose Park are reverse commuting to Jenkintown because their station lacks the same service level as Jenkintown. To remedy this situation and demagnetize Jenkintown for Melrose Park riders, service at Melrose Park should be increased to draw riders from that area back to Melrose Park Station.

Comment ID: 326

Public Comment Form
Draft FY2011 TIP for PA
Transportation Improvement Program



Item ID# A.35

Name: John Scott, Pennsylvania Transit Expansion Coalition (PA-TEC)

County: Montgomery County

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

Cty/Operator: SEPTA; MPMS#: 84642; Project: Jenkintown Platform and Garage Project The 280 additional spots in Jenkintown are not likely to be filled by new riders, and hence they don't accomplish the objective of increased net new ridership. Jenkintown is currently experiencing near zero population growth, and is not likely to change as there is no room for new development. Therefore, in order for the 280 new parking spots at the proposed Jenkintown-Wyncote Transportation Center to translate to new riders, the riders have to come from outside the community. The proposed Jenkintown-Wyncote parking garage either produces no new riders or no new local riders. This indicates that the proposed placement of SEPTA's parking garage should be located near the demand for service instead of drawing the demand to the service. Current and potential commuters would be more likely to utilize commuter rail if the garage was located closer to where they live instead of commuting to the garage. Placing the parking garage further from current and projected future population growth will act as a deterrent for use of the commuter rail system.

Comment ID: 327

Public Comment Form
Draft FY2011 TIP for PA
Transportation Improvement Program



Item ID# A.36

Name: Thomas K. McHugh

County: Montgomery County

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

Cty/Operator: SEPTA; MPMS#: 84642; Project: Jenkintown Platform and Garage Project The project description incorrectly states that the existing parking lot "cannot be expanded further due to physical constraints of the site." In fact many designs by professional architects for significant additional surface parking have been submitted to SEPTA for review. The latest SEPTA 30% design plans include additional surface parking for 31 cars. If some of the 403 non-local train riders that drive to and park at Jenkintown-Wyncote Station every work day were provided with better service and more parking at their home station, there would be no need for additional parking at J-W Station. The non-local train riders that drive to and park at J-W made it crystal clear in the May 2009 rider survey that they need and want better train service and more parking at their home station.

Comment ID: 314

Public Comment Form
Draft FY2011 TIP for PA
Transportation Improvement Program



Item ID# A.37

Name: Melanie Vallerio

County: Montgomery County

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

Cty/Operator: SEPTA; MPMS#: 84642; Project: Jenkintown Platform and Garage Project I would like to know if anyone is looking into moving the parking garage closer to or adding access from Washington Lane to lessen the impact on the small streets and Historic Neighborhood.If not WHY ?

Comment ID: 307

Public Comment Form

Draft FY2011 TIP for PA

Transportation Improvement Program



Item ID# A.38

Name: H. Lee Schwartzberg, Jr.

County: Montgomery County

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

Cty/Operator: SEPTA; MPMS#: 84642; Project: Jenkintown Platform and Garage Project Presently drive at least 7 miles to the R3 or more to the R7 line, but I live within a mile of the old Newtown rail line. It is mind boggling that we keep that line closed as waves of oil wash up on the Gulf coast. I request that the DVRPC conduct a new feasibility study on the viability of the Newtown rail corridor as an alternative to parking expansion and as a means to reduce vehicle miles travelled, carbon emissions, and its potential for expanding transit use in this region. This study must evaluate conditions on all ex-Reading commuter rail lines, identify current deficiencies in terms of service and access, the effect of these deficiencies, and a list of remedies that increases the use of commuter rail, reduces vehicle miles travelled (VMT), and improves local economies. Studies show that the reinstatement of Newtown rail service will be the best solution for driving long term sustainability, reduced VMT, and creating new transit riders on all regional rail lines in the study area. Because of our severely limited funding for capital projects, this region cannot afford to squander what little funding that is available on projects that do not effectively increase rider miles on mass transit. \$27 million dollars for 280 additional riders, many of which will not be new riders, is an immoral use of public money. The Jenkintown Garage goes against all directives as outlined in the DVRPC's Long Range plan. The garage will increase carbon emissions, oil consumption, maintain current dependencies on automobile ownership, and have people drive even closer to the city. DVRPC's sanctioning of this project indicates a lack of commitment to the goals set forth in the long range plan, and endorses the continual contraction of our regional rail system. We cannot afford this waste in any economy.

Comment ID: 328

Public Comment Form

Draft FY2011 TIP for PA

Transportation Improvement Program



Item ID# A.39

Name: Jason Donahue

County: Montgomery County

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

Cty/Operator: SEPTA; MPMS#: 84642; Project: Jenkintown Platform and Garage Project I request that the DVRPC conducts a new feasibility study on the viability of the Newtown rail corridor as an alternative to parking expansion and as a means to reduce vehicle miles travelled, carbon emissions, and its potential for expanding transit use in this region. This study must evaluate conditions on all ex-Reading commuter rail lines, identify current deficiencies in terms of service and access, the effect of these deficiencies, and a list of remedies that increases the use of commuter rail, reduces vehicle miles travelled (VMT), and improves local economies. Studies show that the reinstatement of Newtown rail service will be the best solution for driving long term sustainability, reduced VMT, and creating new transit riders on all regional rail lines in the study area. Because of our severely limited funding for capital projects, this region cannot afford to squander what little funding that is available on projects that do not effectively increase rider miles on mass transit. \$27 million dollars for 280 additional riders, many of which will not be new riders, is an immoral use of public money. The Jenkintown Garage goes against all directives as outlined in the DVRPC's Long Range plan. The garage will increase carbon emissions, oil consumption and maintain current dependencies on automobile ownership. DVRPC's sanctioning of this project indicates a lack of commitment to the goals set forth in the long range plan, and endorses the continual contraction of our regional rail system. We cannot afford this waste in any economy. Thank you, Jason Donahue 267-481-2875 jaybie@gmail.com

Comment ID: 287

Public Comment Form

Draft FY2011 TIP for PA

Transportation Improvement Program



Item ID# A.40

Name: Jim Muldoon, Pennsylvania Transit Expansion Coalition (PA-TEC)

County: Montgomery County

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

Cty/Operator: SEPTA; MPMS#: 84642; Project: Jenkintown Platform and Garage Project I request that the DVRPC conducts a new feasibility study on the viability of the Newtown rail corridor as an alternative to parking expansion and as a means to reduce vehicle miles travelled, carbon emissions, and its potential for expanding transit use in this region. This study must evaluate conditions on all ex-Reading commuter rail lines, identify current deficiencies in terms of service and access, the effect of these deficiencies, and a list of remedies that increases the use of commuter rail, reduces vehicle miles travelled (VMT), and improves local economies. Studies show that the reinstatement of Newtown rail service will be the best solution for driving long term sustainability, reduced VMT, and creating new transit riders on all regional rail lines in the study area. Because of our severely limited funding for capital projects, this region cannot afford to squander what little funding that is available on projects that do not effectively increase rider miles on mass transit. \$27 million dollars for 280 additional riders, many of which will not be new riders, is an immoral use of public money. The Jenkintown Garage goes against all directives as outlined in the DVRPC's Long Range plan. The garage will increase carbon emissions, oil consumption and maintain current dependencies on automobile ownership. DVRPC's sanctioning of this project indicates a lack of commitment to the goals set forth in the long range plan, and endorses the continual contraction of our regional rail system. We cannot afford this waste in any economy. Thank you for your time and consideration.

Comment ID: 180

Public Comment Form

Draft FY2011 TIP for PA

Transportation Improvement Program



Item ID# A.41

Name: Joseph Avon

County: Montgomery County

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

Cty/Operator: SEPTA; MPMS#: 84642; Project: Jenkintown Platform and Garage Project. I request that the DVRPC conduct a new feasibility study on the viability of the Newtown rail corridor as an alternative to parking expansion and as a means to reduce vehicle miles traveled, carbon emissions, and its potential for expanding transit use in this region. This study must evaluate conditions on all ex-Reading commuter rail lines, identify current deficiencies in terms of service and access, the effect of these deficiencies, and a list of remedies that increases the use of commuter rail, reduces vehicle miles traveled (VMT), and improves local economies. Studies show that the reinstatement of Newtown rail service will be the best solution for driving long term sustainability, reduced VMT, and creating new transit riders on all regional rail lines in the study area. Because of our severely limited funding for capital projects, this region cannot afford to squander what little funding that is available on projects that do not effectively increase rider miles on mass transit. \$27 million dollars for 280 additional riders, many of which will not be new riders, is an immoral use of public money. The Jenkintown Garage goes against all directives as outlined in the DVRPC's Long Range plan. The garage will increase carbon emissions, oil consumption and maintain current dependencies on automobile ownership. DVRPC's sanctioning of this project indicates a lack of commitment to the goals set forth in the long range plan, and endorses the continual contraction of our regional rail system. We cannot afford this waste in any economy.

Comment ID: 171

Public Comment Form

Draft FY2011 TIP for PA

Transportation Improvement Program



Item ID# A.42

Name: Lindsay Snyder

County: Montgomery County

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

Cty/Operator: SEPTA; MPMS#: 84642; Project: Jenkintown Platform and Garage Project I request that the DVRPC conducts a new feasibility study on the viability of the Newtown rail corridor as an alternative to parking expansion and as a means to reduce vehicle miles travelled, carbon emissions, and its potential for expanding transit use in this region. This study must evaluate conditions on all ex-Reading commuter rail lines, identify current deficiencies in terms of service and access, the effect of these deficiencies, and a list of remedies that increases the use of commuter rail, reduces vehicle miles travelled (VMT), and improves local economies. Studies show that the reinstatement of Newtown rail service will be the best solution for driving long term sustainability, reduced VMT, and creating new transit riders on all regional rail lines in the study area. Because of our severely limited funding for capital projects, this region cannot afford to squander what little funding that is available on projects that do not effectively increase rider miles on mass transit. \$27 million dollars for 280 additional riders, many of which will not be new riders, is an immoral use of public money. The Jenkintown Garage goes against all directives as outlined in the DVRPC's Long Range plan. The garage will increase carbon emissions, oil consumption and maintain current dependencies on automobile ownership. DVRPC's sanctioning of this project indicates a lack of commitment to the goals set forth in the long range plan, and endorses the continual contraction of our regional rail system. We cannot afford this waste in any economy.

Comment ID: 166

Public Comment Form
Draft FY2011 TIP for PA
Transportation Improvement Program



Item ID# A.43

Name: Hans Peters

County: Montgomery County

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

Cty/Operator: SEPTA; MPMS#: 84642; Project: Jenkintown Platform and Garage Project I am very concerned that this project will cause severe traffic congestion by drawing commuters from a wider region. Rather than adding a large number of parking spaces at one location, expansion of service such as re-opening the extension of the R-8 line, allowing bicycles on trains during peak times, and improving parking at all stations, is a better approach. Thank you.

Comment ID: 172

Public Comment Form

Draft FY2011 TIP for PA

Transportation Improvement Program



Item ID# A.44

Name: Andrew D Hoffman

County: Montgomery County

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

Cty/Operator: SEPTA; MPMS#: 84642; Project: Jenkintown Platform and Garage Project. I believe this project is in line with the seeming policy of neglect of service on warminster, doylestown, and especially west trenton regional rail lines. These lines need proper parking at the existing stations, vs attempting to draw riders in at a station farther in from the endpoint terminals. While this one project may have short term benefits, which include employment for contractors, the long term needs of the region call for proper management of the lines from their respective terminals, proper parking at west trenton, doylestown, and safer parking with more pronounced signage at warminster will result in increased ridership, and will allow possible re-activation of the R8 line to newtown to handle this increased interest in regional rail service. The goal of SEPTA and DVRPC should be the expansion of rail lines and service, not the consolidation that will only lead to even fewer people taking an interest in becoming regular passengers. There is every reason to believe that SEPTA truly wishes to abandon its regional rail operations, based on its schedules, station conditions, lack of investment in modern rolling stock, and little or no advertising of its rail services. If this happened, the region would be far worse for it. I truly believe that if stations were repaired, given high platforms where possible, service increased, and parking expanded at outlying stations, people would flock to regional rail. - Andy H.

Comment ID: 173

Public Comment Form
Draft FY2011 TIP for PA
Transportation Improvement Program



Item ID# A.45

Name: Cathy Lipshutz

County: Montgomery County

Project Title: General Comment

Comment:

Please take this opportunity to submit a comment on their website, asking them to suspend MPMS#84642 which is the Jenkintown Commuter Parking Garage. This project, if built as proposed, will draw riders further away from their home station, and will starve the Warminster, West Trenton and Doylestown Branch lines from future investment and service improvements, and will guarantee that the R8 Newtown line remains closed! PA-TEC has asked the DVRPC to put a moratorium on this project until a comprehensive study can be completed that analyzes the current deficiencies on all commuter rail lines around the Newtown Line 2019s rider shed, which includes the R2 Warminster, R3 West Trenton, R5 Doylestown and R7 Trenton Lines. Without looking at the big picture, our region will waste \$31 million dollars for only 280 new parking spots at Jenkintown. The balance of the study for the Jenkintown Garage is \$4.1 million dollars and has been earmarked by Congresswoman Allyson K. Schwartz. In order to redirect this funding for a more comprehensive study, that may or may not include the Newtown Line, Congresswoman Schwartz must approve the change in legislation which authorized this funding. You may also consider contacting your Congressional representative, and ask them to have Congress change the scope for the use of this funding.

Comment ID: 167

Public Comment Form
Draft FY2011 TIP for PA
Transportation Improvement Program



Item ID# A.46

Name: Patricia Scorsone

County: Montgomery County

Project Title: General Comment

Comment:

Please do not build a parking garage at the Jenkintown station. It's a waste of taxpayer's money and it makes people drive more, not less.

Comment ID: 176

Public Comment Form
Draft FY2011 TIP for PA
Transportation Improvement Program



Item ID# A.47

Name: Steven Spadt

County: Montgomery County

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

Cty/Operator: SEPTA; MPMS#: 84642; Project: Jenkintown Platform and Garage

Project000a000aAs a local resident and commuter by foot + train, my concern is primarily for the well-being of my community. It is my understanding that due to the number of trains that stop in the Jenkintown station, it is already a popular location for commuters traveling by car from other areas, far and wide. Adding even more parking only compounds the problem by inviting ever more drivers to make Jenkintown their commuter station when there are much closer local options. 000a000aInstead of encouraging more drivers to come to our community, which is already congested with many more vehicles than our local, small-road community can reasonably and safely handle, it seems to me that public money should be invested in increasing service at the stations that are truly these commuters' "home stations." What really matters is getting commuters on SEPTA's regional rail system as far out as possible, so the goal should be to increase rider miles, not parking spots at a station that is so close to Philadelphia, itself. SEPTA should be taking service to the communities in which commuters live, not forcing people to drive from their communities to a parking garage in my town.000a

Comment ID: 288

Public Comment Form
Draft FY2011 TIP for PA
Transportation Improvement Program



Item ID# A.48

Name: John Goodman

County: Montgomery County

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

Cty/Operator: SEPTA; MPMS#: 84642; Project: Jenkintown Platform and Garage Project As a supporter of reinstated commuter rail service on SEPTA's R8 Fox Chase-Newtown Line, I am requesting that the feasibility study and alternatives analysis as part of the process for restoration of service on this corridor be included in the Delaware Valley Regional Planning Commission's proposed Transportation Improvement Plan (TIP), which is currently under consideration. I wish for my comments and support for this project to be included as a matter of public record as part of the process for the consideration of this important project in the proposed TIP. The Newtown line meets the goals and objectives of the DVRPC, which is to improve transit connections, reduce vehicle miles travelled, air pollution and road congestion. Additionally, restoration of service on this corridor will increase the number of residents that use transit. The Jenkintown parking garage does not. To date, neither SEPTA nor the DVRPC has considered any alternatives to building parking garages and more parking lots on other SEPTA rail lines in the region. Please strike this project from the TIP. It will not add new riders to SEPTA and cost us millions of dollars that could otherwise be used to reinstate R8 Newtown rail service which will add riders and remove cars from the road.

Comment ID: 203



Statement on Newtown Line Feasibility Study in DVRPC 2011-2014 Proposed Transportation Improvement Program

The Pennsylvania Transit Expansion Coalition calls on the DVRPC to suspend MPMS#84642, the Jenkintown-Wyncote Parking Garage project in favor of a new comprehensive study that evaluates performance and deficiencies of existing SEPTA rail stations on the R2/R3/R5 and R7 regional rail lines, as well as traffic patterns along the corridors that intersect these lines, and the R8 Newtown line.

PA-TEC requests that the DVRPC conducts a new feasibility study on the viability of the Newtown rail corridor as an alternative to parking expansion and as a means to reduce vehicle miles travelled, carbon emissions, and its potential for expanding transit use in this region. This study must evaluate conditions on all ex-Reading commuter rail lines, identify current deficiencies in terms of service and access, the effect of these deficiencies, and a list of remedies that increases the use of commuter rail, reduces vehicle miles travelled (VMT), and improves local economies. Studies show that the reinstatement of Newtown rail service will be the best solution for driving long term sustainability, reduced VMT, and creating new transit riders on all regional rail lines in the study area.

Because of our severely limited funding for capital projects, this region cannot afford to squander what little funding that is available on projects that do not effectively increase rider miles on mass transit. \$27 million dollars for 280 additional riders, many of which will not be new riders, is an immoral use of public money. The Jenkintown Garage goes against all directives as outlined in the DVRPC's Long Range plan. The garage will increase carbon emissions, oil consumption and maintain current dependencies on automobile ownership. DVRPC's sanctioning of this project indicates a lack of commitment to the goals set forth in the long range plan, and endorses the continual contraction of our regional rail system. We cannot afford this waste in any economy.

Please remove MPMS#84642, the Jenkintown-Wyncote Parking garage from the proposed 2011-2014 Transportation Improvement Program.

Thank You.

Paul Iverson
Vice-President
Pennsylvania Transit Expansion Coalition
www.R8Newtown.com

Public Comment Form
Draft FY2011 TIP for PA
Transportation Improvement Program



Item ID# A.50

Name: Beverly Maisey

County: Montgomery County

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

Cty/Operator: SEPTA; MPMS#: 84642; Project: Jenkintown Platform and Garage Project This is an incredibly wasteful and ill thought out project. The concerned citizens have proven time and again how expensive and unnecessary the parking garage is. As oft repeated, the money needs to be better spent on making more stops in more areas rather than continually curtailing stops to the outer suburbs. The DVRCP and SEPTA should be looking at having people DRIVE LESS by offering them the option of taking a train from a station closer to their own home, rather than having them drive more. I am frustrated with the DVRCP and SEPTA's lack of vision and planning and with their total unconcern about the additional pollution from automobiles this lack is and will continue to cause if they continue down this unsustainable path. And I also feel it is highly offensive of them to go for a LEED rating and as a LEED AP myself, I have every intention of letting the USGBC know what an oxymoron it is and that other things needed to be evaluated such as the overall impact this parking garage will cause.

Comment ID: 296

Public Comment Form

Draft FY2011 TIP for PA

Transportation Improvement Program



Item ID# A.51

Name: Thomas K. McHugh

County: Montgomery County

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

Cty/Operator: SEPTA; MPMS#: 84642; Project: Jenkintown Platform and Garage Project The feasibility study sited in the project description had as its foundation a year 2000 (revised 2004) rider parking preference study which was found by experts in survey design and survey data analysis, to be seriously flawed to the point of being worthless. SEPTA representatives at public meetings in both Jenkintown Borough and Cheltenham Township agreed in front of large groups of interested citizens that the 2000/2004 survey and analysis was invalid and an entirely new survey needed to be designed, administered and analyzed. A new rider survey was designed by a SEPTA consultant with significant input from members of the community surrounding the Station who are expert in survey design and analysis. The new survey was conducted in May 2009. The results of the new survey clearly show that 76.5% of the riders that park at Jenkintown-Wyncote Station do not consider J-W to be their local station. 57% of those non-local parkers drive 3 or more miles through congested rush hour streets to park at J-W. 28% of those non-local parkers drive 5 or more miles through congested rush hour streets to park at J-W. For a better understanding of the data please review the Cheltenham Chamber of Citizens presentation of January 13, 2010 which can be viewed at the following link: <http://www.cheltenhamtownship.com/SEPTA/CCC%20Presentation%2031%20Jan%202010%20Ver%201.4%20Revised.pdf> Because the undisputed facts reveal that there is not a parking problem at J-W Station, but rather a driving problem caused by riders that need and want better service and more parking at their home station, planning for a parking garage at J-W Station should be stopped and those funds should be used to enhance service and parking throughout the commuter rail system in a way that will better reduce VMT and GHG emissions.

Comment ID: 311

Public Comment Form

Draft FY2011 TIP for PA

Transportation Improvement Program



Item ID# A.52

Name: Olga McHugh, President of Cheltenham Chamber of Citizens (CCC)

County: Montgomery County

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

Cheltenham Chamber of Citizens, a community organization made up of members from both Jenkintown Borough and Cheltenham Township (Wyncote is located in Cheltenham Township) is supportive of DVRPC's RCC's Statement, which was adopted on May 18, 2010. For your convenience, the statement is copied below: The RCC is the Regional Citizens' Committee for the Delaware Valley Regional Planning Commission (DVRPC) STATEMENT/RESOLUTION ADOPTED ON 5/18/10 We believe that the DVRPC Board should seek to avoid concentration of capital expenditures, facilities, service levels, and station-area automobile traffic at a few locations. A larger number of much-lower-cost, interrelated infrastructure and service improvements at diverse locations will sooner bring us a more capable and efficient transportation system. In the meantime, we urge a moratorium on construction of regional rail parking garages in favor of return to just-in-time incremental and economical expansion of the current parking stock. RCC welcomes DVRPC's participation in the Jenkintown-Wyncote Region Commute Preferences and Parking Needs Study. Beginning in that neighborhood, discussions have expanded concerning how our rail system and its parking should best develop and expand to meet our needs at a time of difficult energy and environmental issues. Data from that study in conjunction with other data show that: 1. Jenkintown and Glenside stations, which have much higher service levels than surrounding stations, have diverted some 400 passengers from those other "home stations". 2. The largest diversion is from stations of the Warminster line, about 134. Since 1976, Warminster line service levels have been reduced from 50 weekday trains to only 43, despite large increases in tributary population. This reduction matches the 14% average cut on all regional rail lines which were operated then and now. As we know, only one line (to the Airport) has been added while five others have been partly or completely discontinued. 3. Peak service levels in several cases do not meet the minimal requirements of SEPTA's service standards, every 30 minutes in the peak traffic direction during peak travel hours. 4. A projected parking garage near the present Jenkintown-Wyncote station would increase the parking supply there to further divert passengers from nearby stations. The cost would approximate \$100,000 per added parking space. Currently, extensions of existing parking lots can cost about \$5000 per space. In fact, some surrounding stations with low service levels have a total of 200 vacant paved spaces which are now available for use. 5. The average number of parking spaces added yearly on four nearby lines has declined, according to a map from the Montgomery County Planning Commission. In the 1993-2009 period, an average of 163 spaces was added annually. Over the last four years, that average has declined to 44 new spaces yearly.

Comment ID: 312

Public Comment Form

Draft FY2011 TIP for PA

Transportation Improvement Program



Item ID# A.53

Name: Ed Tennyson, Pennsylvania Transit Expansion Coalition (PA-TEC)

County: Montgomery County

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

Cty/Operator: SEPTA; MPMS#: 84642; Project: Jenkintown Platform and Garage Project THE GARAGE IS ILLEGAL We have laws demanding we clean the air and cut energy waste. The garage in Jenkintown will foul the air and increase energy consumption. It is therefore illegal de facto, if not de juris. People farther north driving to Jenkintown will increase road congestion and contribute more to air pollution. It will also reduce SEPTA fare revenue on the R2, R3 AND R5 requiring more subsidy for for SEPTA. Garages do not pay for themselves, especially at the artificially low rates that SEPTA will charge. The garages will not qualify for additional operating subsidy under Section 9 of SAFETEA-LU. That means the operating shortfall will come from reduced service on the railroad. Increasing parking as a means of expanding ridership very bad planning. Some people walk to the station if there is one. Some people are one-car families and need that car for another family member mid-day. Then there is energy conservation. We send hundreds of BILLIONS of dollars out of the country every year to enemy nations to use against us. We must stop that. Cities with good rail transit save about 270 gallons of motor fuel every year per capita. If 35,000 people live along the Newtown Line beyond the R-2 or R-3, that will save \$28 million worth of gasoline a year. It will shorten the drive to the station for sure and keep more autos out of the most congested areas where slow speeds waste fuel. Ed Tennyson, Registered Professional Engineer Former Deputy Secretary of Transportation, Commonwealth of Pennsylvania

Comment ID: 319

Item ID# A.54**Name:** Olga S. McHugh**County:** Montgomery County**Project Title:** Jenkintown Platform and Garage Project**MPMS ID:** 84642**Comment:**

Cty/Operator: SEPTA; MPMS#: 84642; Project: Jenkintown Platform and Garage Project I do not oppose compliance with ADA regulations. I do oppose the spending of millions of dollars for the building of a parking garage to produce a net gain of approximately 250 spaces at a cost of \$108,000 per added parking space. This is a waste of my tax dollars and is immoral. SEPTA and DVRPC have not thoroughly explored alternatives to increase ridership, such as described in a letter written by Mr. John Pawson, a member of DVRPC's RCC. Please read Mr. Pawson's letter, copied below, it is a viable alternative to increase ridership, reduce traffic and greenhouse gases, all without spending \$27 Million dollars for a parking garage. Olga S. McHugh Resident in Wyncote, Montgomery County From: JohnPawson Pawson Subject: Better than Parking Garages: Improve Parking and Train Service All Around To: "RCC" , "DVARP" , "SEPTA Citizen Advisory Committee" Cc: "Candace Snyder" , "Jane Meconi" , "Joseph Hacker" , cheltenhamchamberofcitizens@gmail.com Date: Wednesday, May 12, 2010, 10:02 AM The Cheltenham Chamber of Citizens has done northern suburbanites a favor by opposing the construction of an aerial garage at Jenkintown-Wyncote train station. They have shown us that concentration of commuters and parking to "magnet" locations with energy-intensive parking garages is neither cost-effective nor environmentally responsible. It would increase energy use and vehicle miles traveled and reduce passenger miles on public transportation. While some commuters may be persuaded to live within walking distance of a station, many will need to drive there. This drive should be as short as possible; so passengers should get on a train as close to home as possible. Incremental amounts of new parking and added train service should be added inexpensively and environmentally responsibly where and when needed. There are a number of important factors in optimizing the existing train services to attract passengers at "home" stations:

- (1) Parking at each station should be kept adequate to the demands of its natural catchment area.
- (2) Numbers of trains during the 2-1/2-hour traffic peaks (6:30-9 am inbound and 3:30-6 pm outbound) should be at least five in order to meet SEPTA's Service Standards which call for peak service at least every 30 minutes at all stations,
- (3) The stopping times should be spread evenly with minimum spread occurring at the demand peak.
- (4) Because inner stations and their catchment areas are the easiest places to begin a drive to center city, consideration should be given to somewhat more frequent stops there.
- (5) The few persons who transfer among the three rail lines need a common transfer point. Fern Rock Transportation Center best meets that need because it also is the terminus of SEPTA's Broad Street subway line. Most trains should stop there. These principles need to be better observed in practice on the Doylestown, Warminster, and West Trenton rail lines. The 40 stations of the northern three rail lines may be geographically divided into 11 groups. Given first below are the number of inbound morning peak trains now stopping at each station or group of stations. Next are the ranges of intervals between trains (measured at Suburban Station), which can be seen to vary widely. An asterisk indicates an interval which exceeds the Service Standards.

- (1) Fern Rock Transportation Center: 13 station stops, intervals vary.
- (2) Melrose Park: 8 stops, intervals 15-31* minutes.
- (3) Elkins Park: 7 stops, 15-31* minutes.
- (4) Jenkintown: 14 stops, 3-22 minutes.
- (5) Glenside: 14 stops, 3-25 minutes.
- (6) North Hills, Oreland, Penllyn: 5 stops, 27-30 minutes.
- (7) Six other stations Fort Washington-Lansdale: 7 stops, 10-30 minutes.
- (8) Seven stations beyond Lansdale to Doylestown: 4 stops, 26-83* minutes (the last is at the end of the morning peak).
- (9) Six stations on the branch to Warminster: 5 stops, 28-35* minutes (only one of the intervals is less than 30 minutes).
- (10) Noble, Rydal, Meadowbrook on line to West Trenton: 5 stops, 18-42* minutes.
- (11) Other stations of West Trenton branch: 8 stops, 11-23 minutes. Similar data can be found for the 2-1/2-hour 4-6:30 pm afternoon peak, leading to similar issues. Areas around the nearby low-service stations generate most of the non-neighborhood patrons who drive to Jenkintown and Glenside stations, according to Jenkintown-Wyncote Station Region Commuter Preferences and Parking Needs Study. A total of about 398 persons drive from other neighborhoods to the two stations, dividing approximately as follows:

- (1) Among some 61 from the inner Lansdale line, 30 live near North Hills and 4 near Oreland. These could easily be accommodated in existing spaces.
- (2) Among some 134 from the Warminster line, 23 live near Ardsley, 35 near Roslyn, 40 near Willow Grove, and 22 near Warminster. Sufficient vacant spaces and SEPTA-owned or other vacant land exists among these locations to accommodate present and future parking demand.
- (3) Among some 90 from the inner West Trenton line, 23 live near Noble, 41 near Rydal or Meadowbrook, and 14 near Bethayres. Here too, more-than-sufficient paved or unpaved space exists near the stations.
- (4) About 30 drive outward from Elkins Park or Melrose Park. Sufficient unused parking spaces exist at Melrose Park

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Item ID# A.55

Name: Deb & Dave Conly

County: Montgomery County

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

Cty/Operator: SEPTA; MPMS#: 84642; Project: Jenkintown Platform and Garage Project SEPTA's proposed project for the Jenkintown-Wyncote Station is not a good use of my tax dollars. I support public transportation and our Pennsylvania tax dollars need to be spent on projects to benefit thousands of transit riders - not only a mere 250. A \$27M parking garage to gain 250 additional spaces is robbery, a waste of our tax dollars and is immoral. SEPTA needs oversight of their spending, planning and the daily operation of our public transportation system here in South Eastern Pennsylvania.

Comment ID: 298

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Draft FY2011 TIP for PA
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Item ID# A.56

Name: Beverly Levitsky

County: Montgomery County

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

Cty/Operator: SEPTA; MPMS#: 84642; Project: Jenkintown Platform and Garage Project My concern is that this project will have a negative impact on the Jenkintown/Wyncote residential community, causing increased traffic congestion on narrow residential streets, by commuters rushing to catch their train, jeopardizing the safety of our children walking to school bus stops, and for the elderly residents, who have lived in these neighborhoods for many years. There are already major safety concerns at the intersections of Heacock Lane, Webster Ave. and Glenside Ave., where commuters routinely speed around narrow curved portions of Glenside Ave. Another concern is a decrease in property values. Families residing in this community are currently planning to relocate due to the anticipated detrimental impact of this project, on the safety of our children and the quality of life in this neighborhood. I find it difficult to understand why the quality of life in Jenkintown/Wyncote areas is being sacrificed for the benefit of the residents of Warminster, West Trenton, Lansdale and Doylestown, when parking expansion projects within their own communities would be a more sensible solution.

Comment ID: 299

Item ID# A.57**Name:** Emily Stine**County:** Montgomery County**Project Title:** Jenkintown Platform and Garage Project**MPMS ID:** 84642**Comment:**

I am writing to ask that this parking garage project be removed from the TIP. I am also writing in support of the positions laid out in the following two documents (copied here for convenience): The RCC statement from 5/19/2010 calling on SEPTA to suspend their pursuit of parking garages and the 5/12/2010 email from John Pawson to RCC, DVARP and SEPTA CAC. 1) DCRPC RCC Statement At their 5/19/2010 meeting, the Delaware Valley Regional Planning Commission's Regional Citizens Committee adopted a statement calling on SEPTA to suspend their pursuit of parking garages across the regional rail system. The statement: We believe that the DVRPC Board should seek to avoid concentration of capital expenditures, facilities, service levels, and station-area automobile traffic at a few locations. A larger number of much-lower-cost, interrelated infrastructure and service improvements at diverse locations will sooner bring us a more capable and efficient transportation system. In the meantime, we urge a moratorium on construction of regional rail parking garages in favor of return to just-in-time incremental and economical expansion of the current parking stock. Data from that study in conjunction with other data show that: 1. Jenkintown and Glenside stations, which have much higher service levels than surrounding stations, have diverted some 400 passengers from those other "home stations". 2. The largest diversion is from stations of the Warminster line, about 134. Since 1976, Warminster line service levels have been reduced from 50 weekday trains to only 43, despite large increases in tributary population. This reduction matches the 14% average cut on all regional rail lines which were operated then and now. As we know, only one line (to the Airport) has been added while five others have been partly or completely discontinued. 3. Peak service levels in several cases do not meet the minimal requirements of SEPTA's service standards, every 30 minutes in the peak traffic direction during peak travel hours. 4. A projected parking garage near the present Jenkintown-Wyncote station would increase the parking supply there to further divert passengers from nearby stations. The cost would approximate \$100,000 per added parking space. Currently, extensions of existing parking lots can cost about \$5000 per space. In fact, some surrounding stations with low service levels have a total of 200 vacant paved spaces which are now available for use. 5. The average number of parking spaces added yearly on four nearby lines has declined, according to a map from the Montgomery County Planning Commission. In the 1993-2009 period, an average of 163 spaces was added annually. Over the last four years, that average has declined to 44 new spaces yearly. 2) Email from John Pawson to RCC, DVARP, SEPTA CAC From: JohnPawson Pawson [mailto:dvrails@yahoo.com] Sent:Wednesday, May 12, 2010 4:34 PM Subject: Better than Parking Garages: Improve Parking and Train Service All Around From: JohnPawson Pawson Subject: Better than Parking Garages: Improve Parking and Train Service All Around To: "RCC" , "DVARP" , "SEPTA Citizen Advisory Committee" Cc: "Candace Snyder" , "Jane Meconi" , "Joseph Hacker" , cheltenhamchamberofcitizens@gmail.com Date: Wednesday, May 12, 2010, 10:02 AM The Cheltenham Chamber of Citizens has done northern suburbanites a favor by opposing the construction of an aerial garage at Jenkintown-Wyncote train station. They have shown us that concentration of commuters and parking to "magnet" locations with energy-intensive parking garages is neither cost-effective nor environmentally responsible. It would increase energy use and vehicle miles traveled and reduce passenger miles on public transportation. While some commuters may be persuaded to live within walking distance of a station, many will need to drive there. This drive should be as short as possible; so passengers should get on a train as close to home as possible. Incremental amounts of new parking and added train service should be added inexpensively and environmentally responsibly where and when needed. There are a number of important factors in optimizing the existing train services to attract passengers at "home" stations: (1) Parking at each station should be kept adequate to the demands of its natural catchment area. (2) Numbers of trains during the 2-1/2-hour traffic peaks (6:30-9 am inbound and 3:30-6 pm outbound) should be at least five in order to meet SEPTA's Service Standards which call for peak service at least every 30 minutes at all stations, (3) The stopping times should be spread evenly with minimum spread occurring at the demand peak. (4) Because inner stations and their catchment areas are the easiest places to begin a drive to center city, consideration should be given to somewhat more frequent stops there. (5) The few persons who transfer among the three rail lines need a common transfer point. Fern Rock Transportation Center best meets that need because it also is the terminus of SEPTA's Broad Street subway line. Most trains should stop there. These principles need to be better observed in practice on the Doylestown, Warminster, and West Trenton rail lines. The 40 stations of the northern three rail lines may be geographically divided into 11 groups. Given first below are the number of inbound morning peak trains now

Item ID# A.58

Name: Suzanne Zak**County:** Montgomery County**Project Title:** General Comment**Comment:**

Representative Markosek: I understand that the State Transportation Committee is not aware of the calls by several civic groups and township governments requesting that SEPTA and the DVRPC re-evaluate its current plans for parking expansion at the Jenkintown and Glenside regional rail stations. I have emailed your office more than once about various aspects of this issue, as I know many others have done. So I hope the person who intercepts your emails is put on the red carpet for not alerting you to these. And I hope you will give this matter your undivided attention right now because the DVRPC's TIP is under scrutiny by the public and comments are being made about it in the thousands. I favor an impartial new regional study that evaluates · the reactivation of service on SEPTA's Newtown Commuter Rail Corridor[1][1], · the need for more frequent service to train stations in the outer suburbs (the suburb in which I live is the first one out from the city of Phila. and has plenty of service)2, · the need for more buses to take people from the outer suburban neighborhoods to their local train stations, · the need for more parking at the outer suburban train stations, · and the need to have rails that have been removed, which have resulted in curtailment of service, be replaced3. We need a comprehensive study that evaluates other alternatives that would be more beneficial and cost effective, including route expansion on existing SEPTA owned lines. Many of us believe SEPTA is not being forthright in its current evaluation of the Newtown corridor a the need for constructing a parking complex at Jenkintown and Glenside stations. To clarify: · Past studies for reactivated rail service were favorable in terms of cost and ridership · SEPTA's parking garage proposals will cost more per rider, yield few new riders, compound current traffic problems and magnify environmental issues such as greenhouse gas and fine particulate emissions: A parking garage at the Jenkintown station would accommodate just 250-270 additional cars at a cost of about \$100,000 per parking space, an outrageous expenditure of tax dollars that makes no sense economically, and goes in the opposite direction of the way the rest of the world is moving in terms of reducing car traffic and vehicle miles traveled (VMTs). · SEPTA's proposed Jenkintown parking garage complex will attract riders from as far away as 19 miles because closer stations lack service, parking, or are closed. Over 50% of all riders who park at the Jenkintown station come from distances greater than a few miles because of poor service and parking at their local stations, and because trains stop too frequently at the Jenkintown station (the neighbors are willing to have the trains stop less frequently in order to equalize service to the outer stations!) · SEPTA has stated (it's in writing) that the additional parking would be needed just 3 days a week: Tuesday, Wednesday, and Thursday. In fact it would not be needed at all if the outer stations received the service they need. · Most of SEPTA's existing rail stations that are near the dormant Newtown line are at capacity, and the rail lines themselves are incapable of running more service because of track constraints · The areas that would benefit from reactivated Newtown service have grown at rates as high as 500% since the line was closed in 1983. · Several municipalities in the area have unanimously passed resolutions calling for the reinstatement of Newtown rail service. · In the long run, reactivating Newtown train service will cost less than expanding parking at all of the currently constrained stations, and will add at least 4 times as many new riders. · Recently built parking garages by SEPTA have failed to rectify the problems they sought to address, such as on-street parking, leaving the garages underutilized We believe that SEPTA's parking expansion programs will have long term damaging ramifications to the Regional Rail system, the environment, the economy and the quality of life for residents in this region. We are asking for a moratorium on the Jenkintown parking garage until a comprehensive analysis is completed which weighs the cost/benefit4 of restoring Newtown rail service from a regional perspective. This study must identify current deficiencies in terms of service and capacity on all lines in Philadelphia, Bucks, Chester and Montgomery Counties, the effect of these deficiencies, and a list of remedies, including restored Newtown service, which will reduce automobile traffic and increase rider miles on SEPTA trains. This study MUST be done by an outside, totally unbiased entity that has no ties to SEPTA, DVRPC, its subsidiaries, allies, and detractors alike. Finally - SEPTA has no official body overseeing their work and controlling them so they do what they please, wasting money and harming the environment5 with impunity. And now SEPTA wants FEMA to realign the floodplain, as if it were a gameboard and you can move the pieces wherever you wish!! I am not alone in saying that we want to see close scrutiny of SEPTA's actions and proposals to rein in their poor policies and waste of hard-to-come-by public money. Even better would be to have SEPTA replaced by a governmental agency that has a budget with dedicated funding for all aspects of a public transit's needs. Thank you for your consideration.

Suzanne Zak

Comment ID: 202

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Transportation Improvement Program



Item ID# A.59

Name: Wendy Comisar

County: Montgomery County

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

Cty/Operator: SEPTA; MPMS#: 84642; Project: Jenkintown Platform and Garage Project A recent independent study conducted by Univ. of Pennsylvania indicated there was likely no need for increased parking at this station. Instead, increasing the price of parking and making improvements focused on walkability and access are preferable. Specifically, a bike path from station along Glenside Ave. to Church Rd. and improving pedestrian safety at surrounding intersections are warranted. Conversion of station to useful commercial property (e.g. convenience store, coffee shop, sandwich shop, produce stand) would be wonderful for surrounding neighborhood. In addition, significant improvements to current parking lot--which itself is an eyesore and environmental problem for the watershed--are warranted. And even if one were to assume that a parking garage is necessary, which I don't, the cost of the project per parking space is outrageous. My tax dollars would be better invested in many, many other ways.

Comment ID: 303

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Draft FY2011 TIP for PA
Transportation Improvement Program



Item ID# A.60

Name: Nancy Zosa

County: Montgomery County

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

Cty/Operator: SEPTA; MPMS#: 84642; Project: Jenkintown Platform and Garage Project
To DVRPC, I am a resident of Wyncote, PA, who strongly objects to the building of a proposed SEPTA 700 car garage on a 75,000 square foot piece of land. The sole purpose being easy and increasing access to automobiles. The use of our tax dollars to build garages is unacceptable. In Cheltenham township we already pay high local taxes. If the garage is built the cost of security (studies have shown parking garages are a sight for increased criminal activity), upkeep and repair of roads will obviously go up. Money should be spent on providing better services and expanding rail lines. As a country we should be more creative in our thinking about mass transportation, cutting down on greenhouse gases and the stress of dealing with traffic. We as a nation are spoiled. We want to jump in our cars all too much, while the rest of the developed world already has better mass transit systems. Instead of pushing cars as a major mode of transportation, we should be taking the lead in innovation of alternate forms of transportation. SEPTA already has a network of rail lines and stations with which they can work. Imagine how great our rail system could be if they dared to actually listen and enact some of our citizens' ideas. Where are their priorities? Sincerely, Nancy Zosa

Comment ID: 304

Public Comment Form
Draft FY2011 TIP for PA
Transportation Improvement Program



Item ID# A.61

Name: Janet Starwood

County: Montgomery County

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

I have lived in this neighborhood and used this facility for more than twenty years. Over the last two years, while commuting to work in Center City, I never wanted to use the parking lot - I always walked to the station. The studies submitted that report unmet neighborhood demand for parking are grossly inaccurate. Constructing a large parking garage in this built-out inner suburb that is already suffering from heavy traffic through narrow streets will result in more vehicle miles traveled throughout the region, increased demand for oil, and increased levels of greenhouse gas emissions. I urge you to use our tax dollars be used for projects that will expand rail lines and increase commuter rail service at local stations in the outer suburbs. I enjoy taking the train out to Ambler or Doylestown to enjoy restaurants, theaters and museums. Service to stations outside of the inner suburbs should be increased. This is the kind of development that will benefit our region in the long-term.

Comment ID: 305

Public Comment Form

Draft FY2011 TIP for PA

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Item ID# A.62

Name: David R. Loeb

County: Montgomery County

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

Cty/Operator: SEPTA; MPMS#: 84642; Project: Jenkintown Platform and Garage Project Hello, my name is David Loeb and I reside on Summit Avenue, Jenkintown. I appreciate the chance to comment on the Septa Jenkintown Station Garage Project. I wish to express my opposition to the construction of a garage at the site of what is now a parking lot on the grounds of cost, necessity and the environmental impact on the immediate community as well as the role the garage construction plays in the renovation of the transit system. I have no objection to necessary repairs and upgrades to the station such as the replacement of the bridge carrying Greenwood Avenue over the train line but the construction of a five story garage encourages trends that I find to be negative, both for our community and the transit system. I understand that the estimated cost of the garage is approximately \$27,000,000. That amounts to an amazing amount per parking space-I think the amount averages out to \$200,000 per space, an amount that would be difficult to recover. I have visited other Septa stations in the system such as Wayne Junction or Cheltenham Avenue on the R8 line, and feel that these facilities are in a state of serious disrepair and there are serious safety issues confronting patrons at these stations among others. Would it not be a better investment of public funds to bring these stations up to a more reasonable state of repair and safety in order to encourage more people to use them? Septa contends that passengers using the Jenkintown station are going begging for parking but I feel that an equally compelling argument can be made that if service was more frequent at outlying stations, more of those passengers might park and ride to and from them. Over the years, the system has gradually cut back and closed many stations, forcing people to drive further to a few transportation centers and larger stations like Jenkintown, Norristown or Paoli. This may save the system a little money in terms of station staff or operating staff on trains but actually adds to traffic congestion and the overall environmental impact on the community. There are questions about the need for more parking; the study commissioned by Septa assumed that people who currently walk or cycle to the Jenkintown station will want to park at the Garage. I for one walk or cycle to the station with a few exceptions and do not need or want parking at the Garage. There are a growing number of cyclists currently using the inexpensive and simple inverted "u" shaped stands at the station now. More space could be allotted to those stands. It would take us more time and trouble to park at a garage. I value the exercise that I get from walking to and from the station and don't wish to drive and park at the proposed garage. There are many people walking to and from the station who reside nearby and don't insist on being able to drive and park there. My impression is that most of the demand for additional parking will come from people who live at a much greater distance from the station. Why can't there be more service closer to where they live? The analysis commissioned by the Cheltenham Chamber of Citizens found that additional parking spaces could be found in areas adjacent to the station and current parking lots and the additional number of spaces needed is much less than 200. A study done by a University of Pennsylvania professor who specializes in transit parking issues found that no further parking spaces are needed and fewer spaces might be desirable in terms of encouraging the use of outlying stations, shared transportation to and from the station and people walking to and from it. Speaking as a pedestrian and cyclist, I feel that if anything, the same number or fewer motorists would be preferable and make my travel to and from the station safer than adding to the number of motorists accessing it. I do share the goal of encouraging people in our region to use public transit more. I do support necessary repairs and improvements of the Jenkintown and other stations of the Regional Rail System but oppose the Septa Garage at Jenkintown train station.

Comment ID: 306

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Draft FY2011 TIP for PA
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Item ID# A.63

Name: Denise Jervis

County: Montgomery County

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

Cty/Operator: SEPTA; MPMS#: 84642; Project: Jenkintown Platform and Garage Project I request that MPMS#84642, the Jenkintown Parking Garage be removed from the DVRPC's TIP, and that funding be redirected towards a real study that looks at where the deficiencies are in SEPTA's service, and where expansion and remedies are needed. MPMS#84642 is a gross waste of tax money which we cannot afford. Projects such as the Newtown commuter line should be a priority for this region to meet the population growth along this line. There is zero growth in Jenkintown and Wyncote. A more suitable location would be the Newtown Bypass park-and-ride station which is situated on a major highway, and less than 3 miles from interstate 95. Please retool this project for a broader study on the Newtown line.

Comment ID: 282

Public Comment Form
Draft FY2011 TIP for PA
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Item ID# A.64

Name: Edward Joseph Green

County: Montgomery County

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

Cty/Operator: SEPTA; MPMS#: 84642; Project: Jenkintown Platform and Garage Project As a regular commuter on the R8 Fox Chase Line, I support the efforts of PA-TECH to restore commuter rail service to Newtown and oppose the construction of the proposed parking garage in Jenkintown which will not reduce traffic congestion. Please consider supporting resolutions that will restore rail service in areas that are in need of rail services. Thank You.

Comment ID: 283

Public Comment Form

Draft FY2011 TIP for PA

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Item ID# A.65

Name: Mark and Claudia Ainsworth

County: Montgomery County

Project Title: General Comment

Comment:

Re: Proposed SEPTA Garage at Jenkintown-Wyncote Station Funding public transportation is imperative for the sustainability of our region, State and Nation. However, money must be spent wisely for projects which will benefit the most citizens and not be wasted on projects which will benefit a narrow and limited group of riders. Our community has been in opposition to a proposed SEPTA project to spend \$27M for a parking garage at our regional rail station which will produce a net gain of approximately 250 parking spaces. If you do some simple math, the expenditure equals approximately \$108,000 per newly created parking space. This is a lot of money to be spent on a privileged few and will increase vehicle miles traveled and greenhouse gas emissions in our region. There is no common sense being used for a project that does so little for the public good. Just a few miles North and South of our community are rail stations that have empty parking spaces which go unused because service has been curtailed; the trains just do not stop enough for riders to avail themselves of the empty parking spaces. SEPTA's funding should be pulled unless they are willing to prioritize projects by ensuring that safety and maintenance issues are tackled first. Meeting the needs of the riders with dependable and equitable service should be a second priority. Additionally, money must be spent to expand the system for the future, adding parking where the population is growing by making use of already existing underutilized private paved parking areas or adding pervious surface spaces, restoring the R8 from Fox Chase to Newtown, putting back the 3rd rail line from Melrose Park to center city, or hiring a rail scheduling expert to equalize the service so that more riders can use the stations closest to their homes.

Comment ID: 289

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Item ID# A.66

Name: Gail Post

County: Montgomery County

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

Cty/Operator: SEPTA; MPMS#: 84642; Project: Jenkintown Platform and Garage Project Please discontinue support for this unnecessary and costly project. The original "study" that served as the basis for this proposal was seriously flawed. SEPTA's recent passenger preference survey indicated that drivers travel from a 19 mile radius to come to the J-W station due to less frequent service at their local stations. Rather than waste taxpayer money on a garage that is not needed, particularly when funding is scarce, money can be spent more appropriately to reduce vehicle miles traveled by increasing frequency of service at outlying stations. More frequent service would not only eliminate the need for more parking at the J-W station, but would be reduce greenhouse gases since riders could use their local stations.

Comment ID: 309

Item ID# A.67**Name:** Olga McHugh, President of Cheltenham Chamber of Citizens (CCC)**County:** Montgomery County**Project Title:** Jenkintown Platform and Garage Project**MPMS ID:** 84642**Comment:**

Cty/Operator: SEPTA; MPMS#: 84642; Project: Jenkintown Platform and Garage Project SEPTA's Regional Rail Policy is Bad Policy for Our Region (Learn more at <http://www.cheltenhamchamberofcitizens.com>) Cheltenham Chamber of Citizens (CCC), a nonprofit member-based organization, supports national energy and environmental policies for commuter transit with the goal of reducing greenhouse gas emissions. Therefore, we strongly oppose SEPTA's plans for multi-story parking garages at the Jenkintown-Wyncote (J-W) and Glenside commuter rail stations. The essence of sound regional rail policy is to promote increased passenger miles, thereby reducing vehicle miles traveled (VMT). SEPTA's policy, however, does the opposite. Constructing large parking garages in mature, built-out inner suburbs, to house vehicles away from their home stations, results in more VMT throughout the region, increased levels of greenhouse gas emissions, and is not consistent with progressive public transportation, environmental and energy goals. Such a policy, of which the proposed garages at J-W and Glenside stations are a part, is a misappropriation of our tax revenue and will only further encourage rail riders to drive away from their local stations. It is imperative that our tax dollars be used for projects that will increase use of public transit – expanding rail lines and increasing commuter rail service at local stations. The proposed parking expansion at J-W currently consists of a multi-story garage/station complex; however, there are plans to construct the facility to accommodate additional parking decks. At a minimum, 300-350 additional vehicles are expected to be driven to the J-W station by riders, who, instead of being offered the opportunity to commute or perhaps walk a much shorter distance to a station close to home, are forced to drive even further to a new J-W "hub." SEPTA has budgeted approximately \$53 million for the project: \$6M for planning; \$25-27M for the parking garage; and the remainder for access reconfiguration, including two 600 foot long, high-level platforms. Eighty percent of the budget will be funded through federal tax revenue, the remainder from state and local sources. This elaborate plan will net approximately 250 additional parking spaces – at a cost of \$108,000 per new space added. The J-W station community is built-out and has not experienced growth for many years. We believe the \$53 million could and should be spent to expand the rail lines and improve access and service at all local stations, especially where the population has been growing: the outer suburbs. Some important facts to consider:

- Regional population and rail ridership growth in the last 15 to 20 years has been concentrated in the distant suburbs.
- SEPTA has not sufficiently expanded parking and improved service at outlying stations serving this growth.
- SEPTA has closed many stations where riders could park or walk, forcing them to drive farther.
- To transport distant riders to the city a few minutes faster, many SEPTA rush hour trains now bypass several stations where there are empty parking spaces, again forcing more people to drive elsewhere.
- SEPTA claims the garage is needed to support high-level platforms; however, CCC has shown SEPTA how ADA-compliant platforms can be incorporated into the existing J-W station without a parking garage. Currently, many rail riders drive from the far suburbs, such as Lansdale and Warminster, to the J-W Station through miles of dense, polluting, rush-hour traffic. The latest data show that nearly 80% of those currently parking at J-W drive away from their local stations because trains no longer stop frequently enough, the station has been closed, or there isn't enough local parking. SEPTA's present policy limits choices. If there were adequate parking and better service closer to home, those riders, as well as new riders, would be able to use a local station. Instead, SEPTA chooses to build a large parking garage, forcing even more people to funnel through very old two-lane roads that wind through historical residential areas. The CCC supports regional rail as a way to take cars off ever-crowded streets, reduce air pollution and greenhouse gases, and lessen our dependence on imported non-renewable oil. However, each of these concerns will be exacerbated by SEPTA's current policy. New markets of ridership are not being captured, rather, SEPTA's outdated policy results in shifting existing riders from one ridershed to another. Using tens of millions of tax dollars to facilitate such is not a good use of our nation's infrastructure investments. SEPTA's policy is bad for our community and region and is being enabled by a flood of federal money. It is critical that those dollars be service-focused and in keeping with our national goals of reducing greenhouse gas emissions. June 30, 2010

Comment ID: 310

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Item ID# A.68

Name: Cathie

County: Montgomery County

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

Cty/Operator: SEPTA; MPMS#: 84642; Project: Jenkintown Platform and Garage Project I support efforts to provide more public transportation opportunities from the Southeastern Pennsylvania Transit Authority. I can not support projects that, once again, provide more opportunities for car use. Why take up more space for more cars when we could be using precious funding to create more transportation for the public that does not private cars? Please do not build yet, one more, parking lot.

Comment ID: 334

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Item ID# A.69

Name: Ed Tennyson, Pennsylvania Transit Expansion Coalition (PA-TEC)

County: Montgomery County

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

Cty/Operator: SEPTA; MPMS#: 84642; Project: Jenkintown Platform and Garage Project The Jenkintown parking garage will redistribute fare revenue unfavorably by encouraging shorter rides. That will also burn more motor fuel and make more congestion. SEPTA is not being thoughtful about this at all. Newtown Rail service will help with major objectives of our national policy. A Jenkintown-Wyncote parking garage short hauls the R-2, R-3 AND R-5 lines, reducing revenue from stations farther out to get lower fares at Jenkintown. Not good. DVRPC should drop this project.

Comment ID: 336

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Item ID# A.70

Name: Justine Gerety

County: Montgomery County

Project Title: General Comment

Comment:

I am opposed to inclusion in the TIP of some \$27 million in funding for a planned parking garage at the SEPTA's Jenkintown-Wyncote regional rail station. This large expenditure is unneeded and unwise. Quite the contrary to overall policy goals, it will increase vehicle miles traveled in the region, rather than helping reduce pollution in any way. There is no need for a new garage to increase parking in an area where there is little population growth. Instead, there is a need to improve service up and down the line so that people can catch the train near where they live. Already too many people are driving too far to catch the train at Jenkintown-Wyncote because schedules are arranged so that very frequent service at J-W contrasts with less-frequent service at riders' local stations farther up the line. Rather than spend tens of millions in taxpayer dollars on an unneeded parking structure in a residential area, SEPTA should even out schedules up the line to encourage riders to use local stations and reduce vehicle miles traveled. Parking could be increased in small increments, as needed, up and down the line. Accessibility at stations, including Jenkintown-Wyncote, could be achieved without building a huge parking structure, and at considerably less cost. A new train station is included in the garage structure, and that is unneeded and unwanted, too. We have a lovely, historic train station that fits in with the scale of the neighborhood, and is desirable to keep as a station.

Comment ID: 337

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Item ID# A.71

Name: Jon Frey, Pennsylvania Transit Expansion Coalition (PA-TEC)

County: Montgomery County

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

The region's 130 year old commuter rail system has not been expanded for rider needs of the 21st century. SEPTA's interest in parking garages is an acknowledgement that there are gaps in the current regional system in both capacity and coverage: Either it doesn't extend far enough, it doesn't have enough stations, or it doesn't have lines or stations in the right places. This is supported by the results of the May 2009 SEPTA rider survey which showed that 67% of Jenkintown-Wyncote resident riders walked to, or were dropped off to the station. 83% of those who drive to Jenkintown bypass their home station because it lacks frequency of service and available parking. In the ideal situation, all passengers would be walk-ups and parking would be unnecessary. Adding parking spaces takes us FURTHER away from this ideal situation. Adding or extending lines and opening stations on existing lines brings us CLOSER to the ideal situation. SEPTA's proposed placement of new garages in such close proximity to the dormant Newtown Corridor is a further acknowledgement of its failure to satisfy rider demand for local service that was once met by the Newtown line itself. The 'master' here should be VMT reduction, quite simply. This is the only reliable measure of SEPTA's benefit. Ridership is not a good measure of benefit because creating large park and rides like Cornwells Heights or Jenkintown-Wyncote distort these figures by forcing riders to drive greater distances to access transit. The Newtown corridor will meet the goals of VMT reduction and increase transit ridership. Additionally, property values will rise, which will help counties fund the transit service, and keep more residents' money in the state instead of sending it to foreign oil companies, such as BP. DVRPC needs to refocus on expansion of existing rail routes, such as Newtown, Quakertown and Reading. Simply stating that the organization is 'Green', is not a quantifiable goal, similar to customer service projects.

Comment ID: 338

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Item ID# A.72

Name: Jack Craig, Pennsylvania Transit Expansion Coalition (PA-TEC)

County: Montgomery County

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

Cty/Operator: SEPTA; MPMS#: 84642; Project: Jenkintown Platform and Garage Project The Jenkintown-Wyncote parking garage project should be suspended immediately pending the following actions and alternatives: 1. Parking rate adjustments. SEPTA's study has not indicated what garage demand would be at post-construction prices, and none of the garages built have exceeded 70% utilization, suggesting SEPTA has little data on true demand. We would like SEPTA to raise parking rates at constrained stations to determine the TRUE demand at that location, before commencing construction. We would also like SEPTA to incentivize parking at under-utilized stations by lowering rates to align demand with supply. 2. Service/Schedule adjustments: Several stations below Jenkintown-Wyncote on the trunk carry the same trains that go through Jenkintown-Wyncote but are not scheduled as stops. Some have available parking. Other stations above Jenkintown-Wyncote could support slightly improved frequency, off-peak scheduling, or parking with little or minor investment. We would like options studied at all points above Wayne Junction, in a holistic manner, before investments are made in any one location. There are more convenient locations such as Noble that may be able to satisfy much of the parking demand with little additional service or infrastructure. 3. Off-site parking: There are an abundance of empty parking lots in the vicinity of the R2/R3/R5 lines. We would like SEPTA to attempt to utilize these, for the benefit of the riders, the SEPTA taxpayers, and the local communities, before building parking capacity in the area. We would like SEPTA and local townships to coordinate all parking needs before construction. 4. Coverage expansion: The Newtown Commuter Rail Corridor runs through several areas contributing to the Jenkintown-Wyncote parking demand, directly or indirectly. The Newtown Commuter Rail Corridor will cost less per passenger served than the garage projects. PA-TEC would like these options studied. The former Felwick station sits near the junction of 309 and the turnpike and would work better as a collector point than Jenkintown-Wyncote or Glenside. We would like this option studied. 5. Infrastructure improvements. SEPTA has routinely stated that existing infrastructure and rolling stock limits their ability to increase service beyond Jenkintown-Wyncote. We would like alternatives to parking garages studied. We would like garage demand studied after possible infrastructure changes are considered. We would like demand adjusted for new rolling stock which may improve bottleneck conditions.

Comment ID: 339

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Item ID# A.73

Name: Stuart J. Rubin

County: Montgomery County

Project Title: General Comment

Comment:

Please do not move the Wyncote Station from its historic building. Septa's May 2009 survey shows that there is no need for additional parking spaces at the Jenkintown-Wyncote Station. Both Jenkintown and Wyncote have little room for additional growth. There is no reason to spend money on a parking facility to encourage out of the area drivers to park at this station. It is better to spend the money where new population growth is occurring. We need to encourage people to take the train from their existing stations. Replacing outdated track and switching equipment is a priority. It is old and the safety of riders depends on our keeping the system sound. Most of the infrastructure is reaching the century mark. Do not encourage more car traffic - make it easy for people to use the rails in a rational way.

Comment ID: 340

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Item ID# A.74

Name: Bonita Hay

County: Montgomery County

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

Cty/Operator: SEPTA; MPMS#: 84642; Project: Jenkintown Platform and Garage Project I am a Wyncote resident. I feel funds would be much better spent improving parking and train and bus service in newer, more distant (from Philly) suburbs rather than building a large garage in Wyncote/Jenkintown where the extra parking is really not needed by residents in the area. Wyncote and Jenkintown are old suburbs and not experiencing the growth of outlying areas which may need more attention. Increasing train service to some of the outlying suburbs would be a better solution. In order to best fit with a regional goal of less dependence on fossil fuels ideally people should try to reach train stations by other means than a 20 to 30 minute car ride...walkable and bikeable stations should be a goal. Also, plans for this station and "improvements" may also exacerbate the flooding problem in this area. As a frequent walker in the area I worry about how increased car traffic will effect my safety and the safety of others. As to the ADA platform, I understand that the Jenkintown station could be brought into compliance and serve the handicapped just as effectively with a pre formed platforms as is used in Landsdale and Doylestown. I think this money be spent to improve access and parking and to expand rail lines in the outer suburbs rather than to build a structure which is not in keeping with the historic nature of the area and is really not needed by residents of this community.

Comment ID: 344

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Item ID# A.75

Name: Jacob Ketter

County: Montgomery County

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

Cty/Operator: SEPTA; MPMS#: 84642; Project: Jenkintown Platform and Garage
Project000a000aThe main part is an overall objection to this project as a colossal waste of funds. There are underserved areas and there are existing locations that would be better suited for large numbers of park and ride type commuters (stations on streets that can actually handle increased traffic). 000a000aI am not fundamentally opposed to changes to the Wyncote/Jenkintown station, even including a parking garage, but SEPTA's own studies have shown no real value in creating such. The fact remains that there are simple things they could do to prove the worth of such an investment that they refuse to do (like increase the price of parking to what it would be expected to be with the garage) does not indicate that SEPTA has any confidence that this project is worthwhile.000a000aFare reduction would do more to increase ridership on a cost per rider basis. Improvement of stations further out, or better suited to park and riders would promote more riders. Improvement in the service/scheduling would do more to improve ridership. The Wyncote/Jenkintown parking garage project is a waste of taxpayer dollars that will have a minimal affect on the number of people riding SEPTA.000a000aSincerely,000aDr. Jacob Ketter

Comment ID: 345

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Item ID# A.76

Name: Diane Driban

County: Montgomery County

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

Cty/Operator: SEPTA; MPMS#: 84642; Project: Jenkintown Platform and Garage
Project000a000aSEPTA's May 2009 survey does not show a need for additional parking spaces at the Jenkintown-Wyncote Station. The survey does show riders want better service and more parking at their local stations.000a000aDon't build a parking garage at the Jenkintown-Wyncote Station. Remove this project from the TIP. Adjust the schedule to make service more equitable thereby allowing riders to use stations closest to their homes. 000a

Comment ID: 346

Public Comment Form

Draft FY2011 TIP for PA

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Item ID# A.77

Name: Olga McHugh

County: Montgomery County

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

Cty/Operator: SEPTA; MPMS#: 84642; Project: Jenkintown Platform and Garage Project DVRPC has a publication entitled Classic Towns. On the cover you have the following description: *** Throughout the region, there are communities that have preserved their history, their character, and their main street charm. Each is unique, yet all are wonderful places to live, work, and play. ***** In the section entitled About Classic Towns is the following: **** These are timeless communities where everyone can feel at home. Places where every day necessities are all easily accessible; where neighbors know and look out for each other; and most important where community is a way of life, not simply a place to live. Close to Philadelphia, and accessible to New York and Washington, DC via public transportation, The Classic Towns of Greater Philadelphia are communities with rich histories where everyone can build a promising future. ***** DVRPC description of Classic Towns is what both Jenkintown and Wyncote are – rich with history since our land was part of William Penn’s original holdings. Many books have been written about the local history and we take care to preserve our historic assets. Revolutionary skirmishes were fought here and troops marched through here to and from battles in Germantown and Trenton, and then to camp for the winter in Valley Forge. Many homes are on the National Historic Register as is our local Jenkintown-Wyncote train station. We can walk to do shopping to get to schools and to our rail stations. We are community centered with a great deal of resident involvement in our local government and civic organizations. We help each other and look out for each other. We do not consider this area as a “housing development”, but, rather a walkable/bikeable community with a diverse population linked together through common interests and goals. SEPTA conducted a rider survey in May 2009. The data from the survey does not show a need for additional parking spaces at the Jenkintown-Wyncote Station. The survey does show riders want better service and more parking at their local stations. To build this multi-million dollar parking garage and transportation project in the midst of our historic residential area, when the data shows there is no need, is a travesty and will forever change the character of this community and waste our tax dollars. Building a large multi-level parking garage in a mature, built-out inner suburb with narrow winding roads in order to entice hundreds of riders, from the outer suburbs, to drive away from their communities and home stations is bad planning policy and just plain wrong. Furthermore, it is immoral and a misappropriation of my tax funds to spend approximately \$108,000 per added parking space. This project will result in more than just the destruction of a community’s character. It will result in more Vehicle Miles Traveled (VMT) throughout the region and increased levels of greenhouse gas emissions. This type of outdated “planning policy” is not consistent with progressive thinking about public transportation, environmental and energy goals. It is imperative that our tax dollars be used for projects that will increase the use of public transit – expanding rail lines and increasing commuter rail service at local stations. While I fully support compliance with ADA regulations, other less expensive ways must be found to meet ADA requirements for “level boarding”, which does not necessarily mean installing high platforms, such as at the Roslyn, Doylestown and Lansdale stations. Many transportation projects have been deferred because of the Pennsylvania transportation funding crisis. I believe that federal funding will be curtailed in future years due to the large national deficit. Both SEPTA and DVRPC must seek out alternatives to the building of massive parking garages in order to increase ridership. Olga McHugh Wyncote Resident

Comment ID: 348

Public Comment Form

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Item ID# A.78

Name: Susanne Whitehead

County: Montgomery County

Project Title: General Comment

Comment:

Attention to whom it may concern: DVRPC comments regarding SEPTA planned garage at Jenkintown-Wyncote. SEPTA's May 2009 survey does not show a need for additional parking spaces at the Jenkintown-Wyncote Station. The survey does show riders want better service and more parking at their local stations. Both Jenkintown and Wyncote are mature suburbs with very little to no growth in population. Do not spend millions of dollars to build a parking garage when it is not needed. Spend the money to expand the parking and public transportation in the outer suburbs where the population is growing. Do not move the "station" from the current historic Jenkintown-Wyncote Station building into a parking garage. Save the money! ADA compliance can be met with a pre-formed platform as used at the Roslyn, Lansdale and Doylestown Stations. ADA compliance can also be met by utilizing the existing platform areas in front of the current station building. Save the millions of dollars by NOT building a parking garage. Use the money to expand the rail lines to the outer suburbs. Don't build a parking garage at the Jenkintown-Wyncote Station. Remove this project from the TIP. Adjust the schedule to make service more equitable thereby allowing riders to use stations closest to their homes. Most elected officials realize that we, as a Nation, must lessen our dependency on oil. We must stop wasting energy for the sake of our own National security and our environment. A parking garage will encourage more miles driven by those who are not being adequately served by SEPTA. Instead of using stations closer to their homes, riders will use more gas driving more miles, add to congested roads and create more greenhouse gases. Additionally, riders who do not use their local stations in the outer suburbs will spend money on a lower fare price at Jenkintown-Wyncote, thereby reducing potential revenues for SEPTA. Reduced revenues will necessitate an increase in subsidies from government to maintain the existing rail lines. Thank You, S. Whitehead 219 Summit Avenue Jenkintown, PA 19046 email #1 srwis@aol.com email #2 susanne.whitehead@monitordata.com

Comment ID: 351

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Item ID# A.79

Name: Judith Gratz

County: Montgomery County

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

Cty/Operator: SEPTA; MPMS#: 84642; Project: Jenkintown Platform and Garage Project 1. Don't build a parking garage at the Jenkintown-Wyncote Station. Remove this project from the TIP. Adjust the schedule to make service more equitable for people living in the outer suburbs so the riders will use stations closest to their homes. Parking garages are a thing of the past and a waste of money. We need better bus, jitney and van service to the outer suburbs so residents can get to their local train stations without using their cars. 2. SEPTA's May 2009 survey does not show a need for additional parking spaces at the Jenkintown-Wyncote Station. The survey does show riders want better service and parking at their local stations in the outer suburbs. To add the proposed (unneded) 250 to 270 spaces at Jenkintown-Wyncote Station, the cost would come to at least \$100,000 per parking space, a poor use of money. SEPTA said that these additional spaces would be needed 3 days a week, Tuesday, Wednesday, Thursday. Get rid of permit parking to increase available spaces in the current lots. 3. Do not move the "station" from the current historic Jenkintown-Wyncote Station building into a parking garage. SEPTA brags that it has saved the "historic" ticket office at the N. Wales station; it's a crummy little building. The building at the Jenkintown station is a historic Horace Trumbauer structure. He's the architect who designed Arcadia University's Grey Towers, the family court and main library, is one of the designers of the Phila. Art Museum, architect of the Elms in Newport Rhode Island, and many others. On the other hand, the platform arrangement at the N. Wales station would work for the Jenkintown-Wyncote Station in that you exit the ticket building and can walk up the steps or a ramp to the platform. The historic station building at the Jenkintown-Wyncote Station is amenable to this configuration. 4. Have SEPTA use the Ft. Washington train station underground passage connecting both sides as a model for the Jenkintown-Wyncote Station. The proposed towers for the Jenkintown-Wyncote Station are a colossal waste of money, and we know from many years of experience that SEPTA's elevators will be out of service and unavailable many days, thus making it impossible for handicapped people to use it, whereas a tunnel with a ramp will always be reliable. 5. Save tens of millions of dollars by NOT building a parking garage. Use the money to expand the rail lines to the outer suburbs. 6. Most elected officials realize that we, as a Nation, must lesson our dependency on oil. We must stop wasting energy for the sake of our own National security and our environment. A parking garage encourages more miles driven by those who are not being adequately served by SEPTA. Instead of using stations closer to their homes, riders use more gas driving more miles, add to congested roads and create more greenhouse gases & fine particulate pollution. Garages do not increase the number of riders. 7. The DVRPC must scrutinize schedules and see that service once an hour from the outer suburbs is forcing people to drive many more miles than benefits anyone. (Miss the 7:03 a.m. from Doylestown and wait until 8:19 for the next train, or drive 17 miles straight down Rt. 611 to the Jenkintown station. Guess which choice these commuters make? 8. Trains stop too often at the Jenkintown station. Reduce this inequity in order to add more service to outer stations. 9. Express trains have no place (in most instances) to pass local trains until they get to Phila. because SEPTA has removed tracks. Tracks need to be returned to make the rail lines run properly. 10. Finally - GET RID OF SEPTA. SEPTA HAS POOR POLICIES AND NO ONE TO REIN THEM IN!!!!!!!!!!!!!! REPLACE IT WITH A RESPONSIBLE, SENSIBLE, LEANER TRANSIT ORGANIZATION THAT HAS AN EXTERNAL, IMPARTIAL, UNPAID BOARD TO PROVIDE OVERSIGHT.

Comment ID: 322

Public Comment Form

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Item ID# A.80

Name: Richard DiDio

County: Montgomery County

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

Cty/Operator: SEPTA; MPMS#: 84642; Project: Jenkintown Platform and Garage Project My property extends along Township Line, near the intersection of Greenwood and Summit. Obviously, construction at the station, and the Greenwood ave, Bridge by PennDot, will present an immediate inconvenience for my family and neighbors. However, while I am fine with the bridge project, because of the bridge's clear need for renovation, I am dismayed at the Septa garage project. I have attended many local meetings, read as many reports available, and served as a memeber in a Jenkintown-Wyncote focus group that was organized by a consultant hired by SEPTA. To me, a scientist, the non acceptance of what appears to me to be clear data showing the LACK of need for a 700-car garage in Jenkintown-Wyncote, along with the convincing evidence for the more economical/effective/environment-friendly improvements in facilities and service at other stops along the lines running through Jenkintown-Wyncote, is inexplicable. I urge you to make the right choice for this community, and all communities served by the SEPTA lines impacted. Not only is taxpayer money at stake. It would be tragic to not use the funds to make a more significant positive impact on the entire set of communities through which these train lines run. There is a chance to make a dramatic statement about rail use for public transportation in all of our communities, a forward-thinking plan that could be a national model of how to enhance and encourage the use of public transportation - rather than a simplistic, very expensive, and community-degrading plan to focus efforts on a transportation hub in Jenkintown-Wyncote Thank you for your willingness to listen to our concerns and suggestions. Again, I urge that you consider the invaluable contribution you can make to so many communities by removing the focus from Jenkintown-Wyncote and building up the transportation for all within their own communities

Comment ID: 323

Public Comment Form
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Item ID# A.81

Name: Georgia Mcwhinney

County: Montgomery County

Project Title: General Comment

Comment:

SEPTA is our public transportation modality in this area and Jenkintown/Wyncote is our local stop. Our neighborhood is an older, settled and charming close-in suburb of Philadelphia. SEPTA has announced plans to build a new station and garage here to accommodate 620 cars. We already have adequate parking for about 400 cars but SEPTA wants to attract new riders from the far-out suburbs. One far-out suburb, Newtown, has been begging SEPTA to extend tracks out to Newtown which has a quickly growing population and once had a station there. SEPTA says it does not have the funds to accommodate Newtown, yet it insists upon building an unwanted and unneeded station here at Jenkintown/Wyncote. This new monstrosity will be primarily funded by taxpayer state and federal monies and will cost a ridiculous \$100,000 per parking space. SEPTA has curtailed stops at other towns along our R lines, which still have adequate parking, in order to encourage people to drive to Jenkintown/Wyncote. How can SEPTA justify this? Clean, efficient, reliable public transportation is SEPTA's stated goal. Yet they deny riders the ability to take the train from their own localities where free parking now exists. This is senseless.

Comment ID: 324

Public Comment Form

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Item ID# A.82

Name: Timothy Clifton

County: Montgomery County

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

Cty/Operator: SEPTA; MPMS#: 84642; Project: Jenkintown Platform and Garage Project Hello, my name is Timothy Clifton. I live at 431 Greenwood Avenue in Wyncote, approximately a 10-minute walk from the train station. My wife and I recently moved to this area in the hopes of settling here after our military careers, but we have been seriously reconsidering our choice due to the inordinate amount of dangerous traffic directly in front of our home. We've made several complaints to our local police department, and they performed a study to determine if traffic truly is an issue at our location. It is. There are thousands of vehicles that travel this road each day, and the vast majority of them do so at speeds greatly in excess of the posted 25 MPH limit. This explains why we have had several vehicles depart the road at our corner and come into our yard, and why my neighbor across the street is nervous to pull into or out of his driveway since he has been almost t-boned many times (I've witnessed several instances in the past few weeks where a vehicle slammed on their brakes and screeched towards him as he was pulling in). Now, SEPTA wants to dramatically increase the rush-hour traffic flow of people outside our community by building a parking garage. These people have demonstrated a reckless disregard for the safety of our neighborhood, and increasing their numbers travelling from 309, down Greenwood Avenue, to the train station will only serve to exacerbate an already unsafe situation. In addition, there are several times a day when the traffic backs up from the light at Church and Greenwood past my home, making it exceptionally difficult for those of us who live here to use our neighborhood roads and streets. Frankly, I didn't care about this project for some time after moving into this neighborhood. It seemed to be a non-issue. I was wrong. Having lived here for a year now, I see that this is going to make our neighborhood less livable. I strongly suspect there will be a severe accident of some sort in our neighborhood if we continue to overuse our roads at unsafe speeds, and if this happens, the culpability will be shared by both the unsafe driver and also the SEPTA and county commissioners who are pushing this project without regard for the local community. I strongly suspect there will be a lawsuit alleging criminal negligence on the part of the planners if a severe accident occurs, and I hope for the sake of my family that we are not plaintiffs in that suit. I trust you will take these issues into consideration. I would be happy to speak with anyone who may have further questions. My email address is tim.clifton@gmail.com, and my phone number is 267-536-9851.

Comment ID: 331



Question on Jenkintown Garage and Platform Project in DVRPC 2011-2014 Proposed Transportation Improvement Program MPMS#84642

The Jenkintown-Wyncote parking garage will cost roughly \$100,000 per parking spot, and according to SEPTA's May 2009 parking preference survey, will not add new riders to regional rail. The study stated that riders who currently walk will be converted to parkers, and riders who are dropped off will now drive.

As most stations along the R2 and R3 lines are operating at capacity, it would appear that the Jenkintown parking garage will not adequately satisfy the unmet demand for access to commuter rail, and will cause an increase in vehicle miles travelled and carbon emissions, which counter the goals of the DVRPC long range plan.

1. Has the DVRPC or SEPTA evaluated alternatives to parking expansion at Jenkintown Station and ranked them according to VMT reduction per dollar of investment?
2. (If they haven't ranked by that) What yardstick was then used to rank the priority of the Jenkintown Parking garage as a means of improving accessibility to regional rail, and at this location verses other constrained stations such as Warminster?
3. How will the Jenkintown Parking garage project solve the problem of Single Occupancy Vehicles?
4. What are the cost-benefit measurements on the Jenkintown-Wyncote garage project?

Public Comment Form

Draft FY2011 TIP for PA

Transportation Improvement Program



Item ID# A.84

Name: John Scott, Pennsylvania Transit Expansion Coalition (PA-TEC)

County: Montgomery County

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

Cty/Operator: SEPTA; MPMS#: 84642; Project: Jenkintown Platform and Garage Project According to SEPTA's study, the overall demand at The overall demand at Jenkintown-Wyncote is 940 parkers. This includes: 1. All current parkers (approx 540) 2. A portion of all walkers, bikers, and drop offs. 3. ANYBODY at any of the other 7 stations studied that said they WANTED to park at Jenkintown-Wyncote. 4. A portion of the wait-listed parkers, who may or may not be already parking at Jenkintown-Wyncote. 5. All of the permit parkers, some of whom are clearly NOT parking at JW. For future demand and garage efficiency, they added the following: 6. A growth rate multiplier based on the riders above. 7. A capacity multiplier so that the garage had a spare 5%. EVERY SINGLE PARKER included in their existing demand estimate is already using the train, and a good portion of the estimate is questionable, because we don't really know if the walkers would drive if there were spots or how many wait-list were actually already parking. SEPTA's study has not located the source of the demand, let alone building at or closer to that source. For these reasons, this study must be reconstituted as a broader study that analyzes current deficiencies in terms of capacity and service across the region, and a list of remedies for these deficiencies, which could include parking or service expansion at Warminster, service changes along the R3 West Trenton Line, and reactivation of the R8 Newtown Line. It appears that SEPTA's garage, as proposed, will generate few, if any new riders, and would only enhance or improve access for existing riders. On these grounds, this study should be terminated.

Comment ID: 330

Public Comment Form
Draft FY2011 TIP for PA
Transportation Improvement Program



Item ID# A.85

Name: John Scott, Pennsylvania Transit Expansion Coalition (PA-TEC)

County: Montgomery County

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

Cty/Operator: SEPTA; MPMS#: 84642; Project: Jenkintown Platform and Garage Project
Jenkintown is NOT overflowing in terms of parking capacity, because Jenkintown and Wyncote residents do not park there, nor do Bucks County residents. If it was, we would see Jenkintown residents at Elkins or Melrose Park. Warminster Station IS overflowing and has become the park-and-ride for central Bucks County. This overflow travels down the R2 and 611. All of it is absorbed by Jenkintown-Wyncote. Finally, considerably more of the 3+ milers at Jenkintown-Wyncote are R2 Warminster/R5Doylestown riders, with fewer coming from the R3 West Trenton or the R5 Lansdale, partly dispelling the myth that Jenkintown-Wyncote demand is all based on frequency of service. This data suggests that the proposed parking garage is in the wrong place - it should be somewhere on the R2 Warminster line, not the trunk. Jenkintown does NOT have the parking problem, but SEPTA does have a driving problem. If Jenkintown-Wyncote did, nobody would go. Nobody would cite "bad parking at home stations" and then go to Jenkintown-Wyncote where it's supposedly worse.

Comment ID: 329

Public Comment Form
Draft FY2011 TIP for PA
Transportation Improvement Program



Item ID# A.86

Name: Henry D'Silva

County: Montgomery County

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

Cty/Operator: SEPTA; MPMS#: 84642; Project: Jenkintown Platform and Garage Project I believe the proposed construction of a garage is a poor idea. Restoration of an electrified R-8 Newtown line would be a far better choice and serve a larger number of the community. As gas prices rise, persons will drive less and as long as efficient and safe rail transport is available along the currently closed R-8 route, this choice would be far more rewarding than a garage that only promotes more automobile traffic and further congestion in the already congested Jenkintown area.

Comment ID: 186

Public Comment Form
Draft FY2011 TIP for PA
Transportation Improvement Program



Item ID# A.87

Name: Jason Donahue

County: Montgomery County

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

Cty/Operator: SEPTA; MPMS#: 84642; Project: Jenkintown Platform and Garage Project As a supporter of reinstated commuter rail service on SEPTA's R8 Fox Chase-Newtown Line, I am requesting that the feasibility study and alternatives analysis as part of the process for restoration of service on this corridor be included in the Delaware Valley Regional Planning Commission's proposed Transportation Improvement Plan (TIP), which is currently under consideration and that project MPMS#84642 be suspended until this study is completed. I wish for my comments and support for this project to be included as a matter of public record as part of the process for the consideration of this important project in the proposed TIP. The Newtown line meets the goals and objectives of the DVRPC, which is to improve transit connections, reduce vehicle miles travelled, air pollution and road congestion. Project MPMS#84642 does not meet these requirements as is, and must be removed from the TIP.

Comment ID: 202

Public Comment Form
Draft FY2011 TIP for PA
Transportation Improvement Program



Item ID# A.88

Name: Louise H. Kidder

County: Montgomery County

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

Cty/Operator: SEPTA; MPMS#: 84642; Project: Jenkintown Platform and Garage Project. I am very concerned that this project will cause severe traffic congestion by drawing commuters from a wider region. Rather than adding a large number of parking spaces at one location, expansion of service such as re-opening the extension of the R-8 line, allowing bicycles on trains during peak times, and improving parking at all stations, is a better approach. Thank you.

Comment ID: 178

Public Comment Form
Draft FY2011 TIP for PA
Transportation Improvement Program



Item ID# A.89

Name: Deborah

County: Montgomery County

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

Cty/Operator: SEPTA; MPMS#: 84642; Project: Jenkintown Platform and Garage Project000aI feel strongly that this project will cause severe traffic congestion by drawing commuters from all over the region. Rather than adding a large number of parking spaces at one location, leading to traffic jams and commuter backlogs, why not consider re-opening the extension of the R-8 lines and let people bring bikes on trains to encourage bicycling? I strongly feel that we should work on improving parking at all the stations we already have. It's a better approach for less impact on the environment, and the stress levels of commuters too!

Comment ID: 177



LIMERICK TOWNSHIP

646 WEST RIDGE PIKE
LIMERICK, PENNSYLVANIA 19468

ADMINISTRATION OFFICES

(610) 495-6432
FAX (610) 495-0353
FAX (610) 495-0952

POLICE DEPARTMENT

(610) 495-7909
FAX (610) 495-5702

June 7, 2010

Candace Snyder, Director
DVRPC Communications and Public Affairs Office
190 N. Independence Mall West, 8th Floor
Philadelphia, Pennsylvania 19106

RE: Draft TIP Comment Period: Sanatoga Interchange – MPMS #89715

Dear Ms. Snyder:

On behalf of the residents of Limerick Township, I am writing during the DVRPC's public comment period to request the reinstatement of the Sanatoga Interchange project (MPMS# 89715) on the FY 2011 TIP. This project was recently added to the current TIP in January, yet does not appear on the recently released Draft FY 2011 TIP. The scope of the project includes improvements to the existing ramps of the Sanatoga Interchange at the intersection of U.S. 422 and Evergreen Road in Limerick Township, Montgomery County.

The current TIP includes local funding in the amounts of \$150,000 in FY 2010 and \$250,000 in FY 2011 for preliminary engineering. A Point-of-Access study that is locally funded is currently underway and is being completed by the Township's Traffic Engineer in coordination with PennDOT District 6-0 staff.

This project is Limerick Township's highest transportation infrastructure priority, and we are committed to completing these improvements to improve traffic circulation and create new and meaningful employment opportunities in Limerick Township and Montgomery County.

The Township respectfully requests the reinstatement of MPMS #89715 onto the FY 2011 TIP. The Commission's assistance in this regard would be greatly appreciated.

Sincerely,

A handwritten signature in black ink, appearing to read "Daniel K. Kerr".

Daniel K. Kerr
Township Manager

DKK/mlb

cc: James D. Ritzman, P.E.
Les Taoso, District Executive
Barry Seymour, Executive Director
Leo Bagley, Montgomery County Planning Commission

Item ID# A.91

Anderson, Gastonia

From: Meconi, Jane
Sent: Monday, June 28, 2010 10:46 AM
To: Anderson, Gastonia; Schoonmaker, Elizabeth; TIP Plan Comments
Cc: Snyder, Candy
Subject: FW: SEPTA Newtown Line Reactivation Study

Importance: High

-----Original Message-----

From: Denise Jervis [mailto:zazuey@verizon.net]
Sent: Sunday, June 27, 2010 9:46 PM
Subject: SEPTA Newtown Line Reactivation Study
Importance: High

Denise Jervis has e-mailed you a request to re-activate SEPTA's Newtown Commuter Rail Corridor

Sender's Address:
Denise Jervis
1850 Hillside Road
Southampton,PA,18966

Please contact me by phone at 267-884-626

E-mail address: zazuey@verizon.net
Follow up by Phone or Email:

Message to regional legislators & policymakers:

As a supporter of reinstated commuter rail service on SEPTA's R8 Fox Chase-Newtown Line, I am requesting that the feasibility study and alternatives analysis as part of the process for restoration of service on this corridor be included in the Delaware Valley Regional Planning Commission's proposed Transportation Improvement Plan (TIP), which is currently under consideration.

I wish for my comments and support for this project to be included as a matter of public record as part of the process for the consideration of this important project in the proposed TIP.

The Newtown line meets the goals and objectives of the DVRPC, which is to improve transit connections, reduce vehicle miles travelled, air pollution and road congestion. Additionally, restoration of service on this corridor will increase the number of residents that use transit. This is sound, long term planning.

To that end, I request that MPMS#84642, the Jenkintown Parking Garage be removed from the DVRPC's TIP, and that funding be redirected towards a real study that looks at where the deficiencies are in SEPTA's service, and where expansion and remedies are needed. MPMS#84642 is a gross waste of tax money which we cannot afford.

Item ID# A.91

I ask that my elected officials contact the DVRPC and request the inclusion of the Newtown project on the DVRPC TIP as part of a broad comprehensive study of ways to fix our transportation and congestion problems. To date, neither SEPTA nor the DVRPC has considered any alternatives to building parking garages and more parking lots on other SEPTA rail lines in the region.

I also ask that my elected officials, and their staff, inform us as to their plan to address the Newtown/Jenkintown problem, and when we can expect action on the Newtown corridor.

Please do not blindly fund bad projects without having considered alternatives first that meet the DVRPC goals in the 2035 Connections plan. Newtown rail service meets these goals, the Jenkintown and Glenside garage plans do not.

Public Comment Form

Draft FY2011 TIP for PA

Transportation Improvement Program



Item ID# A.92

Name: Sarah Clark Stuart, Bicycle Coalition of Greater Philadelphia

County: Philadelphia County

Project Title: N Del Riverfront Greenway/Heritage Trail/K&T - Line Item

MPMS ID: 61712

Comment:

I don't understand why this description lists \$8 million TIGER funding. There is only \$1.5 million of TIGER money for this project. Where is the source of the \$6.5 million?

Comment ID: 266

Public Comment Form

Draft FY2011 TIP for PA

Transportation Improvement Program



Item ID# A.93

Name: Aissia Richardson

County: Philadelphia County

Project Title: School District of Philadelphia Improvement (SRTS)

MPMS ID: 87107

Comment:

Since project was funded in May of 2009. What's the status of the project? Has it been started and if not, when is the start date? Will funding expire if the project hasn't started and will funding be returned to PENNDOT if project doesn't move forward or be reprogrammed?

Comment ID: 193

Public Comment Form
Draft FY2011 TIP for PA
Transportation Improvement Program



Item ID# A.94

Name: M. F. Harris

County: Philadelphia County

Project Title: General Comment

Comment:

One problem related to promoting good traffic mobility in Philadelphia is the frequency with which the City does things that worsen the problem. Examples: closing streets to favor developers by removing alternative routes for traffic, like was done for Liberty Place, failing to add lanes for expected increased traffic, like they did in front of the new Target at City Line and Monument, and failing to widen a main thoroughfare in conjunction with putting up a shopping center, like happened on 52nd Street at West Park. These are not the DVRPC's doings, but a requirement that the city consider the impact on traffic of development and be forced to work to mitigate it would be helpful.

Comment ID: 164

Public Comment Form
Draft FY2011 TIP for PA
Transportation Improvement Program



Item ID# A.95

Name: P. McNulty

County: Philadelphia County

Project Title: General Comment

Comment:

I feel like Northeast Philadelphia would really benefit from either an extension of the existing subway lines, or a completely new one. Frankford Ave, Bustleton Ave, Roosevelt Boulevard- wherever it would be placed, I think the area needs more than buses. I personally would rather drive places than spend an equal amount of time on a bus or two, but if there was a subway, I'd take that over driving any day.

Comment ID: 141

Public Comment Form
Draft FY2011 TIP for PA
Transportation Improvement Program



Item ID# A.96

Name: Aissia Richardson

County: Philadelphia County

Project Title: 40th Street (Bridge)

MPMS ID: 17460

Comment:

Cty/Operator: Philadelphia; MPMS#: 17460; Project: 40th Street (Bridge). As a long time resident of Belmont, I am dismayed at how long it has taken to repair this bridge. I would strongly recommend expediting this project to improve emergency response from fire and police, allow residents to access amenities in Fairmount Park, reduce congestion on Girard Avenue, reduce congestion on exits from I-76 and speed up SEPTA's Route 15 trolley.

Comment ID: 189

Public Comment Form

Draft FY2011 TIP for PA

Transportation Improvement Program



Item ID# A.97

Name: John Boyle, Bicycle Coalition of Greater Philadelphia

County: Philadelphia County

Project Title: Island Ave. (Signals)

MPMS ID: 17697

Comment:

Island Avenue is not bike friendly as it approaches the intersection with the multiple turn lanes at Bartram Ave. There needs to a bike box to accommodate straight and left turning bicyclists.

Comment ID: 243

Public Comment Form
Draft FY2011 TIP for PA
Transportation Improvement Program



Item ID# A.98

Name: Aissia Richardson

County: Philadelphia County

Project Title: North Broad St./Avenue of the Arts

MPMS ID: 17813

Comment:

Cty/Operator: Philadelphia; MPMS#: 17813; Project: North Broad St./Avenue of the Arts000a000aCty/Operator: Philadelphia; MPMS#: 87937; Project: Avenue of the Arts Revitalization & Stscape (TCSP). I am in support of streetscape improvements along the Avenue of the Arts, however, would like to recommend a comprehensive corridor study that examines how to link the diverse populations and institutions along the corridor. The corridor along N. Broad between Kennedy Blvd. and Somerset is linked by location but not identity. There is no business association for the corridor; there are no coordinated activities in the entire corridor or programs that provide services to advocate for corridor improvements. A planning process will help identify strengths in the corridor and create recommendations to build on those strengths, like a business association or corridor district that can provide existing businesses with services and create marketing and outreach plans to encourage new businesses to locate on the corridor. Once the corridor is strengthened, linkages can be made to bordering corridors like Temple University Main Campus, on the south, as well as Temple University Health Sciences Campus, Germantown, Mount Airy and West Oaklane, in the north, to help create corridor identities through murals on regional rail and Amtrak bridges that link the City to the Northeast Corridor...Washington, DC, Baltimore, New York and Boston. Corridor planning will create development projects for the target area that can be included in citywide comprehensive planning for Philadelphia 2035 that is driven by stakeholders who have a vested interest in improving the corridor, will encourage sustainable community development and take into account smart growth for the target area and region.

Comment ID: 192

Public Comment Form

Draft FY2011 TIP for PA

Transportation Improvement Program



Item ID# A.99

Name: John Boyle, Bicycle Coalition of Greater Philadelphia

County: Philadelphia County

Project Title: North Delaware Ave. Extension

MPMS ID: 46956

Comment:

We support this project.

Comment ID: 244

Public Comment Form

Draft FY2011 TIP for PA

Transportation Improvement Program



Item ID# A.100

Name: Aissia Richardson

County: Philadelphia County

Project Title: 40th Street (Bridge)

MPMS ID: 17460

Comment:

Cty/Operator: Philadelphia; MPMS#: 17460; Project: 40th Street (Bridge); Cty/Operator: Philadelphia; MPMS#: 56768; Project: 41st Street Bridge. As a long time resident of Belmont, I am dismayed at how long it has taken to repair this bridge. I would strongly recommend expediting this project to improve emergency response from fire and police, allow residents to allow to access amenities in Fairmount Park, reduce congestion on Girard Avenue, reduce congestion on exits from I-76 and speed up SEPTA's Route 15 trolley.

Comment ID: 188

Public Comment Form

Draft FY2011 TIP for PA

Transportation Improvement Program



Item ID# A.101

Name: John Boyle, Bicycle Coalition of Greater Philadelphia

County: Philadelphia County

Project Title: Lehigh Ave. East (Signals)

MPMS ID: 57893

Comment:

Since Lehigh has bike lanes intersection improvements should include bike boxes at the major intersections such as Broad, Frankford and Aramingo Ave.

Comment ID: 247

Public Comment Form
Draft FY2011 TIP for PA
Transportation Improvement Program



Item ID# A.102

Name: Aissia Richardson

County: Philadelphia County

Project Title: Lancaster Ave. (Signals)

MPMS ID: 57898

Comment:

Cty/Operator: Philadelphia; MPMS#: 57898; Project: Lancaster Ave. (Signals). I am in support of signal improvements in this corridor and would like to recommend additional streetscape improvements between 52nd and 39th on Lancaster Avenue. This corridor is badly in need of sidewalk repairs at intersections along the corridor. In many intersections sidewalks are missing or so badly cracked residents are forced to walk in the street (41st and Lancaster on the Northeast corner in particular).

Comment ID: 191

Public Comment Form
Draft FY2011 TIP for PA
Transportation Improvement Program



Item ID# A.103

Name: John Boyle, Bicycle Coalition of Greater Philadelphia

County: Philadelphia County

Project Title: 30th Street Bridges - 6 Structures

MPMS ID: 64844

Comment:

We support this project.

Comment ID: 248

Public Comment Form
Draft FY2011 TIP for PA
Transportation Improvement Program



Item ID# A.104

Name: John Boyle, Bicycle Coalition of Greater Philadelphia

County: Philadelphia County

Project Title: Grays Ferry Ave. (Bridge)

MPMS ID: 69913

Comment:

This bridge is heavily used by bicyclists, additionally it is the best way to access Bartrams Garden and may be the final choice for alignment of the East Coast Greenway. The current bicycle facilities are in poor condition. Debris gathers at the drains and cars routinely travel well over the speed limit. This creates a very uncomfortable bicycling environment. The Bicycle Coalition would like to see a physically separated bike lanes or a multi-use path on this bridge.

Comment ID: 249

Public Comment Form
Draft FY2011 TIP for PA
Transportation Improvement Program



Item ID# A.105

Name: Aissia Richardson

County: Philadelphia County

Project Title: Avenue of the Arts Revitalization & Stscape (TCSP)

MPMS ID: 87937

Comment:

Cty/Operator: Philadelphia; MPMS#: 87937; Project: Avenue of the Arts Revitalization & Stscape (TCSP). I am in support of streetscape improvements along the Avenue of the Arts, however, as streetscape improvements have already been done closer to Center City, I would like to recommend that the project be phased by starting at Glenwood Avenue and move south toward City Hall. I am concerned that funding constraints will delay or defer this project and installation of new lighting and greening will occur in Center City only and not reach North Philadelphia where improvements are needed most.

Comment ID: 190

NAME
AD ID
ORC



Question on Wayne Junction Substation Replacement in DVRPC 2011-2014 Proposed Transportation Improvement Program

SEPTA General Manager Joe Casey testified on 6/4/10 that the Wayne Jct substation was in danger of imminent failure due to its age. We have found that this project is not included on the proposed TIP.

Why was this critical piece of infrastructure not included on the proposed TIP?

If NO MONEY: How much will the replacement substation cost?

Is every single TIP item more important for continued reliable operation and State of Good Repair than the Wayne Junction Substation?

Examples we found in the current TIP are:
\$58 million for station facility improvements
\$98 million - new 60' articulated buses
\$23 million - fiber optics & PA modernization

SENECA-CAYUGA TRIBE
OF OKLAHOMA



SENECA-CAYUGA TRIBE OF OKLAHOMA

23701 South 655 Road
(866) 787-5452 * (918) 787-5452 * FAX (918) 787-5713
GROVE, OKLAHOMA 74344

June 14, 2010

Gastonia L. Anderson
190 N Independence Mall West
8th Floor
Philadelphia, PA 19106-1520

RE: DVRPC Draft FY2011-2014 TIP for Pennsylvania

Ms Anderson-Ogoe:

The Seneca Cayuga Tribe received a letter regarding the above referenced Transportation Improvement program for Pennsylvania. The Seneca Cayuga Tribe is committed to protecting sites important to Tribal Heritage, Culture and Religion. Furthermore the Tribe is particularly concerned with historical sites that may contain but not limited to the burial(s) of human remains and associated funerary objects.

As described in your correspondence, and upon research of our database(s) and files, we find our people occupied these areas historically and/or prehistorically. However, the location of the project does not endanger known sites of interest to the Seneca Cayuga Tribe. Please continue project as planned. However, should this project inadvertently discover an archeological site or object(s) we request that you immediately contact the Seneca Cayuga Tribe of Oklahoma, as well as the appropriate state agencies (within 24 hours). We also ask that all construction and ground disturbing activity stop until the Tribe and State agencies are consulted.

Thank you, for contacting the Seneca Cayuga Tribe, we appreciate your cooperation. Should you have any further questions or comments please contact myself, Paul Barton; Culture/Historical Preservation Officer.

Sincerely,

A handwritten signature in blue ink, appearing to read "Paul Barton".

Paul Barton, Culture/Historic Preservation Officer (CHPO)
Culture/Historic Preservation Program
Seneca Cayuga Tribe of Oklahoma
23701 South 655 Rd
Grove, OK 74344
(918) 533-0664
pbarton@sctribe.com

Item ID# A.108

Anderson, Gastonia

From: Jason Ross [JRoss@delawarenation.com]**Sent:** Tuesday, June 15, 2010 12:59 PM**To:** Anderson, Gastonia**Subject:** re: DVRPC Draft FY2011 Transportation Improvement Program (TIP) for Pennsylvania

Hello Ms. Anderson-Ogoe,

The Delaware Nation has received correspondence on June 11th, 2010 regarding the DVRPC Draft FY2011 Transportation Improvement Program (TIP) for Pennsylvania. *The information was not received in a timely manner to submit comments on the project within the 30 day period and the Cultural Preservation Office has 15 to 18 other projects that are under review ahead of the DVRPC project* . So the Delaware Nation cannot submit comments to your office by June 30th, 2010. The packet would have to be submitted a month prior in order to submit within 30 days. *Should be able to submit by July 11th, 2010.*

If you have any questions, please feel free to contact our office at your convenience,

Tamara Francis

Cultural Preservation Director

The Delaware Nation

31064 State Highway 281

P.O. Box 825

Anadarko, OK 73005

(405)247-2448 x1180 phone

(405)247-8905 fax

Jason Ross

Museum/Section 106 Assistant

Cultural Preservation Department

The Delaware Nation

7/6/2010



Monday, June 28, 2010

Plan/TIP/Conformity Comments
Delaware Valley Regional Planning Commission (DVRPC)
190 N. Independence Mall West, 8th Floor
Philadelphia, PA 19106-1520

On behalf of the 1.5 million persons who ride bicycles in the Delaware Valley Region, we submit these comments on the 2011-2014 Pennsylvania Transportation Improvement Program (heretofore called, the TIP).

Overall, we are disappointed that the TIP does do more to advance bicycle/pedestrian facilities and that it does not reflect an adherence to PA's Complete Streets check list. We urge the DVRPC to address these two deficiencies in its final draft.

1. The 2011-2014 TIP does not adequately reflecting comprehensive compliance with federal and state Complete Streets policies.

a. Several projects unnecessarily negatively impact bicycle/pedestrian transportation

13727 - Bristol Road - This is both a lost opportunity and a negative impact project. Two foot shoulders are totally inadequate. New turn lanes will squeeze out bicyclists and right turn lanes encourage drivers to not yield to pedestrians. This project needs pedestrian refuges, a stop phase for right turning vehicles when the pedestrian signal button is pushed for pedestrians and four foot shoulders plus bike pockets at intersections to the left of the right turn lane.

57641 - Bridgetown Pike – A shoulder will be eliminated for an auxiliary lane, we disapprove of marked right turn-straight through lanes as they force cyclists to make difficult choices for proper lane position, less experienced cyclists will opt to stay to the far right, leaving them vulnerable to a right hook crash.

70227 – Route 29 Improvements - While we applaud the addition of 5 foot shoulders, we are concerned that they will disappear at intersections with channelized turn lanes. Yellow Springs Road is a popular recreational bike route. We suggest the left turn bike pockets on southbound 29 at Yellow Springs straight through bike pockets at all intersections with right turn lanes.



17821 -- I-95 – Shackomaxon Street to Ann Street.

- There appears to be excess width on Delaware Avenue south of Girard. We recommend that more space be allocated to the bike lane to provide a buffer for cyclists.
 - The intersection at Girard is very tricky, especially turning left from Delaware to Girard. We recommend a left turn pocket or bike box.
 - There appears to be room for bike lanes on Girard from Delaware Ave over to the near Fletcher St and can be achieved by added bike lane markings in the shoulder and a bike left turn pocket at the Delaware Ave intersection and a green crossover bike lane at Ramp D.
 - Where the I-95 goes over Richmond Street, there needs to be adequate lighting and other measures to make the Richmond St. sidewalk safe and attractive.
- b. Numerous projects do not incorporate bicycle/pedestrian facilities and are “missed opportunities”
- Montgomery and Delaware Counties have TIP projects that have road segments that are included in their respective bicycle plans but do not include any bicycle/pedestrian facilities. Some Delaware County road projects refer to the bicycle plan, but don’t include any facilities that would implement the plan. If road construction is not the right time to implement a bike plan, when is? Each road project should have been evaluated with the PennDOT check list and the County Bicycle Plan and the project description should indicate the results of that evaluation.
 - Most of the streetscape projects in the TIP do not include provisions for bicycle parking.
- c. The TIP should more clearly describe how well the projects meet the requirements of the Pennsylvania’s Bicycle and Pedestrian Checklist.

Although not a full blown Complete Streets policy, Pennsylvania’s bicycle and pedestrian checklist serves in its place and was issued by PennDOT almost ten years ago. The effectiveness of the checklist is impossible to measure on a project by project basis because the outcomes are not evaluated or listed in the project description. DVRPC should play a more pro-active role in ensuring that the check list was used to ensure that each project is “passed” the checklist as much as possible.

We believe that DVRPC should have a Complete Streets policy itself, or some kind of set of principles that it uses to evaluate projects. For example, the Metropolitan Transportation Commission of California adopted Resolution 3765 in 2006, which is essentially a check list to determine if local jurisdictions considered complete streets principles.



While DVRPC has good bicycle-pedestrian goals in its 2035 Connections Plan (p. 87-90), it is not a policy. We urge DVRPC to take the next step and adopt an enforceable and transparent complete streets policy that generates measurable results to track how transportation funding in the TIP is meeting the goals laid out in its plan.

The TIP should reflect DVRPC's implementation of FHWA's March 2010 Policy Statement (<http://www.dot.gov/affairs/2010/bicycle-ped.html>): "The DOT policy is to incorporate safe and convenient walking and bicycling facilities into transportation projects. Every transportation agency, including DOT, has the responsibility to improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation systems. Because of the numerous individual and community benefits that walking and bicycling provide — including health, safety, environmental, transportation, and quality of life — transportation agencies are encouraged to go beyond minimum standards to provide safe and convenient facilities for these modes." The USDOT goes on to recommend to state agencies, MPO's etc, that they adopt similar policies on bike/ped accommodation and take the following actions:

Recommended Actions:

- Treat walking and bicycling as equals with other transportation modes.
- Ensure convenient access for people of all ages and abilities.
- Go beyond minimum design standards.
- Collect data on walking and biking trips.
- Set a mode share target for walking and bicycling.
- Protect sidewalks and shared-use paths the same way roadways are protected (for example, snow removal)
- Improve nonmotorized facilities during maintenance projects."



2. The 2011-2014 TIP should allocate a greater percentage of funding to bicycle/pedestrian facilities.

Table 1

2011-2014 TIP (\$000)

Bucks County Subtotal	2257
Chester County Subtotal	25190
Delaware County Subtotal	6115
Montgomery County Subtotal	22390
Philadelphia Subtotal	33919
Total County bike/ped projects	89871
Total TIGER	16940
Total Other	13400
Total TIP	1652000
% of TIP dedicated to bike/ped by counties	5.44%
% of TIP dedicated to bike/ped from TIGER	1.03%
% of TIP dedicated to bike/ped from other	0.81%
Total % of TIP dedicated to bike/peds	7.28%

- a. By our calculation, 7.28% of the TIP is devoted to bicycle/pedestrian projects. While this percentage is good in comparison to the national average (2%), it does not reflect the true nature of how DVRPC's Board prioritizes bike/ped projects.

Of the 7.28%, nearly \$17 million is from federal TIGER grant, which reflects a local initiative to apply for a competitive federal grant, and \$13.4 million in funds that are available from MPMS# 64984 (the "other" row) but not yet allocated to a specific year. It also includes many earmarks, which reflects Congressional priorities, not county priorities. For example, the North Delaware Riverfront Greenway/Heritage Trail/K&T project has \$9.931 million from several earmarks.

We estimate that the DVRPC counties have only directed 5.44% or less of its transportation funds toward bike/ped projects.



In particular, Bucks and Delaware County stand out as having allocated the least amount of funds to bike/ped projects (\$2 million and \$6 million respectively), as compared to Montgomery and Chester, which directed in the range of \$22-25 million and Philadelphia, which has directed nearly \$34 million over a three year period.

- b. We believe that the counties and DVRPC should allocate more transportation dollars for bicycle/pedestrian projects to increase safety for bicyclists and pedestrians. Based on information provided by DVRPC staff to the Bicycle Coalition (see attached Table 2), 15% of region's traffic crashes that result in injuries involve bikes and peds and 23% of all traffic fatalities are pedestrians and bicyclists. Our interpretation of these data is that although bicyclists and pedestrians are involved in 15% of the traffic crashes and account for over 20% of the fatalities, the counties are only allocating 5.44% of their transportation dollars to facilities that will directly improve bike/ped safety. This is an inequity that should be directly addressed by DVRPC.
- c. DVRPC's suburban counties compare well against the national walking mode share, but have to do more to catch up to the national bicycle mode share average. While higher population density in Philadelphia helps generate more bicycle trips to work, the other counties should invest more to improve its roads (especially by adding shoulders) so that its bicycle mode shares could rise and be comparable to the rest of the nation.

This table shows American Community Survey 2006-2008 Means of Transportation to Work for each of the DVRPC counties in PA.

Table 3

Counties	Bike	Walk
Philadelphia	1.32%	8.17%
Chester	0.15%	2.33%
Bucks	0.16%	1.81%
Montgomery	0.27%	3.11%
Delaware	0.30%	3.97%
National Average	.49%	2.85%

- d. A number of projects in the TIP that are considered a bike or ped project are so old that they should be reallocated to make room for new projects. We found 4 projects that have been allocated funds since before 2002. These projects (MPMS#61712, 61695, 50520, 61690) are tying up funding and should be re-assigned to other projects so that new projects can apply for TE funding. Overall, a new TE round is needed and we urge DVRPC to aggressively reallocate the bike/ped projects that are eight years old or older and make more funding



available for TE projects so that the bike/ped component of the TIP can increase. We strongly urge DVRPC to open a new TE round as soon as possible during 2010.

3. We continue to support DVRPC's initiatives that are helping build our regional trail network, and have already submitted comments separately on those projects. Not everyone lives or works near a rail trail and the recently completed bike routes on Old Baltimore Pike, Susquehanna Rd and Bicyclists Baltimore Pike are great examples of creating relative low cost ways to improve bicycle mobility and to bring together a true regional network. We also support innovative projects such as the roundabout at Old Baltimore Pike and PA 41 which is on the newly finished Old Baltimore Pike bike route.

Sincerely yours,

John Boyle

John Boyle
Advocacy Director

Sarah Clark Stuart

Sarah Clark Stuart
Campaign Director

Table 2 - BCGP June 28 TIP Comment letter
2007-2009 Crash Data provided by DVRPC

COUNTY	total crashes	Fatal Crashes	Fatality	Injury Crashes	Ped Crashes	Ped Count	Ped Death Count	Ped Maj inj count	BIKE Crashes	BICYCLE Count	BICYCLE DEATH COUNT	BICYCLE MAJ INJ COUNT
09 Bucks	19505	172	178	9683	350	375	33	38	175	176	2	15
15 Chester	13903	115	126	5750	183	194	11	19	69	71	1	6
23 Delaware	13496	61	63	6977	548	574	11	47	161	161	0	4
46 Montgomery	25904	136	143	12562	649	692	22	54	276	279	2	13
67 Philadelphia	32489	290	312	25515	5495	5688	99	229	1396	1405	10	52
Total across all 5 PA Counties			822	60487	7225		176		2077		15	

% of fatalities that are pedestrian 21%

% of fatalities that are bicyclists 2%

% of fatalities that are pedestrian & bicyclists **23%**

% of injury crashes that involve peds 12%

% of injuries crashes that involve bikes 3%

% of injuries crashes that involve both **15%**

Tri-State Citizens' Council on Transportation
4315 Baltimore Avenue, Philadelphia, Pa. 19104

Charles Bode, Chairman

Comments on Draft DVRPC Pennsylvania FY 2011 TIP, June 10, 2010

Transportation in both this region and throughout the country suffers from two major issues. The first is dependence on fossil fuel, especially oil. Among the problems of oil use are air pollution and, now, ocean pollution. Perhaps even more serious is the devaluation of the dollar as the country continually imports oil without sufficient exports of value to other countries. The second major transportation issue is a lack of funds to sustain the infrastructure already in place.

To address these two issues, transportation planning must concentrate on reducing fossil fuel use. To do this plans must try to reduce the need for transportation. This is a fundamental change from the past where plans sought to induce and then to provide for ever increasing automobile use.

For decades the typical daily work trip commute time has remained similar. This suggests that people are willing to devote limited time to that effort. At first the time was spent walking to work nearby. Then street railways extended the distance that could be traveled. Next automobiles, then superhighways further extended the distance within the allotted time. The difficulty is that increasing distance requires increasing fuel consumption, and increasing the infrastructure that must be maintained. Now is the time to begin to reverse the trend. Now is the time to begin to reduce the infrastructure to that which can be afforded.

To begin, no new roads should be constructed. This includes both arterial and local roads. No more new green field development. Instead, build again on former sites, both industrial and residential. The list of public transportation service that has been abandoned in this region is long. It includes Pottsville, Bethlehem, Newtown, West Chester, Ivy Ridge, Jenkintown to Newark, and several rail lines in New Jersey. Much research would be required to list all the abandoned bus routes. What about the list of abandoned highways? Because funds are insufficient, we need a similar list of major highway abandonments.

Public transportation is evaluated every year for cost effectiveness. The ratio of fares to cost is calculated for every line. Those at the bottom of the list are discontinued. A similar process is needed for roads. Each road segment should have a gas tax to cost ratio. And, as in transit, those at the bottom of the list should be closed.

A related issue is the need to confine transportation funding to actual transportation projects. Trees, benches, main street redevelopments, and other such items may be nice, but they contribute nothing to the capability of the transportation system, for either people or goods. They need to be removed from the transportation program.

While the TIP includes several projects intended to revitalize older centers, it contains others to destroy them. This is highly counterproductive, because in the future they will then require funds for revitalization. Prominent among these projects are parking garages in Paoli, Jenkintown, and Ardmore. Paoli already suffers from traffic congestion at peak times. Buses intended to carry commuters from the station are blocked for several minutes by the unending traffic. Adding 1200 more cars is not a solution. To the east, there is a station about every mile. Therefore, traffic to this

garage is likely to come from the west. Instead of bringing all the traffic into Paoli, move the garage to the west. With Cornwells Heights as an example, the garage could be built at highway 202 with direct access. Then none of the garage traffic would impact a local community. In Paoli, the land should be used for transit oriented residential development. The residents could walk both to Paoli station and to patronize the local businesses. Jenkintown, with service in four directions to West Trenton, Center City, Warminster, and Doylestown, is ideally suited for transit oriented development instead of a parking garage.

Another issue to be addressed is the differences in planning and funding requirements for transit and highway projects. The TIP contains numerous projects to fund the repairs necessary to reopen closed bridges. Some of these bridges have been closed for years. There appears to be no requirement for any studies, environmental impact evaluations, or competition for limited new facility funds. In contrast, restoration of a closed transit facility is treated as an entirely new facility. It is required to undergo scrutiny as if nothing had ever existed, discarding perhaps a century of use.

Finally, non-automobile transportation is missing from many projects that could easily incorporate such transportation. Sidewalks are deliberately not included on Hulmeville Avenue because policy only includes them where adjacent sidewalks exist. Such a self-defeating policy is unlikely to produce any sidewalks. Instead all projects should include sidewalks in order to encourage development of adjacent sidewalks, and to provide for a fuel-short future. Several traffic signal projects on roads with public transit fail to include signal priority for transit vehicles. This oversight should be corrected.

We recognize that some of the policy issues may be outside the direct scope of this TIP or of the DVRPC. However, with its official interaction with other agencies and departments, the DVRPC is the logical body to carry these issues to the higher level authorities.

To summarize we list some representative projects that can be removed from the TIP to alleviate problems discussed above. Removing these, and other similar projects, frees funds for projects that at present remain unfunded.

Additional roads:

16438 (\$3,986,000, p190), 57858 (\$8,744,000, p200), 79863 (\$10,960,000, p224), 79864 (\$0 in 2011-2014, p225), 87392 (\$3,478,000, p231), 46956 (\$17,061,000, p241)

Expansion of capacity:

13347 (\$1,189,000,000; p85), 13440 (\$2,737,000; p86), 13576 (\$14,276,000, p87), 13635 (\$5,528,000, p90), 13727 (\$7,012,000, p92), 50633 (\$23,251,000, p95) 57624 (\$2,814,000, p97), 64779 (\$4,350,000, p 102), 14484 (\$3,385,000, p117), 14515 (\$6,293,000, p118), 14532 (\$2,490,000, p119), 14541 (\$4,985,000, p119), 15385 (\$1,093,000, p122), 64494 (\$109,989,000, p129), 64498 (\$56,506,000, p130), 70227 (\$5,430,000, p134), 15345 (\$4,110,000, p156), 69815 (\$7,699,000, p169), 69816 (\$5,793,000, p170), 69817 (\$11,380,000, p171), 16688 (\$6,365,000, p194), 16703 (\$7,997,000, p195 - 1 of several for this work), 16755 (\$1,250,000, p196), 57864 (\$6,896,000, p201), 63486 (\$2,122,000, p203), 63490 (\$940,000, p204), 63491 (\$319,000, p205), 80222 (\$6,753,000, p226), 17821 (\$25,220,000, p240),

Non-transportation:

77468 (p109), 77459 (p141), 77460 (p177), 65910 (p209), 74817 (p220), 61714 (p251), 70243 (p260), 77452 (p267), 84649 (p276), 85059 (p276), 87124 (p277), 87937 (p278)

Harmful to established centers:

47979 (\$3,000,000, p123), 85062 (\$1,500,000, p147), 60574 (\$1,311,000, p315), 73214 (in unfunded list)

Omission of provision for non-automobile transportation:

13606 (p88), 13727 (p92), 47994 (p160), 48168 (p160), 57750 (p161), 64790 (p165), 57893 (p246), 57897 (p247), 57898 (p247)

Public Comment Form

Draft FY2011 TIP for PA

Transportation Improvement Program



Item ID# A.111

Name: Bridget Chadwick

County: Various Counties

Project Title: General Comment

Comment:

Whereas the region does not meet current Clean Air Standards; and whereas the Federal Office of Transportation is encouraging implementation of Complete Streets policy, the Delaware Valley Regional Planning Commission should do the following: Delete all TIP projects that have not assessed transit service, bike/ped facilities and bike/ped access to transit stops/stations. Delete all TIP projects that do not meet a Transit LOS, Bicycle LOS and Pedestrian LOS = A before considering widening or any parking expansion including parking expansion and parking garages at Regional Rail stations. TIP projects should demonstrate that they are increasing safe and comfortable bike/ped/wheelchair access to transit stops/stations; increasing frequency of transit service; improving transit connections; improving routes (start/end at RR stations) ; add new routes or extend; add feeder bus service to RR stations and improve transit facilities (bus shelters, benches and bus stop areas with lighting) and improve complete, extensive accessible transit travel information across communities. Tip projects should meet the recommendations given in DVRPC corridor studies. EG the following MPMS # 84642, 17928, 17900, 48199, 77463, 74817, 16197, 16214, 72992, 16334, 72994, 72992, 74808 s;ould meet the recommendations in the corridor study of Routes 263/611 conducted by DVRPC.

Comment ID: 354

Public Comment Form

Draft FY2011 TIP for PA

Transportation Improvement Program



Item ID# A.112

Name: Georgia Mcwhinney

County: Various Counties

Project Title: General Comment

Comment:

It is increasingly apparent that clean, efficient, reliable public transit is the only truly sensible transportation for the future. The future begins today. SEPTA is our public transportation modality in this area. Specifically, Jenkintown/Wyncote is my local stop. SEPTA plans to spend hundreds of millions of dollars of state and federal monies to build a huge parking garage here to accommodate cars from areas fifteen miles away. Yet they will not spend any money to eliminate the "bottleneck" that prevents trains from making additional stops further down the track. Substantial parking is available at those stops, but SEPTA riders must drive to Jenkintown/Wyncote to take their trains. This stubbornness and blindness of SEPTA to continue with this costly and unnecessary spending of millions to fund this unwanted garage is a criminal. Other outlying suburbs, specifically Newtown, are begging SEPTA to provide service to their areas. That is where potential riders are, in newly built towns with populations that increase daily. The close-in suburbs are not growing. We have adequate parking. The monies encumbered from the federal and state governments would be much better spent providing ridership for SEPTA in the far-lying suburbs.

Comment ID: 321

Public Comment Form

Draft FY2011 TIP for PA

Transportation Improvement Program



Item ID# A.113

Name: Judith Gratz

County: Various Counties

Project Title: General Comment

Comment:

DVRPC needs to ENCOURAGE people to drive much less than they are by demanding that SEPTA expand its service, not contract it as they have been doing since they took over Conrail. They closed 62 stations and removed track just when the further out suburbs began to be developed. Here are a few ways to get our region to be more sustainable and off the oil addiction. Tell SEPTA they must: 1. increase service to the outer suburban rail stations and reduce the number of times trains stop at the Jenkintown station to once every 15 or 20 minutes. 2. make it easier for commuters to use their local stations so they don't drive beyond them; rail commuters will want to use their local stations when there is service to them more than once an hour or once every 45 minutes as it is now; they will also need adequate parking at their local stations. 3. remove the plan for the reckless expenditure of tax payer money and environmentally backwards proposal for a parking garage at the Jenkintown station; \$108,000 per parking space to add 250 spaces is an obscene waste of money and WILL NOT INCREASE RIDERSHIP. Unless there is adequate parking and service to the outer suburbs, there will never be enough parking at the Jenkintown station. And over 50% of the people who park there are not from nearby, but have bypassed their station and several others to drive 5, 10, 20 miles for the frequent service they don't get at their home station. More frequent trains and better parking in the outer suburbs WILL INCREASE RIDERSHIP. "Provide the trains and they will come." 4. reinstate the R8 train line from Fox Chase to Newtown!!! There are plenty of tracks still in place, and other tracks in storage near Wayne Junction, so the steel is not the big expense. 5. stop using cost/benefit analysis as their answer to every project. They have not factored in the cost to the environment and the benefit to the commuters. DVRPC needs to work with the state government to get dedicated funding for public transit. Thank you.

Comment ID: 265

Public Comment Form
Draft FY2011 TIP for PA
Transportation Improvement Program



Item ID# A.115

Name: Jacob Ketter

County: Various Counties

Project Title: General Comment

Comment:

I would much appreciate funding be made available for improved mass transit (more SEPTA trains/stations, improved park and ride, particularly in the further suburbs lessening congestion, more trolley lines, like the one in Chestnut Hill that has been dead for a while). I would also like funding available for improving bicycle transit availability. I would like to be able to bike to work (~9.5 mi) but the roads are dangerous and in poor condition. I do not expect that this will change, but any improvement, even if it does not directly affect me, is good. I am also opposed to the funding of the Wyncote/Jenkintown parking garage, but that's another comment. Sincerely,
Dr. Jacob Ketter

Comment ID: 347

Public Comment Form

Draft FY2011 TIP for PA

Transportation Improvement Program



Item ID# A.116

Name: Gail Slesinski

County: Various Counties

Project Title: General Comment

Comment:

Please carefully review how you use your funding for transportation services in the Delaware Valley Region. In particular, SEPTA refuses to consider reinstating the R8 Newtown Line, which would expand availability of rail travel to outlying Philadelphia suburbs, reducing the reliance on cars for travel. Instead, SEPTA is proposing to build an unnecessary garage at the Jenkintown Train Station. Instead of using stations closer to their homes, SEPTA is actually encouraging riders to drive more miles, add to congested roads and create more greenhouse gases. Please stop this environmentally and fiscally wasteful use of funding immediately. Review the recent data from the Rider Preference Study conducted by Septa, indicating that 97% of drivers who come to the J-W station who bypass their local station would prefer to drive to their local station if there were more available service. Do not take the biased and flawed conclusions of the study proposed by their hired consultant as fact. Review the data yourselves. Or read the outside review from Rachel Weinberger, Ph.D. from U. of Penn, who was hired to review the data by the Board of Commissioners from Cheltenham Township. Consider the enormous taxpayer burden, the wasteful use of resources, and the fact that other transportation centers that SEPTA has constructed recently at Norristown and Frankford are often half empty. It is fiscally, regionally and environmentally responsible to expand service to outlying suburbs and bring ridership to commuters who need it.

Comment ID: 325

Item ID# A.117

Anderson, Gastonia

From: TIP Plan Comments
Sent: Monday, June 28, 2010 10:32 AM
To: Anderson, Gastonia
Subject: FW: Comments for FY2011 PA TIP

From: JohnPawson Pawson [mailto:dvrails@yahoo.com]
Sent: Friday, June 25, 2010 2:57 PM
To: TIP Plan Comments
Cc: RCC
Subject: Comments for FY2011 PA TIP

While the Regional Citizens Committee is not providing its own input to the TIP this year, its members such as myself are doing so individually.

My Comments:

Many projects already have been deferred because of the Pennsylvania transportation funding crisis. More important, I think, is the likelihood that federal funding, which provides the bulk of the money for public and road transportation, will in future years also be somewhat reduced because of the effects of nation's on-going balance-of-payments and debt crises.

This means that priority must be given to those projects and elements within projects that maintain the operations of buses, trolleys, and trains; attract passenger miles; and reduce motor vehicle miles. The state-of-good-repair, renewal, and similar projects would seem to fall most obviously in this category. However, the minimal detail given for these projects and the possibility that more urgent and less urgent items may be mixed makes judgment next to impossible. The average reader will be tempted to give a blank check.

However, that is not so much the case in station projects. As far as I have seen lately, most RRD train stations at least are functionally adequate and after many years of upgrades seem in good condition.

The main productivity questions can be raised about the high-cost new-station projects (apparently including 20130 (Paoli), 50655 (Levittown), 84642 (Jenkintown), and 90509 (East Falls, Roslyn, and Secane). These projects do not in a *critical* way preserve or improve operations or attract new passengers.

RCC has stated its opposition to parking garages, in particular the Jenkintown project, while favoring just-in-time incremental parking expansion at outlying stations. These principles also may be applied elsewhere where new customers can be attracted at much lower unit cost than with the mega-station projects proposed.

A common thread in these new stations projects is replacement of existing station platforms and station buildings, which usually are in good condition. with high station platforms (i.e., 48" above the rails), elevators, and skywalks connecting the platforms. It has been claimed that ADA regulations will require all these things.

However if one does the math by multiplying the average stated cost of these projects by the number of station platforms yet to be raised (about 238 throughout the system), the eventual cost will total over one billion dollars. That is simply unaffordable. Moreover, it is highly non-productive in the practical sense of producing *ipso facto* no train-miles for passengers, regular or handicapped, to ride.

Other less expensive ways must be found to meet ADA requirements for "level boarding", which does not necessarily mean installing high platforms. Chicago and the new commuter rail systems in the West and the South appear to have no plans to replace their present stations with high platforms to meet ADA requirements. Their rolling stock has either lift

6/30/2010

Item ID# A.117

devices (Chicago's METRA diesel lines) or is designed with partial low floors with low-level access doors which handicap passengers can enter and leave easily.

Adaptation of these ideas to the Regional Rail system can obviate that one billion dollar expenditure. Construction of new stations with high platforms, etc. should be suspended while system standards for compatible station platform design and railcar design are developed.

Otherwise we will be essentially unable to afford to develop the present RRD system and to expand it.

Sincerely yours,

John R. Pawson,
RCC member

Public Comment Form

Draft FY2011 TIP for PA

Transportation Improvement Program



Item ID# A.114, A.118

Name: William Shelton

County: Various Counties

Project Title: General Comment

Comment:

SEPTA and the City of Philadelphia has been planning to expand the Broad Street Subway Line to the Navy Yard, which is a good idea. But they should think about expanding it farther into New Jersey. The Navy Yard is about 7 miles away from Gloucester City, NJ. This extension would benefit both the citizens of Southeastern Pennsylvania and Southern New Jersey. This would allow citizens of Southern New Jersey to have better access to the Sports Complex and Center City Philadelphia without driving. The citizens of Southern New Jersey has been demanding better transportation to Philadelphia and this is a good answer. New Jersey can transform Gloucester City into a transportation hub, that will create multiple transfers between other New Jersey bus routes that travels through the state. This extension can also help New Jersey with its plan to create a Glassboro-Camden Light Rail Line, which will also have a stop in Gloucester City. This can be the answer to solving the Broad Street Line's declining ridership. This extension would improve SEPTA chances of gaining a federal grant for the project since it involves more than one state. Another good idea is to expand the Broad Street Subway Line through Northeast Philadelphia. Thousands of people, including myself travel through the Northeast daily by bus, which takes along time. A subway line on the Theodore Roosevelt Blvd, with stops at the Franklin Mills Mall and terminating at the Parx Casino in Bensalem, Pa. The Boulevard is one of the most dangerous streets in America. A subway line would help reduce traffic and can save lives. Philadelphia can create a special tax zone along the Boulevard to help generate jobs and economic development to help cover the cost. Finally I think SEPTA should replace the Chestnut Hill Lines (R7&R8) with light rail or subway lines. It is a hassle trying to get to Germantown or Chestnut Hill by the 23 bus route. A subway line or light rail line replacing the R7 and R8 would save SEPTA money in the long-term and increase ridership. SEPTA can create a spur from the Broad Street Subway Line at the North Philadelphia Station. This transformation can create the opportunity for SEPTA to expand the new route(s) to Plymouth Meeting and other Montgomery County areas. Thank you for giving me the opportunity to express my vision of a better transportation for the Delaware Valley.

Comment ID: 121

Public Comment Form

Draft FY2011 TIP for PA

Transportation Improvement Program



Item ID# A.119

Name: Judith Gratz

County: Various Counties

Project Title: General Comment

Comment:

Transit Oriented Development is a brilliant concept. Communities built near rail lines are already TODs. So why is SEPTA closing stations? Why are they selling railway right-of-ways for walking trails when the lines clearly go to heavily developed areas. SEPTA has closed 62 stations since it took over. Most of them were in existing TOD locations and in areas in which development was happening the fastest. The DVRPC needs to either tightly oversee/regulate SEPTA or get out of the way. SEPTA has consistently acted in ways contrary to what the public needs when it comes to its railroad. The train schedules for the outer suburbs are a great example. Trains run so infrequently that people are driving to distant stations, leaping over others along the way. This is TOTALLY CONTRARY to what the DVRPC says it wants for our region. An example: Miss the 7:02 train from Doylestown and you have to wait until 8:19 for the next train. There are many, many fixes that would take little money as compared with building garages that serve as magnets for cars. Pay attention to your own ideas that you have put on paper and how they say one thing but support the opposite when it comes to SEPTA. I am requesting a response to this letter so that I know someone in the decision-making level has read it. It's time to stop brushing off the concerned citizens who have excellent ideas based on their observations and research. Judith Gratz

Comment ID: 175

Public Comment Form
Draft FY2011 TIP for PA
Transportation Improvement Program



Item ID# A.120

Name: Olga McHugh

County: Various Counties

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

Most elected officials realize that we, as a Nation, must lesson our dependency on oil. We must stop wasting energy for the sake of our own National security and our environment. Parking garages will encourage more miles driven by those who are not being adequately served by SEPTA. Instead of using stations closer to their homes, riders will use more gas driving more miles, add to congested roads and create more greenhouse gases. Additionally, riders who do not use their local stations in the outer suburbs will spend less money for their tickets by purchasing them at stations closer to their destination, thereby reducing potential revenues for SEPTA. Reduced revenues will necessitate an increase in subsidies from government to maintain the existing rail lines.

Comment ID: 350

Public Comment Form
Draft FY2011 TIP for PA
Transportation Improvement Program



Item ID# A.121

Name: Jim Gagne

County: Various Counties

Project Title: General Comment

Comment:

We need to move faster before it's too late. Specifically, we need to complete commuter bike trails ASAP and start new ones. We need to have a commuter train line from King of Prussia area to Reading.

Comment ID: 102

Public Comment Form
Draft FY2011 TIP for PA
Transportation Improvement Program



Item ID# A.122

Name: Fritz

County: Various Counties

Project Title: General Comment

Comment:

Please provide icons which indicate what modes a project reflects. Take the Wilmapco TIP (http://www.wilmapco.org/tip/fy2011/FY2011-14%20TIP_NCC.pdf) Next to each project it has icons of the modes the project is working on. Having that here would make the document infinitely more readable and would be very helpful. Thanks

Comment ID: 122

Public Comment Form
Draft FY2011 TIP for PA
Transportation Improvement Program



Item ID# A.123

Name: Michael Brown

County: Various Counties

Project Title: Chester Valley Trail, Phase 2 (Sec 2/3)

MPMS ID: 14675

Comment:

Cty/Operator: Chester; MPMS#: 14675; Project: Chester Valley Trail, Phase 2 (Sec 2/3) Completely in favor of this project.

Comment ID: 179

Public Comment Form
Draft FY2011 TIP for PA
Transportation Improvement Program



Item ID# A.126

Name: John Boyle, Bicycle Coalition of Greater Philadelphia

County: Various Counties

Project Title: SEPTA Bus Purchase Program - 40'

MPMS ID: 60286

Comment:

The Bicycle Coalition supports this project.

Comment ID: 254

Public Comment Form

Draft FY2011 TIP for PA

Transportation Improvement Program



Item ID# A.129

Name: Jim Muldoon, Pennsylvania Transit Expansion Coalition (PA-TEC)

County: Various Counties

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

Cty/Operator: SEPTA; MPMS#: 84642; Project: Jenkintown Platform and Garage Project I request that the DVRPC conducts a new feasibility study on the viability of the Newtown rail corridor as an alternative to parking expansion and as a means to reduce vehicle miles travelled, carbon emissions, and its potential for expanding transit use in this region. This study must evaluate conditions on all ex-Reading commuter rail lines, identify current deficiencies in terms of service and access, the effect of these deficiencies, and a list of remedies that increases the use of commuter rail, reduces vehicle miles travelled (VMT), and improves local economies. Studies show that the reinstatement of Newtown rail service will be the best solution for driving long term sustainability, reduced VMT, and creating new transit riders on all regional rail lines in the study area. Because of our severely limited funding for capital projects, this region cannot afford to squander what little funding that is available on projects that do not effectively increase rider miles on mass transit. \$27 million dollars for 280 additional riders, many of which will not be new riders, is an immoral use of public money. The Jenkintown Garage goes against all directives as outlined in the DVRPC's Long Range plan. The garage will increase carbon emissions, oil consumption and maintain current dependencies on automobile ownership. DVRPC's sanctioning of this project indicates a lack of commitment to the goals set forth in the long range plan, and endorses the continual contraction of our regional rail system. We cannot afford this waste in any economy. Thank you for your time. Jim Muldoon

Comment ID: 285

Public Comment Form

Draft FY2011 TIP for PA

Transportation Improvement Program



Item ID# A.130

Name: Thomas K. McHugh

County: Various Counties

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

Cty/Operator: SEPTA; MPMS#: 84642; Project: Jenkintown Platform and Garage Project I just viewed once again the "CONNECTIONS: Toward a More Sustainable Future" PowerPoint presentation that was shown in Wayne, PA on the evening of June 9, 2010. It is chock full of reasons why a large parking garage is a terrible project for the Jenkintown-Wyncote Station, and make it clear why a parking garage is inconsistent with developing and achieving a vision for the future. Statements in the presentation include: "Decrease Vehicle Miles of Travel" "Decrease Vehicle Hours of Delay" "More Jobs and Households with Transit Access" "More Walking and Biking Trips" "Decrease CO2 Emissions" "Modernize the Transportation System" "Build an Energy-Efficient Economy" Many concerned citizens of our region want to be sure that when money is spent on public transit, it be spent on projects that provide the greatest reduction of VMT and GHG emissions. Large parking garages, leading toward reduced use of commuter rail, are exactly the wrong direction for SEPTA to be taking. Garages are not green!

Comment ID: 353

Public Comment Form
Draft FY2011 TIP for PA
Transportation Improvement Program



Item ID# A.132

Name: Ed Tennyson, Pennsylvania Transit Expansion Coalition (PA-TEC)

County: Various Counties

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

The Newtown Rail Corridor must be restored to the TIP in place of the Jenkintown-Wyncote parking garage project. This project is cost effective and will save SEPTA money. INVESTMENT REQUIRED FOR NEWTOWN RAIL RESTORATION Having electrified Fox Chase Line in 1966 I suggest it should not require a \$ 300 million investment to restore Newtown Service as R-4. Lay new continuous welded rail, salvage old rail = \$ 36,000,000 Hang catenary 24,000,000 Passing siding where needed 1,500,000 Two substantial stations 6,000,000 Six bus stop type stations 3,000,000 Parking for 800 autos 3,200,000 Engineering and project management: \$9,000,000 Contingencies: \$12,000,000 Safe overnight layover protection \$300,000 Crossing signals: \$4,000,000 T O T A L \$ 99,000,000

Comment ID: 335

Item ID# A.124, A.125, A.127, A.128, A.131, A.133**Name:** Delaware Valley Association of Rail Passengers (DVARP)**County:** Various Counties**Project Title:** General Comment**Comment:**

We have had concerns over SEPTA's recent rail signal projects: both on transit lines and on the commuter rail lines (MPMS 60255). From what we can tell, systems have been designed in an overly cautious manner, resulting in serious reductions in capacity and in service speeds. For example, the Wayne Junction-Glenside cab signal system enforces a northward speed reduction much farther in advance of Jenkintown station than is necessary under normal circumstances, in order to ensure that a train can stop short of the interlocking under adverse conditions. Trains creep the last quarter mile into Jenkintown. Expanding this signaling philosophy to the rest of the system will increase running times, making train service less efficient and less attractive to commuters. From a system perspective, that lessens the safety benefits of the new signal system. We support the bus purchase program, including both 40- and 60-foot vehicles, though we would like for SEPTA to develop and publish a fleet management program for buses of all types and for all its vehicle fleets (MPMS 60286 and 111111). We continue to encourage SEPTA to consider overhauling buses and extending their service lives instead of replacing them with new buses if the condition of the vehicles is suitable. Conversely, if improved fuel economy or reduced maintenance costs can justify early replacement of older buses, SEPTA should do so. The 12-year service life is an artificial economic construct unrelated to the actual mechanical state of the vehicles. We agree with the decision to purchase hybrid buses. As SEPTA gains more experience with these vehicles and expands the fleet, overhead costs of maintaining them should decrease. We join other advocacy and community groups in asking SEPTA to apply some of the funds in this project to purchase new trackless trolleys for South Philadelphia. We support the redevelopment of the Paoli station area and encourage Chester County and its townships to expedite permitting (MPMS 60574). The train station and commuter parking component of the project should move forward even if the private commercial development must be delayed due to difficulty in finding tenants or bank credit for construction. The parking facility should include spaces for Amtrak riders as well as SEPTA commuters. While we recognize the funding problems, we urge SEPTA to find a way to advance the New Payment Technologies project sooner than the present schedule, where much of the project is deferred to 2015 and beyond (MPMS 60611). One way to reduce capital costs would be to avoid the use of faregates in the Center City stations. Installing gates would add costs not only for the gates themselves but also for installing communications and power wiring in the stations. The latter may actually cost more than the former, and the necessary construction will certainly cause a lot of disruption for riders. Meanwhile, the gates do not fit into a viable long range plan for fully self-service fare collection on SEPTA's railroad. We continue to believe that a properly-managed 'proof of payment' fare collection system would be most cost-effective in the long run. DVRPC should ensure that no final decisions are made on this system or funds released until a long-range fare collection plan (time horizon 15-30 years) is completed and made available for public comment. We continue to support the proposed park/ride facility and station reconstruction at Jenkintown (MPMS 84642). Ridership at this station has stagnated for close to a decade because the existing parking lot is at capacity, which also causes passengers driving to the station after about 8:30 am to cruise residential streets looking for parking. Some project opponents have argued the garage is not necessary. SEPTA and Montgomery County have gone to great lengths to try and address the opponents' concerns, but ultimately, the opponents simply want area commuters sent to somebody else's neighborhood, not theirs, and no amount of reasoning will change their minds. We do agree that the Fox Chase-Newtown line should be restored to service and will divert some riders away from Jenkintown, but it won't eliminate the need for the garage, either in the short term or the long term. The bottom line is that if the facility is not built, the primary losers are the residents of Jenkintown, Cheltenham, and Abington for whom the station will be less and less useful to them as parking fills up sooner and sooner in the morning. Finally, we would appreciate a better understanding of the amount of money that SEPTA pays to lease Amtrak tracks (MPMS 59966). We want to ensure that Amtrak is not overcharging SEPTA for the lines. With SEPTA having to pinch pennies as much as it does, the authority does not need to be overcharged. Thank you for the opportunity to comment, and we look forward to continuing to be a part of the TIP process.

Comment ID: 294

Public Comment Form

Draft FY2011 TIP for PA

Transportation Improvement Program



Item ID# A.134

Name: Alice Maxfield

County: Various Counties

Project Title: General Comment

Comment:

I request that the DVRPC conducts a new feasibility study on the viability of the Newtown rail corridor as an alternative to parking expansion at Jenkintown. This study must evaluate conditions on all ex-Reading commuter rail lines, identify current deficiencies in terms of service and access, the effect of these deficiencies, and a list of remedies that increases the use of commuter rail, reduces vehicle miles travelled (VMT), and improves local economies. Studies show that the reinstatement of Newtown rail service will be the best solution for driving long term sustainability, reduced VMT, and creating new transit riders on all regional rail lines in the study area. It's important to bring rail service to the expanding suburbs. Bring back the R-8 Newtown line or at least consider improving conditions and service on the current lines in the greater Newtown corridor. Because of our severely limited funding for capital projects, this region cannot afford to squander what little funding that is available on projects that do not effectively increase rider miles on mass transit. \$27 million dollars for 280 additional riders, many of which will not be new riders, is an immoral use of public money. The Jenkintown Garage goes against all directives as outlined in the DVRPC's Long Range plan. The garage will increase carbon emissions, oil consumption and maintain current dependencies on automobile ownership. DVRPC's sanctioning of this project indicates a lack of commitment to the goals set forth in the long range plan, and endorses the continual contraction of our regional rail system. We cannot afford this waste in any economy.

Comment ID: 174

Public Comment Form

Draft FY2011 TIP for PA

Transportation Improvement Program



Item ID# A.135

Name: Kyle Coppola

County: Various Counties

Project Title: General Comment

Comment:

The DVRPC must add the Newtown Commuter rail corridor back to the region's TIP. The Newtown line meets the goals and objectives of the DVRPC, which is to improve transit connections, reduce vehicle miles travelled, air pollution and road congestion. Additionally, restoration of service on this corridor will increase the number of residents that use transit. The Newtown Commuter Rail Corridor would produce the second highest passenger-mile per car per year of any SEPTA line. R-5 to North Penn is the highest. SEPTA's 316 scheduled cars average 1,544,214 passenger-miles per car-year, the Newtown line average of 1,883,260, which would be 22 % more efficient. SEPTA nor the DVRPC have studied this corridor with recent data. The most recent data is 1995, before the housing boom in Bucks County. Currently, most SEPTA stations along the Newtown corridor are maxed out and have no room for growth, except for up. This corridor must be included in the long term plan for the region. SEPTA's own studies indicate the line would operate with an acceptable ratio, and add new riders to all lines. Eliminating wasteful and non-essential projects will help fund this line. Examples include: replacement of the Callowhill bus facility, restoration of trolley Routes 23 and 56, which SEPTA has no intention of restoring, and reprioritizing funding to projects that increase ridership and revenue, instead of enhancements.

Comment ID: 308

Public Comment Form
Draft FY2011 TIP for PA
Transportation Improvement Program



Item ID# A.136

Name: Bob Clearfield, SEPTA's Citizens Advisory Committee (CAC)

County: Various Counties

Project Title: General Comment

Comment:

I'm very concerned about the lower priority for the RRD substation upgrades and the delay in building a redundant SFC to supplement the single point of failure at Wayne Jct. In the mid-80's the old rotary converters failed and the Reading side was down for nearly a month. I view the second SFC as a piece of critical non-redundant infrastructure.

Comment ID: 222

Item ID# B.1**Anderson, Gastonia**

From: Meconi, Jane
Sent: Friday, June 25, 2010 4:07 PM
To: rcc_transportation@yahoogroups.com; TIP Plan Comments; Anderson, Gastonia
Subject: RE: RCC Comment for FY2011 PA TIP

All,

Just to confirm, I am submitting the comment that was developed at the June 15 RCC meeting (which is copied below and was distributed at Thursday's Board meeting). Anyone is free to submit comments on the TIP in general or specific projects within. Please note—deadline for comments is June 30.

Jane M. Meconi, AICP

Public Involvement Manager
Delaware Valley Regional Planning Commission
190 N. Independence Mall West, 8th Fl.
Philadelphia, PA 19106
p 215-238-2871 * f 215-592-9125

www.dvrpc.org

The DVRPC Regional Citizens Committee submits the comment below as part of the public comment period for the Draft DVRPC FY 2011 TIP for PA:

The RCC seeks complete transparency at all stages of the planning process. The first phase is the submission of a project for the TIP by an interested party. Each project should therefore identify that party and include the supporting political entities. Every TIP project should also include an "audit" of public input and project advocates by name and organization. In addition, TIP project descriptions should include a more complete summary of data from planning studies including:

Item ID# B.1

- Multi-modal level of service (LOS);
- Transit frequency and hours of service;
- Bicycle LOS and pedestrian LOS;
- Condition of transit facilities;
- Average people counts on transit vehicles;
- Percentage of impervious service around a transportation project; and
- References to relevant GIS data, such as topographical maps, FEMA maps and census/DVRPC Degrees of Disadvantage maps.

Transportation projects can then be discussed in a comprehensive manner, with highway and transit components together, and with the sustainable goals of DVRPC's "Implementing *Connections*: A Guide for Municipalities" in mind.

Bucks County draft TIP Comments
June 29, 2010

MPMS# 13240

AQ Code S19
MGR: P/CNV
Not SOV Capacity
Adding

Old Bethlehem Road (Bridge)

LIMITS: Over Kimples Creek
MUNICIPALITIES: Haycock Township

The project consists of replacing 16' wide weight restricted 13 ton posted bridge over Kimples Cree w ith a 28' wide bridge with two 11' lanes and 3' shoulders on new alignment. Due to the impacts on emergency services a temporary roadway and bridge would be required and due to the impacts of the temporary facilities on the wetlands constructing the bridge on a new alignment is the most feasible alternative. As part of the project a wetlands mitigation site will be constructed to mitigate the impacts to the existing wetlands.

The existing bridge is posted for 13 tons, shows signs of rapid deterioration, is only 1 lane wide, and has only 111 feet of stopping sight distance. Additionally the horizontal alignment of Old Bethlehem Road north and south of the bridge consists of a series of sharp horizontal curves with substandard sight distance and radii. There is evidence of utility poles being struck.

Comment [RGB1]: 1st line "Creek" not spelled correctly and "with" has an extra space.

MPMS# 13342

AQ Code S19
MGR: HNTB/NV
Not SOV Capacity
Adding

Delaware Rd. over Delaware Canal (Bridge)

LIMITS: over Delaware Canal
MUNICIPALITIES: Riegelsville Borough

The project involves the replacement of the narrow, structurally deficient bridge carrying SR 1016 (Delaware Rd.) over the Delaware Canal. The bridge will be replaced on the same horizontal and vertical alignments with minimal approach work. The proposed bridge will: have two travel lanes (1 EB & 1 WB), provide a sidewalk for pedestrians, and maintain adequate vertical clearance above the canal towpath. A temporary bridge and roadway will also be constructed as part of the project. This temporary structure will likely be located approximately 300 feet south of the existing structure on alignment with the bridge that carries Delaware Rd. over the Delaware River. Refer to the attached site location map. The project involves the replacement of the bridge carrying SR 1016 (Delaware Rd.) over the Delaware Canal. The bridge will be replaced on the same horizontal and vertical alignments with minimal approach work. The proposed bridge will: have two travel lanes (1 EB & 1 WB), provide a sidewalk for pedestrians, and maintain adequate vertical clearance above the canal towpath. A temporary bridge and roadway will also be constructed as part of the project. This temporary structure will likely be located approximately 300 feet south of the existing structure on alignment with the bridge that carries Delaware Rd. over the Delaware River.

Comment [RGB2]: "horizontal" and "alignments" are misspelled throughout Project Description.

MPMS# 13347

AQ Code 2030M
MGR: DMJM/MG
Major SOV Capacity
Adding Subcorr(s):
1A, 4A, 12A

I-95 / PA Turnpike Interchange (TPK)

LIMITS: From Exit 28 to 29 and parts of I-95
MUNICIPALITIES: Bristol Township

This interstate completion project will connect I-95 and PA and NJ. Stage 1 of the project involves the const

Comment [RGB3]: Add Bensalem Township and Middletown Township to "Municipalities"

MPMS# 13576

AQ Code 2020M
MGR: HNTB/JA
Minor SOV Capacity

PA 413, New Rodgers Road (Turn Lane)

LIMITS: Old Lincoln Highway to Bath Road
MUNICIPALITIES: Middletown Township; Bristol Borough

Comment [RGB4]: Should be Bristol Township, not Borough

MPMS# 13607

AQ Code S19
MGR: P/CNV
Not SOV Capacity
Adding

Upper Ridge Rd. (Bridge)

LIMITS: Over Unami Creek
MUNICIPALITIES: Milford Township

This project involves reconstructing the bridge that carries Upper Ridge Road over Unami Creek in Milford Township. The bridge will be reconstructed along the existing alignment. The Unami Creek Bridge on the Upper Ridge Road is vital to the west Milford Township. Providing a modern structure is essential for emergency services, as well as for meeting potential future demand.

Comment [RGB5]: Remove third sentence which begins with "The Unami Creek..." Sentence is confusing.

Item ID# C.1

MPMS# 57624
AQ Code 2020M
MGR: TSS/SPF
Minor SOV Capacity
Adding Subcorr(s):
4A, 5I

Woodbourne Road and Lincoln Highway
LIMITS Woodburn/East Lincoln/Old Lincoln
MUNICIPALITIES: Middletown Township

The proposed roadway improvements will provide right turn lanes and left turn lanes a intersection along Woodbourne Road from Terrace Road to First Street. The improvements will include traffic signal modifications for the intersections of Old Lincoln Highway and Lincoln Highway with Woodbourne Road. The improvements on Lincoln Highway and Old Lincoln Highway will include additional right turn lanes and lengthening of existina left turn lanes.

Comment [RGB6]: First sentence is confusing. Rewrite

MPMS# 57641
AQ Code 2020M
MGR: Gannett/SAN
Minor SOV Capacity
Adding Subcorr(s):
5I, 12A

Bridgetown Pike
LIMITS County Line Road to Old Bristol Road
MUNICIPALITIES: Lower Southampton Township

The project consists of the interconnection of a total of ten (10) intersections (nine existing, one proposed) along Bustleton Pike (S.R. 0532) and Bridgetown Pike (S.R. 0213) to relieve congestion and improve traffic flow through the project corridor. In conjunction with the signal interconnection two intersections warrant the construction of additional lanes in order to further relieve congestion. The first is to widen the westbound direction of Bridgetown Pike (S.R. 0213) at Buck Road/Jay Street to provide a 14'-0" shared thru/right turn lane in addition to the existing 11'-0" thru lane. The second is to add a 14'-0" right turn lane with 5'-0" sidewalk to the northbound direction of Bristol Road (S.R. 2025) at its intersection with Bridgetown Pike (S.R. 0213). This section is 2,088 feet in length and is located in Lower Southampton Township (District 18), Buck County. This project is currently listed on the TIP.

Comment [RGB7]: Project description is verbose and includes redundant statements such as "This project is currently listed on the TIP".

MPMS# 64781
AQ Code S19
MGR: EE/JMD
Not SOV Capacity
Adding

Swamp Road Culvert at Penns Woods Road
LIMITS
MUNICIPALITIES: Newtown Township; Wrightstown Township

Structure replacement. Being progress concomitantly with the Swamp Rd Corridor

Comment [RGB8]: Remove "Wrightstown Township" from "Municipalities". Second word in description is misspelled.

MPMS# 74827
AQ Code X12
MGR: EE/DVRPC/JB
Not SOV Capacity

Delaware Canal Enhance
LIMITS Yardley and Bristol Boroughs
MUNICIPALITIES:

Comment [RGB9]: Doesn't appear to be in Bristol Borough. Remove

MPMS# 77449
AQ Code A2
MGR: EE/DVRPC/JB
Not SOV Capacity
Adding
Adding Subcorr(s): 5I

Route 13 Pedestrian Bridge-Tullytown Bucks County
LIMITS
MUNICIPALITIES: Tullytown Borough

Comment [RGB10]: This project is same as 71159 and 65922. Tullytown Borough misspelled in Title.

MPMS# 80056
AQ Code S19
MGR: TSS/GANNETT
Not SOV Capacity
Adding

Mill Road Bridge over Neshimany Creek
LIMITS
MUNICIPALITIES: Hilltown Township

Comment [RGB11]: Neshaminy misspelled in Title

MPMS# 86923
AQ Code S10
MGR:
Not SOV Capacity
Adding

SR 309, Sellersville Bypass, Resurfacing (PM1)
LIMITS
MUNICIPALITIES: Various

Comment [RGB12]: Municipalities are West Rockhill Township and Hilltown Township. Also need limits.

Item ID# C.1

MPMS# 87088

AQ Code A2

MGR:
Not SOV Capacity
Adding

Chalfont Pedestrian Facilities (SRTS)

LIMITS

MUNICIPALITIES: Chalfont Borough

This project will install crosswalks, curbing, and sidewalks along Route 202, spanning two municipalities and benefiting one elementary school and one middle school.

Proposed improvements include completion of any missing areas of curbing, sidewalk, curbcuts for ADA access, planted concrete islands, painted pedestrian crosswalks, signalized pedestrian railroad crossing, utility adjustments, and replacement of hedges in the way of the proposed sidewalk. The project also includes removal of guiderail on the sides of a bridge to be replaced with sidewalks and a post-rail fence.

This project was awarded \$710,704 in Safe Routes to School (SRTS) funding in May of 2009.

Comment [RGB13]: Project description mentions 2 municipalities. Only Chalfont Borough listed.

MPMS# 90197

AQ Code S19

MGR:

Tyburn Rd Bridges (1)

LIMITS Tyburn Rd

MUNICIPALITIES:

Comment [RGB14]: Municipality is Falls Township.

Item ID# C.2**Anderson, Gastonia**

From: Mosca, James [JMOSCA@state.pa.us]
Sent: Thursday, July 01, 2010 9:40 AM
To: Schoonmaker, Elizabeth
Cc: Anderson, Gastonia; Guarini, Linda; Popp-Mcdonough, Cath
Subject: FFY 2011-2014 TIP Public Comment - PennDOT (MPMS# 17918)

Elizabeth,

Please note that as a result of a recent interpretation by FHWA on the eligibility of CAQ (Congestion Mitigation/Air Quality) funding for the I-95: Transportation Improvement/Flex (Cornwells Heights Shuttle) project (MPMS# 17918), the Department recommends changing the federal funding source of the project on the Draft FFY 2011-2014 TIP from CAQ to STP (Surface Transportation Program - Flexible). The source of funding for the change would be the STP Reserve Line Item (MPMS# 79927). The CAQ funding currently programmed on the draft would be moved to the CAQ Line Item (MPMS# 84318). Please contact me with any questions.

Thanks!

James F. Mosca | Transportation Planning Manager
PA Department of Transportation
Center for Program Development and Management
Transportation Program Development Division
400 North Street - 6th Floor | Harrisburg PA 17120
Phone: 717.787.1250 | Fax: 717.787.5247
jmosca@state.pa.us
www.dot.state.pa.us

7/1/2010



THE COUNTY OF CHESTER



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(610) 344-6285 Fax: (610) 344-6515

June 30, 2010

Elizabeth Schoonmaker
DVRPC
190 N. Independence Mall West, 8th Floor
Philadelphia, PA 19106-1520

TRANSMITTED ELECTONICALLY

Re: DVRPC Draft FY2011 TIP – Comments from the Chester County Planning Commission

Dear Ms. Schoonmaker:

Thank you for the opportunity to review and provide comments on DVRPC's Draft FY2011 Transportation Improvement Program (TIP). Below are comments from the Chester County Planning Commission regarding several projects in Chester County.

- **Add the Rudolph and Arthur Covered Bridge (MPMS 14351):** The project was recently selected to receive \$1.6 million in federal funds through the FY2009 National Historic Covered Bridge Preservation Program. The project includes rehabilitation of a historic covered bridge in Elk and New London Townships, as shown on the attached map. The attached programming request provides the project description and cost estimates by phase. The required matching state funds are available from the Bridge Reserve Line Item (MPMS 79929) and from the requested programming change for Chandler Mill Bridge (MPMS 14251) that is listed below.
- **Shift programming for Final Design for Chandler Mill Bridge (MPMS 14251) to FY12:** Final Design is currently programmed in FY11 for \$319,000. Due to the project status and schedule, Final Design can be shifted and re-programmed in FY12.
- **Add Utility phase for Chester Valley Trail, Phase 2 (MPMS 14675):** Add \$50,000 for UTL in FY11. \$40,000 in CMAQ funds is available from the CMAQ Reserve Line Item (MPMS 84318) and Chester County will provide the required \$10,000 local match.
- **Remove US 322, Main Street at PA 10 Intersection Improvement (MPMS 72603):** This project was let for construction and can be removed from the TIP.
- **Technical comments:** Various corrections to project titles, locations, and descriptions are provided in the attached list of technical comments.

Please let me know if you have any questions or concerns regarding these comments on the Draft FY2011 TIP.

Sincerely,

Natasha Manbeck
Director of Transportation Services

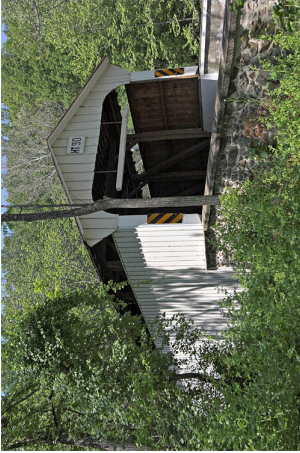
Enclosures:





Rudolph and Arthur Covered Bridge Location Map
Rudolph and Arthur Covered Bridge Programming Request
Technical Comments

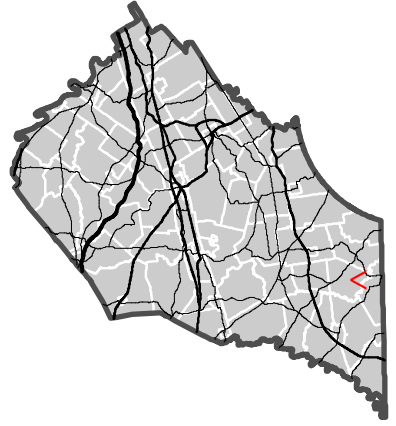
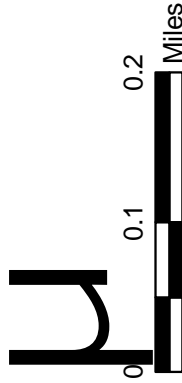
cc: Linda Guarini, PennDOT
Jim Mosca, PennDOT

Rudolph and Arthur Covered Bridge

BMS# 15701503070026, Chester County Bridge# 26



-  Covered Bridge
-  FEMA Flood Risk
-  Wetlands
-  Home Owners Association Open Space



14351
 Rudolph and Arthur Covered Bridge
 (CB #26)

Draft FY2011 TIP

Rehabilitate the Rudolph and Arthur Covered Bridge on Camp Bonsul Rd. over Big Elk Creek. Built in 1880, the bridge retains its original Burr arch truss construction and is listed on the National Register of Historic Places. The rehabilitation will strengthen the bridge for continued vehicular use and original timber trusses, decking, and boards will be re-used and restored in-kind where necessary to maintain the original appearance of the covered bridge. This Chester County owned bridge (#26) is structurally deficient and has sufficiency rating of 16.9. It is posted for 3 tons.

The project was selected to receive \$1.6 million in federal funds through the FY2009 National Historic Covered Bridge Preservation Program.

BMS 15701503070026
 Municipalities Elk Township and New
 London Township

Phase	Fund	FY11	FY12	FY13	FY14	LFY	FY11 - FY14 Total
PE	HCB	\$ 248,000					
PE	183	\$ 46,500					
PE	179	\$ 15,500					
FD	HCB			\$ 252,000			
FD	183			\$ 47,250			
FD	179			\$ 15,750			
CON	HCB					\$ 1,090,000	
CON	183					\$ 204,375	
CON	179					\$ 68,125	
		\$ 310,000	\$ -	\$ 315,000	\$ -	\$ 1,362,500	\$ 625,000

DVRPC Draft FY2011 TIP Technical Comments from the Chester County Planning Commission

Project titles and locations edits

MPMS 84961 Yellow Springs Parking & Street Enhancement (TCSP)

Municipality is West Pikeland Township

MPMS 86698 Osborne Rd. Bridge (CB #30)

Delete "(CB #30)" from the title of the project. This is not a Chester County owned bridge and does not have a County Bridge number.

Project description edits

MPMS 14663 Chester Valley Trail – Phase 1

Municipalities: East Whiteland, West Whiteland

Construction of a 3.9 mile multi-use regional trail from Valley Creek Blvd in West Whiteland Township to the intersection of PA 29 and Matthews Rd in East Whiteland Township. This project will rehabilitate an abandoned rail line and create a 12 ft wide paved asphalt trail with 2 ft wide shoulders. The project includes a new bridge over Church Rd. and repair/replacement of several culverts. The project is a CMS commitment for US 202 – Section 300 (#64494 and #64498) and will provide a safe route for bicyclists and pedestrians traveling in the corridor. This is a segment of a larger regional trail that will connect central Chester County with Norristown, Valley Forge National Park, and the Schuylkill River Trail. See #14675 and #16705 for other segments of the regional trail project.

MPMS 14675 Chester Valley Trail – Phase 2

Municipalities: East Whiteland, Tredyffrin, Upper Merion

Construction of a 7.6 mile multi-use regional trail from PA 29 and Matthews Rd in East Whiteland Township to King of Prussia in Upper Merion, Montgomery County. This project will rehabilitate an abandoned rail line and create a 12 ft wide paved asphalt trail with 2 ft wide shoulders. The project includes an underpass for Warner Rd. and repair/replacement of several culverts. The project is a CMS commitment for US 202 – Section 300 (#64494 and #64498) and will provide a safe route for bicyclists and pedestrians traveling in the corridor. The project is also a segment of a larger regional trail that will connect central Chester County with Valley Forge National Park and the Schuylkill River Trail. See #14663 and #16705 for other segments of the regional trail project.

MPMS 59434 Schuylkill River Trail

Municipalities: East Pikeland, East Vincent, Spring City, East Coventry, North Coventry

Construction of a 9.8 mile trail from Township Line Rd. in East Pikeland Township to US 422 over the Schuylkill River in North Coventry Township. The trail will be located within existing railroad and PECO Energy corridors, railroad and utility rights-of-way, existing bridges, canal towpaths, and public and private open space. This project will connect several parks and open space preserves and will provide a safe route for bicyclists and pedestrians traveling in along the US 422 and Schuylkill River corridor. Local funds will be used for environmental studies, preliminary engineering, final design, and right-of-way. This is a critical segment of a 130-mile multi-use regional trail connecting Philadelphia to Schuylkill County and other projects related to completing the trail include #61885.

Item ID# C.3

MPMS 61885 Schuylkill River Trail

Construction of the last mile of trail to connect the southern and northern Schuylkill River Trail segments as they meet at the Borough of Phoenixville

MPMS 64494 US 202 Section 320

Roadway widening and reconstruction of US 202 on existing alignment for approximately 4.2 miles of limited access highway between Valley Creek Bridge (between Route 29 and Route 401 interchanges) and North Valley Road. Two additional travel lanes will be constructed in the existing median to provide a total of three 12' travel lanes in each direction and wider shoulders to improve safety. The project also includes ramp modifications to the Route 29 Interchange. Improvements will also help to accommodate pedestrians and bicyclists using the future Chester Valley Trail and other municipal trails. Also included is the widening and rehabilitation of the Valley Creek and North Valley Road bridges, construction of SWM basins and installation of sound barrier walls.

This project is coordinated with MPMS 64498 (Section 330 construction), MPMS 84410 (Section 300 CMP Commitments), and MPMS 14675 (Chester Valley Trail).

CMP commitments include transit, ITS, and bicycle improvements. See DVRPC's CMP 2008 Supplemental Project Status Memorandum for details. See MPMS #84410 for the CMP package of transit services for this project.

MPMS 64498 US 202 Section 330

This project involves widening and reconstruction of approximately 2.5 miles of Limited Access Highway from the SR 0030 (Exton Bypass) to the Valley Creek Bridge. In addition, improvements will be made at the SR 401 interchange area, which include widening SR 401 between the ramp intersections, along with the installation of traffic signals at the ramps. An additional lane and shoulder in each direction will be added within the existing grass median along the mainline. Widening of SR 401 will occur between ramps. Additional left and right turn lanes will be added along SR 401 to accommodate ramp turning movements. There will be no bike/ped facilities along the Limited Access Highway portion, however Chester County's future Chester Valley Trail will cross beneath the highway approximately one-half mile south of the SR202/SR401 Interchange through a proposed culvert. To accommodate pedestrians and bicyclists using the future Chester Valley Trail, the existing 3-span bridge crossing over the trail will be replaced with a continuous pre-cast arch culvert approximately 250' in length and will be paved within the states right-of-way. Also included is the construction of SWM basins and installation of sound barrier walls. Additional, improvements along SR 401 within the interchange area includes striping, signing and signal indications and the ramp intersections.

This project is coordinated with MPMS 64494 (Section 320 construction), MPMS 84410 (Section 300 CMP Commitments), and MPMS 14675 (Chester Valley Trail).

CMP commitments include transit, ITS, and bicycle improvements. (Many CMP commitments are also relevant for US 202 Section 400.) See DVRPC's CMP 2008 Supplemental Project Status Memorandum for details. See MPMS #84410 for the CMP package of transit services for this project.

MPMS 69911 Harmonyville Rd. (Bridge)

Replace Harmonyville Road Bridge (SR4018) over Pine Creek in Warwick Township, located west of Bethesda Road. This 22 foot, state-owned bridge is structurally deficient (sufficiency rating of 32), posted at 19 tons/35 tons combination, and originally constructed in 1937.

Item ID# C.3

MPMS 80049 Thompson's Bridge on Walker Road

Replace Thompson's Bridge on Walker Road over Trout Run Creek in Tredyffrin Township. This County owned bridge (#301) is structurally deficient (sufficiency rating of 4), functionally obsolete, and posted for 15 tons.

MPMS 72910 Coatesville Third Avenue Train Station

The Home Town Streets/Safe Routes to School (HTSSRS) programs are intended to improve the quality of life in our communities. Projects aim to encourage reinvestment in and redevelopment of our downtowns, and to establish safe walking routes for children to commute to school where feasible.

This project will provide for pedestrian improvements along 3rd Avenue between the Coatesville Train Station and Lincoln Highway. The project includes sidewalk widening and replacement, street trees, street furniture, crosswalks, and **lighting**.

This project was recommended in the spring of 2005 for funding through the HTSSRS program. \$977,500 funding will be drawn down at the appropriate time.

MPMS 84410 US 202 Section 300 CMP Commitments (Transit)

This project includes bus transit services and select regional rail (SEPTA Paoli-Thorndale) trips that are Congestion Management System (CMS) commitments for the US 202 Section 300 project. The transit services are provided to help reduce the number of peak-hour, single occupancy vehicle trips through the US 202 Section 300 Corridor during construction. The bus routes include SEPTA 204, SEPTA 205, SEPTA 306, Beeline and Cruiseline East.

This project is coordinated with MPMS 64494 (Section 320 construction), MPMS 64498 (Section 330 construction), and MPMS 14675 (Chester Valley Trail, Phase 2).

Item ID# C.4

Anderson, Gastonia

From: Shaffer, Thomas P. [shaffert@co.delaware.pa.us]
Sent: Wednesday, June 23, 2010 3:04 PM
To: Schoonmaker, Elizabeth; Anderson, Gastonia
Subject: 1 editorial comment on TIP

Elizabeth/Gastonia,

I forgot to mention, there was one project description, MPMS 75800, where the 2nd paragraph should be deleted because it applied to another project.

Tom

Thomas P. Shaffer

Manager, Transportation Planning
Delaware County Planning Department
shaffert@co.delaware.pa.us
Phone: 610-891-5217
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MONTGOMERY COUNTY PLANNING COMMISSION

box 311 • norristown • pennsylvania • 19404-0311 • 610-278-3722

office location: suite 201 • one montgomery plaza • swede & airy streets • norristown pa

FAX 610-278-3941 • Website www.planning.montcopa.org

June 28, 2010

Ms. Elizabeth Schoonmaker
Delaware Valley Regional Planning Commission
190 N. Independence Mall West, 8th Floor
Philadelphia, PA 19106-1520

Dear Elizabeth:

Montgomery County has the following comments on the draft 2011 Transportation Improvement Program:

1. MPMS#87939 Valley Forge Loop Trail – This project should be listed under Chester County as the project is in Tredyffrin Township.
2. MPMS#16334 PA-73/Church Rd. Intersection - This project is currently listed in the FY19-22 time period using CMAQ funding. The final draft version of the TIP contains a CMAQ Reserve Line Item of \$190 million in the FY15-18 time period. If this is correct, then rather having this intersection deferred to the last TIP time period, we recommend it be moved to FY15 for construction utilizing a small amount of this Reserve Line Item.
3. MPMS#16741 PA-663/Swamp Rd. Intersection, and MPMS#48181 PA-63/Fitzwatertown Rd. Intersection – We recommend that these two intersections, not currently in the final draft TIP, be likewise evaluated using CMAQ funding from the Reserve Line Item and moved into the FY15-18 time period.
4. It was discussed in the final TIP conference call of the counties/city that “companion” projects of the same family be shown in the TIP for completeness. We suggest that the remaining four of the six US-422 3R projects around Pottstown be shown. The first two, MPMS#64222 and #66986 are shown in the first and second time periods, but we should also show #84308, #16738, #14698 and #64220 even though they have funding in the third period.
5. Similar to comment #4, we recommend that for completeness MPMS#77211 phase 2 of the PA-309 Connector project be shown in the third period. Phase 1 is currently under construction and will be completed in 2012.

Thank you for the opportunity to comment.

Sincerely,

Leo Bagley
Assistant Director



The Delaware Nation
Cultural Preservation Office

31064 State Highway 281 ~ P.O. Box 825 ~ Anadarko, OK 73005
Phone: 405/247-2448 ~ Fax: 405/247-8905

Library ext. 1196
Museum ext. 1180
NAGPRA ext. 1182
Section 106 ext. 1180

July 13, 2010

DVRPC Public Affairs Office
190 N. Independence Mall West
Philadelphia, PA 19106

RE: DVRPC Draft FY2011 TIP for Pennsylvania

Dear Ms. Anderson-Ogoe,

Our office recently received a letter from you about the above referenced project in which you invited our comments or questions. After review by the Cultural Preservation office, the Delaware Nation feels that this is a good plan of action. However, the Delaware Nation will still be consulting on each individual project as they occur.

Please feel free to contact our office with any questions or comments. Thank you for your time.

Sincerely,

Ivy Smith (Ivy Smith)

FOR
Tamara Francis
Director
Cultural Preservation

TM

TIP

TRANSPORTATION IMPROVEMENT PROGRAM



Responses to Public Comments on the DVRPC Draft FY2011-2014 Transportation Improvement Program (TIP) for Pennsylvania

Summary of Agency Responses

On the DVRPC Draft FY2011-2014 Transportation Improvement Program (TIP) for Pennsylvania

MPMS# 13248 - Walnut Street (Bridge #13)

Response to A.1

Agency Response by PennDOT:

Designated shoulders do not exist at either approach, and the bridge width meets the curbed roadway at each approach. Therefore, shoulders are not proposed for the bridge and were not required as part of the Safety Submission process. Bike lanes do not exist at either approach. In addition, the project was presented to Perkasio Borough at public meeting and the lack of bike lanes were discussed, and the Borough Council took no exception to the lack of bike lanes across the bridge. Based on this, bike lanes are not proposed across the bridge, and were not required as part of the Safety Submission process.

Agency Response by Bucks County:

The County Bridge Engineering consultant is providing comments directly to Mr. Boyle of the Bicycle Coalition.

MPMS# 13727 - Bristol Road Intersection Improvements

Response to A.2

Agency Response by PennDOT:

The bicycle checklist is being used and indicates there is a limited number of existing sidewalks and shoulders within the project area, which would impede pedestrian/bicycle use. In addition, it was decided to reduce the shoulders to reduce the ROW to the adjacent property owners at the Executive Design Review Meeting held on February 20, 2007. This was done at the request of the residents who attended the public meeting.

Agency Response by Bucks County:

The County is currently coordinating with PennDOT to ensure that appropriate bicycle and pedestrian facilities are incorporated into the project.

MPMS# 50633 - PA 263/Old York Road Concrete Rehab and Overlay

Response to A.3, A.4, A.5, A.6, A.7

Agency Response by DVRPC:

The AQ Code included in TIP descriptions refers to the project's status as it relates to Air Quality Conformity. The Clean Air Act and Transportation Conformity Final Rule identify a number of project types that are exempt from regional air quality emissions analysis (exempt projects). DVRPC has assigned alphanumeric codes to these project types so that exempt projects may be easily identified when reviewing a TIP description of the project.

The AQ Code S10 identifies this project as a project that is exempt from regional air quality analysis. The S10 is assigned to pavement resurfacing and rehabilitation projects.

The complete list of exempt codes and their descriptions can be found on page 47 of the current Draft TIP.

Agency Response by PennDOT:

This project only involves a four (4) mile section of Route 263 between Bristol Road and Sugar Bottom Road, not an eight (8) mile section. This project will provide full depth reconstruction of the existing deteriorated pavement. This will remedy the poor pavement conditions and the need for continuous maintenance. This project will provide full depth reconstruction of the existing deteriorated pavement. This will remedy the poor pavement conditions and the need for continuous maintenance. Yes, a Bicycle and Pedestrian Checklist was completed for this project. Presently, Route 263 is not designated by Bucks County as a bicycle route. Marking bike pockets on the left side of the right turn lanes is not suggested since the shoulders at either end are not designated bike paths. It is understood that bicyclist will share the road along the Route 263 corridor. The 8' shoulder will provide additional room for the bicyclists, but where the shoulder width diminishes (e.g. along the right turns lanes), the bicycles will share the through travel lanes.

Agency Response by Bucks County:

We agree that the Route 263 rehabilitation project is an extremely important regional project and we will advance construction funds when they become available. The County is currently coordinating with PennDOT to ensure that appropriate bicycle and pedestrian facilities are incorporated into the project.

MPMS# 57639 - Newtown-Yardley Road

Response to A.8

Agency Response by Bucks County:

We agree that the Newtown Yardley Road project is an extremely important project and we will advance construction funds when they become available.

Summary of Agency Responses

On the DVRPC Draft FY2011-2014 Transportation Improvement Program (TIP) for Pennsylvania

MPMS# 57641 - Bridgetown Pike

Response to A.9

Agency Response by PennDOT:

The project scope has been reduced and only the westbound approach of Bridgetown Pike at Buck Road is being widened. No other changes to the existing pavement markings are planned.

Agency Response by Bucks County:

The County is currently coordinating with PennDOT to ensure that appropriate bicycle and pedestrian facilities are incorporated into the project.

MPMS# 64781 - Swamp Road Culvert at Penns Woods Road

Response to A.10

Agency Response by PennDOT:

It is agreed that the bridge condition is currently sufficient to carry traffic loads. It is unclear as to how reconstruction of the bridge will contribute to faster travel speeds. The current project is not eligible for traffic calming and existing conditions do not meet the warrants outlined by the Pennsylvania Traffic Calming Handbook Publication 382.

Maintenance efforts for the bridge will steadily increase; the superstructure was replaced in 2004, but the masonry abutments from the 1930's remain in place.

The project Final Design phase funds are in 2011 of the 2011-2014 Draft TIP, and Utility and ROW phases funding are in 2012.

Agency Response by Bucks County:

This project will replace a rapidly deteriorating culvert which has been posted to not allow heavier vehicles. The goal of the project is to replace the bridge and not necessarily encourage travel speeds.

MPMS# 72906 - Afton Avenue Streetscape HTSSRS

Response to A.11

Agency Response by PennDOT:

Thank you for your support.

Agency Response by Bucks County:

We agree that the Afton Avenue Streetscape project is an extremely important project and we will advance construction funds when they become available.

MPMS# 74827 - Delaware Canal Enhance

Response to A.12

Agency Response by PennDOT:

Thank you for your support.

Agency Response by Bucks County:

We agree that the Delaware Canal Enhancement project is an extremely important project and we will advance construction funds when they become available.

Summary of Agency Responses

On the DVRPC Draft FY2011-2014 Transportation Improvement Program (TIP) for Pennsylvania

R8 Newtown Rail Line Re-activation

Response to A.13, A.91, A.134, A.135

Agency Response by DVRPC:

At this time, DVRPC is not planning to undertake another feasibility study for the viability of reinstating the R8/Newtown Rail corridor. DVRPC previously conducted a study which concluded that ridership would be limited, would compete with existing services, and would require extensive parking expansions: the service restoration would require a high capital investment for a low projected ridership. Viable ridership could only be achieved through significantly higher levels of development and density in the community through which the lines run, which has not been supported by those communities. A second study completed in 2006 also indicated a low projected ridership, and SEPTA has confirmed that the project would require a significant level of capital investment to bring the inactive line up to an acceptable condition for operating a modern passenger rail service. Given the limited financial resources available for regional transit expansion, there is a need to establish a strong benefit ratio before proceeding with an expansion project. Further, neither Bucks nor Montgomery counties have identified this project as a high priority (both counties have other higher priority transit projects which they are actively pursuing), and DVRPC would not undertake yet another feasibility study on this corridor as part of the DVRPC Work Program without both of their support. The construction of the Jenkintown parking garage is a completely separate issue and is in no way linked to the R8/Newtown expansion; this is not an either/or situation.

While the Jenkintown Parking Garage has been planned for many years and has appeared in the public TIP document since 2007 as a component of the Rail Stations and Parking Program (MPMS #60540), construction funding is not currently available in the four year TIP. A small amount of funding (\$1.411 million) is shown merely to account for funds received for the project as part of a congressional earmark, and by law these funds cannot be used on any other project other than what it was earmarked for. SEPTA is working to advance the design of the project working with local stakeholders throughout the process.

DVRPC's long range plan supports policies that first ensure that the existing transit system be in a state of good repair, to provide more options for commuters such as the improved coverage and operation of transit, rail station rehabilitation/expansion, and that large station parking facilities be context sensitive. Further, investments should serve areas that are already developed or designated for future growth. DVRPC's long range plan recognizes parking as a key ingredient to a successful transit system. The Jenkintown Station is a key station and a hub that connects to several lines. The proposed garage is an efficient and minimally land-consuming way to accommodate more parking space with less impact than the equivalent surface parking would cause. Also, SEPTA has historically had fewer parking spaces on its Regional Rail lines which were inherited from predecessor railroads and which were developed before the automobile became dominant. Some commuters even have to "reverse commute" to an outlying station that is not near their residence to find a parking space. SEPTA has been playing catch-up to expand parking where opportunities exist or can be created, even with enhanced regional, county and local efforts to promote TOD and multi-modal transportation options (like bicycling and walking) to access stations.

Regarding pollution from automobiles, a land-use such as a parking garage would tend to produce less emissions than a convenience store or other commercial use since cars are likely to make one trip in and one trip out and remain in place most of the day, with no engines running and little turnover of the cars using the lot. Also, it is a far better situation for cars to drive to a parking lot and park, than give up in frustration and commute all the way to Center City by auto. The area/roads benefit from vehicles that are already removed from the roads due to the presence of the station. An additional 300 spaces in a garage would not have a regional impact on air quality.

DVRPC supports SEPTA's efforts to develop a project and select a parking garage location that addresses both regional and community needs.

Agency Response by SEPTA:

The decision to reinstate service on the Fox Chase-Newtown Branch is a separate and distinct project. SEPTA is not planning to reinstate regional rail service on the Fox Chase-Newtown branch for the foreseeable future. There are several other rail corridor expansion plans underway that are being considered, by the region, to have more transit potential. Therefore this project is not included in the Delaware Valley Regional Planning Commission's FY 2011-2014 TIP, or Regional Long Range Plan, nor is it included in SEPTA's FY 2011 Capital Budget and FY 2011-2022 Year Capital Program.

Studies analyzing the potential of restoring service on the Fox Chase-Newtown branch have been produced periodically since service was discontinued. None of these efforts have determined conclusively that a restoration is feasible from a cost / benefit perspective. A principal reason for this is that the Fox Chase-Newtown branch intersects through the natural catchment areas of two existing regional rail lines – the Warminster Line to the northwest and the West Trenton Line to the southeast. A restoration of rail service would result in a redistribution of regional rail ridership rather than a net increase.

It should be noted that the decision on whether to initiate a further feasibility study remains with Bucks and Montgomery Counties

Summary of Agency Responses

On the DVRPC Draft FY2011-2014 Transportation Improvement Program (TIP) for Pennsylvania

as this line extends through both counties. These two counties would need to be in agreement, and act as joint sponsors of any future planning efforts intended to explore restoring rail service on the Fox Chase-Newtown branch. A joint funding request would need to be made to the DVRPC for inclusion of a project in the annual planning program.

Agency Response by Bucks County:

The County has in the past and continues to support reactivation of the rail line when sufficient capital funding is available.

Summary of Agency Responses

On the DVRPC Draft FY2011-2014 Transportation Improvement Program (TIP) for Pennsylvania

MPMS# 14515 - PA 100, Shoen Road to Gordon Drive (02L)

Response to A.14

Agency Response by PennDOT:

Thank you for your support.

MPMS# 14613 - PA 41, Gap Newport Road

Response to A.15

Agency Response by Chester County:

Chester County supports coordination of the roundabout design with the recently installed bikeway on PA 41 and Old Baltimore Pike.

MPMS# 57664 - Newark Rd.

Response to A.16

Agency Response by PennDOT:

The Bicycle and Pedestrian checklist was filled out during the preliminary Safety Review submission for the project. Currently, there are no bicycle facilities within the project limits and there are no facilities at either end of the SR 3033-C01 project. The current conditions of narrow lanes, little to no shoulders and poor horizontal/vertical sight distance make the site unsafe for bicycle travel. The project will provide wider shoulders and improve the horizontal/vertical sight distance issues to allow safer bicycle travel on the shoulders.

Agency Response by Chester County:

Newark Rd. and Hillendale Rd. are not part of Chester County's Recommended Bikeway Network. Additionally, there are other parallel roadways that better accommodate cyclists. The purpose of the project is to address specific safety issues at the intersection related to sight distance and vertical geometry. Given topographic and right-of-way constraints, it may not be feasible to provide dedicated bicycle facilities as part of the project.

MPMS# 70227 - PA 29 Phase III

Response to A.17

Agency Response by PennDOT:

We have determined that it is not feasible to provide left turn bike pockets at the intersection of Yellow Springs Road and Route 29 nor straight through bike pockets at other intersections without significant impact to the approved Signing and Pavement Marking Plans, Traffic Signal Plans, Right-of-Way Plans and let schedule. It is noted that the project team worked with Mr. Lee Whitmore of the Chester County Planning Commission as part of early project coordination efforts with respect to bicycle lanes. As a result of this coordination effort, the curbed shoulder were widened from 2 foot to 5 foot throughout the project to accommodate bicycle traffic.

MPMS# 77457 - Church Street Streetscape Project

Response to A.18

Agency Response by PennDOT:

The sponsor was made aware of this request to consider the installation of bike racks on the project.

MPMS# 77459 - Phoenixville Streetscape Project

Response to A.19

Agency Response by PennDOT:

The sponsor will be made aware of this request to see if the installation of bike racks is possible.

Agency Response by Chester County:

The scope of the streetscape project does not currently include bicycle racks. However, Phoenixville Borough is exploring other opportunities to provide bicycle racks in the downtown business district.

MPMS# 77470 - Operation Safe Kids - Phoenixville

Response to A.20

Agency Response by PennDOT:

Thank you for your support.

Summary of Agency Responses

On the DVRPC Draft FY2011-2014 Transportation Improvement Program (TIP) for Pennsylvania

MPMS# 83710 - Boot Road Extension Bridge

Response to A.21

Agency Response by PennDOT:

This is a locally sponsored project. Project development activity has not yet been initiated by the sponsors. When that does occur, this comment will be noted as part of the project scoping. However, the project generally involves the construction of a new bridge over the Brandywine Creek. Any other roadway/intersection improvements would occur outside the scope of this project.

Agency Response by Chester County:

The concept design for the new bridge currently includes bike lanes or comparable facility for bicyclists.

MPMS# 86698 - Osborne Road Bridge (CB #30)

Response to A.22

Agency Response by PennDOT:

The Osborne Rd. Bridge replacement is necessary to maintain access and local roadway connections. It will improve safety and eliminate the current posting to maintain access for emergency responders, school buses, and other vehicles.

Agency Response by Chester County:

The Osborne Rd. Bridge replacement is necessary to maintain access and local roadway connections. It will improve safety and eliminate the current posting to maintain access for emergency responders, school buses, and other vehicles.

Railroad Bridge in Chester County

Response to A.23

Agency Response by DVRPC:

The bridge you refer to is not owned by SEPTA, but by Amtrak. To inquire of Amtrak on the web, go to <http://www.amtrak.com/> and select the heading "Contact Us" at the top of their home page where you can send general inquiries.

Agency Response by Chester County:

The bridge is owned by Amtrak and they are the point of contact regarding the condition of the bridge.

Summary of Agency Responses

On the DVRPC Draft FY2011-2014 Transportation Improvement Program (TIP) for Pennsylvania

MPMS# 15345 - PA 252, Providence Rd.

Response to A.24

Agency Response by PennDOT:

The project is in final design. Widening of the roadway to accommodate a 5' bike lane would be difficult due to the constraints of the existing Route 252 bridge over the Route 1 bypass.

Agency Response by Delaware County:

Delaware County agrees with the Bicycle Coalitions suggestions

MPMS# 15468 - Concord Road (Bridge)

Response to A.25

Agency Response by PennDOT:

The project will provide 6' paved shoulders in both directions. This exceeds the AASHTO Green Book recommendations of 4' shoulder where bicyclists and pedestrians travel (page 314) despite the lack of any observed existing pedestrian or bicycle traffic. The proposed shoulder width of 6' is a significant improvement relative to the existing variable width of 2.5' to 4'. The project will provide adequate safe width for bicycle traffic.

Agency Response by Delaware County:

Delaware County agrees with the Bicycle Coalitions suggestions

MPMS# 65127 - Chester Waterfront Development/ Streetscape

Response to A.26

Agency Response by PennDOT:

The sponsor will be made aware of the request to provide sharrows. Bike lanes would not be possible to include due to the current roadway width and presence of on-street parking on both sides of the roadway.

Agency Response by Delaware County:

Delaware County agrees with the Bicycle Coalitions suggestions

Summary of Agency Responses

On the DVRPC Draft FY2011-2014 Transportation Improvement Program (TIP) for Pennsylvania

General highway improvements and concerns in Montgomery County

Response to A.27

Agency Response by DVRPC:

DVRPC appreciates the frustration of all stakeholders concerned about projects that are not advancing to construction as quickly as desired. The DVRPC region worked diligently to prepare a program that will support our transportation infrastructure and maintain a state of good repair, but it was an extraordinarily difficult task given the region's needs and available funding. Many valuable and important projects had to be delayed. The region's needs are great. There are close to \$7 billion worth of specifically identified, unfunded needs represented in the Later Fiscal Years of the TIP programmed projects, combined with the "Illustrative Unfunded Projects" that are listed in the TIP document. There are close to 800 miles of pavement in the DVRPC region that PennDOT has categorized as poor. There are almost 600 state owned structurally deficient (SD) bridges in the DVRPC region, and over 300 local SD bridges (over 20'). SEPTA has identified \$700 million worth of improvements delayed directly due to the loss in State "Act 44" funding, and an additional \$1.5 billion of other unfunded projects. It is impossible to fund everything during the next 4 years.

Hearings were recently held on June 4th by the state legislature to address the funding crisis in the state, and the DVRPC Executive Director and other DVRPC stakeholders were present to testify about the impact on our region and to advocate for innovative funding solutions. If you are in support of innovative funding solutions, it is important to let your legislators know.

The recent federal ruling prohibiting the tolling of I-80 in Pennsylvania undoes a key lynchpin of the funding mechanism for state "Act 44" funding, and will severely impact revenues. Without full funding of Act 44, the DVRPC region will experience a reduction in funding of close to \$725 million over the next four years: \$57 million annually for PennDOT, plus an additional estimated \$50 million for specially selected projects, all of which would have been directed toward bridge repairs; and \$110 million annually for SEPTA, equivalent to 25% of their Capital Budget.

An excerpt from the June 4th DVRPC testimony:

"DVRPC has analyzed a set of funding options, ranging from tolling to public-private partnerships to various user fees and taxes, as a means to raise additional transportation revenue. For example, a vehicle miles traveled fee in our region of a penny per mile would cost the average driver just \$10 per month, and raise over \$250 million per year locally. Raising the gas tax by a nickel would cost the average driver just two dollars per month, and raise over \$300 million statewide. This at a time when gas prices fluctuate by more than a nickel each and every week.

While it may never seem a popular idea to raise taxes or impose additional fees, particularly in the current economic climate, transportation services must be viewed as a utility that everyone uses, everyone benefits from, and everyone must pay for. Compared to the costs most of us pay for cell phones or cable television, quality transportation is not a luxury, but a necessity. Our transportation investment needs are indeed great, and while our options are constrained, we do have options. No action by the legislature at this time will cripple our region's efforts to stimulate economic activity and prepare for our future. Existing businesses will find new locations where their employees can get to work and goods can get to market. Potential new businesses will be witnessing a "cannot do" government in Pennsylvania and choose not to move here.

In closing, there is no question that the price of failure is considerable and the greatest cost we face is the cost of doing nothing."

A break-out project line item (MPMS #90680) has been established for the Ardmore Transit Center to account for the locally obtained funds for the project. Note that funding "requests" for earmarks, etc., do not constitute secured funds which would show on the TIP until the earmarks are actually enacted into law.

Agency Response by PennDOT:

The Union Ave Bridge (MPMS # 16248) was not carried over to Draft FY2011 TIP because it was expected to be obligated this fiscal year. There are further delays due to required coordinating issues so that the project will be carried over to the DVRPC "Transition List" or will be amended into the FY2011 TIP as necessary.

Agency Response by Montgomery County:

Montgomery County appreciates the township's efforts to advance the projects by partnering with PennDOT and SEPTA. The county agrees that the Ardmore Transit Center should be included in the TIP and will work to make that possible. The Union Ave. Bridge will be advanced when the design is complete. The Pennswood Rd. Bridge is programmed for the second 4 years. Unfortunately, there is presently insufficient TIP funding to advance the remaining two projects.

Summary of Agency Responses

On the DVRPC Draft FY2011-2014 Transportation Improvement Program (TIP) for Pennsylvania

General transit improvements and concerns in Montgomery County

Response to A.30, A.112, A.113, A.114, A.115, A.116, A.117, A.118, A.119, A.120, A.121

Agency Response by SEPTA:

The goal of the Jenkintown-Wyncote Station Improvements Project has always been to facilitate the use of public transportation. The project is a continuation of several long-term planning initiatives. The Montgomery County Planning Commission and the Delaware Valley Regional Planning Commission recognize the importance of public transportation to a viable community, and as such, made recommendations to SEPTA for improvements to two "regionally significant" stations. These improvements included the addition of ADA accessibility, passenger conveniences and a modest increase in parking at the stations. The planning agencies developed conceptual designs for station improvements at Jenkintown-Wyncote and Glenside stations with input from Township and Borough officials, SEPTA, and the public.

The parking expansion program is only part of a multi-faceted approach SEPTA is engaged in to achieve ridership growth. Analyses have shown that lack of parking supply at regional rail stations is a common impediment to ridership growth. SEPTA continues to pursue a regional approach for increasing parking capacity at transit stations. The rising environmental awareness and the fluctuation of gasoline prices have contributed to an increase in SEPTA's ridership, especially at stations near the ends of the lines. Since 1993, SEPTA has added approximately 2,772 parking spaces served by Regional Rail lines north of Jenkintown.

MPMS# 87938 - Bethlehem Pike Roadway Streetscape Improv. (TCSP)

Response to A.31

Agency Response by Montgomery County:

Montgomery County agrees that shared lane markings should be included in the project.

MPMS# 57864 - Cowpath Rd./Godshall Rd./Broad St.

Response to A.32

Agency Response by PennDOT:

A bike pocket will be added to the project as shown in the attached MUTCD figure.

Agency Response by Montgomery County:

Montgomery County agrees with the 4 foot minimum shoulder width and that a bike pocket should be installed adjacent to turn lanes.

MPMS# 73214 - Ardmore Transit Center

Response to A.33

Agency Response by DVRPC:

A break-out project line item (MPMS #90680) has been established for the Ardmore Transit Center to account for the locally obtained funds for the project. Note that funding "requests" for earmarks, etc., do not constitute secured funds which would show on the TIP until the earmarks are actually enacted into law.

Agency Response by SEPTA:

The Ardmore Transportation Project is one of twenty two projects that SEPTA has been forced to defer due to a reduction of \$110 million in capital funds annually beginning in Fiscal Year 2011 (July 1, 2010). This equates to a cut in SEPTA's Capital Budget by 25 percent each year. Such a drastic reduction in capital funding forces SEPTA to make challenging decisions in the projects the Authority funds in the annual capital budget and twelve year capital program. The limited funding that SEPTA can anticipate must go to programming projects in the TIP for which SEPTA has financial obligations to pay, have contracts currently awarded, are federally mandated, and are essential vehicle replacement/rehabilitation programs. There is funding obligated for the design phase of the Ardmore Transit Center project, which is currently underway. The construction phase of this project remains unfunded, pending identification of a funding source to advance this project. The deferral of this project is on the draft FY 2011-2014 TIP's illustrative list at the end of the document.

Agency Response by Montgomery County:

Montgomery County agrees that the Ardmore Transit Center should be included in the TIP since final design continues under a federal earmark and the project has funding commitments from various other public and private sources.

Summary of Agency Responses

On the DVRPC Draft FY2011-2014 Transportation Improvement Program (TIP) for Pennsylvania

MPMS# 84642 - Jenkintown Platform and Garage Project

Response to A.34, A.35, A.36, A.37, A.38, A.39, A.40, A.41, A.42, A.43, A.44, A.45, A.46, A.47, A.48, A.49, A.50, A.51, A.52, A.53, A.54, A.55, A.56, A.57, A.58, A.59, A.60, A.61, A.62, A.63, A.64, A.65, A.66, A.67, A.68, A.69, A.70, A.71, A.72, A.73, A.74, A.75, A.7

Agency Response by DVRPC:

While the Jenkintown Parking Garage has been planned for many years and has appeared in the public TIP document since 2007 as a component of the Rail Stations and Parking Program (MPMS #60540), construction funding is not currently available in the four year TIP. A small amount of funding (\$1.411 million) is shown merely to account for funds received for the project as part of a congressional earmark, and by law these funds cannot be used on any other project other than what it was earmarked for. Were it not for the desire to provide "transparency" in funding, this project would have appeared on SEPTA's Illustrative Unfunded list. It does not have funding to advance to construction at this time. SEPTA is working to advance the design of the project working with local stakeholders throughout the process.

DVRPC's long range plan supports policies that first ensure that the existing transit system be in a state of good repair, to provide more options for commuters such as the improved coverage and operation of transit, rail station rehabilitation/expansion, and that large station parking facilities be context sensitive. Further, investments should serve areas that are already developed or designated for future growth. DVRPC's long range plan recognizes parking as a key ingredient to a successful transit system. The Jenkintown Station is a key station and a hub that connects to several lines. The proposed garage is an efficient and minimally land-consuming way to accommodate more parking space with less impact than the equivalent surface parking would cause. Also, SEPTA has historically had fewer parking spaces on its Regional Rail lines which were inherited from predecessor railroads and which were developed before the automobile became dominant. Some commuters even have to "reverse commute" to an outlying station that is not near their residence to find a parking space. SEPTA has been playing catch-up to expand parking where opportunities exist or can be created, even with enhanced regional, county and local efforts to promote TOD and multi-modal transportation options (like bicycling and walking) to access stations.

Regarding pollution from automobiles, a land-use such as a parking garage would tend to produce less emissions than a convenience store or other commercial use since cars are likely to make one trip in and one trip out and remain in place most of the day, with no engines running and little turnover of the cars using the lot. Also, it is a far better situation for cars to drive to a parking lot and park, than give up in frustration and commute all the way to Center City by auto. The area/roads benefit from vehicles that are already removed from the roads due to the presence of the station. An additional 300 spaces in a garage would not have a regional impact on air quality.

DVRPC did not perform an alternative analysis evaluating multiple alternatives, with VMT reduction per dollar as a variable. There is no requirement to evaluate parking in this manner nor is it viewed as a relevant measure for this type of project.

DVRPC supports SEPTA's efforts to develop a project and select a parking garage location that addresses both regional and community needs.

The construction of the Jenkintown parking garage is a completely separate issue and is in no way linked to the R8/Newtown expansion; this is not an either/or situation.

At this time, DVRPC is not planning to undertake another feasibility study for the viability of reinstating the R8/Newtown Rail corridor. DVRPC previously conducted a study which concluded that ridership would be limited, would compete with existing services, and would require extensive parking expansions: the service restoration would require a high capital investment for a low projected ridership. Viable ridership could only be achieved through significantly higher levels of development and density in the community through which the lines run, which has not been supported by those communities. A second study completed in 2006 also indicated a low projected ridership, and SEPTA has confirmed that the project would require a significant level of capital investment to bring the inactive line up to an acceptable condition for operating a modern passenger rail service. Given the limited financial resources available for regional transit expansion, there is a need to establish a strong benefit ratio before proceeding with an expansion project. Further, neither Bucks nor Montgomery counties have identified this project as a high priority (both counties have other higher priority transit projects which they are actively pursuing), and DVRPC would not undertake yet another feasibility study on this corridor as part of the DVRPC Work Program without both of their support.

Agency Response by PennDOT:

The Greenwood Avenue bridge over SEPTA is programmed for construction in FY11.

Agency Response by SEPTA:

The goal of the Jenkintown-Wyncote Station Improvements Project has always been to facilitate the use of public transportation. The project is a continuation of several long-term planning initiatives. The Montgomery County Planning Commission and the Delaware Valley Regional Planning Commission recognize the importance of public transportation to a viable community, and as

Summary of Agency Responses

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such, made recommendations to SEPTA for improvements to two “regionally significant” stations. These improvements included the addition of ADA accessibility, passenger conveniences and a modest increase in parking at the stations. The planning agencies developed conceptual designs for station improvements at Jenkintown-Wyncote and Glenside stations with input from Township and Borough officials, SEPTA, and the public.

The parking expansion program is only part of a multi-faceted approach SEPTA is engaged in to achieve ridership growth. Analyses have shown that lack of parking supply at regional rail stations is a common impediment to ridership growth. SEPTA continues to pursue a regional approach for increasing parking capacity at transit stations. The rising environmental awareness and the fluctuation of gasoline prices have contributed to an increase in SEPTA's ridership, especially at stations near the ends of the lines. Since 1993, SEPTA has added approximately 2,772 parking spaces served by Regional Rail lines north of Jenkintown.

Agency Response by Montgomery County:

Montgomery County supports the garage, which is now under design by SEPTA and has been in planning since 2000. It is consistent with Cheltenham Township's and the county's comprehensive plans. Passengers driving to the station cannot find a place to park after 8am, which discourages riders or forces them to park on residential streets. As the revised 2009 parking demand study pointed out, 70% of riders come from within 3 miles and 85% from within 5 miles. A new garage will attract more commuters from Cheltenham, Jenkintown, and Abington to the SEPTA network who would otherwise drive to Center City.

MPMS# 89715 - Sanatoga Interchange Project

Response to A.90

Agency Response by PennDOT:

This project appears in the FY2009 TIP with local funding in FY10 and FY11 and will be carried over to the FY2011 TIP.

Summary of Agency Responses

On the DVRPC Draft FY2011-2014 Transportation Improvement Program (TIP) for Pennsylvania

General highway improvements and concerns in Philadelphia County

Response to A.94

Agency Response by Philadelphia:

The City's Street Department works hard to minimize the impact of development on traffic, during or after construction. The City wants to encourage growth of sustainable development. However, to achieve this, there may often be the need to tolerate short term impacts to promote longer term growth and vitality. Furthermore, traffic flow is not simply a technical one, but one of priorities. In many cases we wish to encourage development in our areas that are best served by transit. As for increasing capacity to accommodate new development, the City needs to balance multiple priorities. Expanding our road system creates real costs - both capital and on-going operating. We do require developers to mitigate the traffic impacts of their developments, but we are willing to tolerate some increased congestion if such roadway widening are not possible, significantly deteriorate the pedestrian environment or do not produce tangible and justifiable benefits.

General transit improvements and concerns in Philadelphia County

Response to A.95

Agency Response by SEPTA:

A planning study analyzing a significant increase in transit mobility in Northeast Philadelphia was completed by the Philadelphia City Planning Commission in March, 2003. The preferred alternative included a thirteen-mile extension of the Broad Street Line as an elevated structure along Roosevelt Boulevard (US 1), between Erie Station and Southampton Road. In turn, the Market-Frankford Line would also be extended one mile to a new transfer center at Roosevelt Boulevard and Bustleton Avenue.

Depending on the design, capital costs were estimated at between \$2.5-\$3.4 billion, with annual operating costs estimated at \$56 million (2000 dollars). As a result of the extremely high construction costs, the project was put on hold for the foreseeable future.

MPMS# 17460 - 40th Street (Bridge)

Response to A.96

Agency Response by Philadelphia:

The PS&E package for this project has been submitted to PennDOT for final review. It is expected that this project will be advanced to its construction phase by Fall 2010. Currently, AMTRAK is completing their necessary advanced electrification and traction work, and utility companies are relocating their critical facilities from the existing bridge so that the bridge may be demolished as part of the project.

MPMS# 17697 - Island Ave. (Signals)

Response to A.97

Agency Response by Philadelphia:

The limits of the Island Avenue project are from Woodland Avenue to the railroad bridge approximately 200' east of Suffolk Avenue. The new pavement markings layout for Island Avenue within the project limits will include stop bars that are located 10' off the crosswalk at signalized intersections, where feasible. Such location will enable bike riders to cross the road during the pedestrian phase, while providing better visibility for the pedestrians.

Summary of Agency Responses

On the DVRPC Draft FY2011-2014 Transportation Improvement Program (TIP) for Pennsylvania

MPMS# 17813 - North Broad St./Avenue of the Arts and MPMS# 87937 - Avenue of the Arts Revitalization & Stscape (TCSP)

Response to A.98

Agency Response by DVRPC:

If members so choose, this proposal could be discussed within the Regional Citizens Committee (RCC), which could then opt to submit this proposal for consideration in the FY 2012 DVRPC Work Program. At that point it would be considered by the Board as part of the competitive process for studies to be undertaken in the region. The RCC would need to get the City of Philadelphia's support for this effort, and the DVRPC Board would need to vote for inclusion in the Work Program in order for it to be funded. The DVRPC Office of Corridor Planning reviewed the request and suggested that the issue is more of an Economic Development Study rather than a traditional DVRPC Corridor Study. DVRPC Corridor Studies try to address congestion and mobility issues and primarily focus on Transportation, Land Use and Environmental issues and their impact over an area of several miles. The locations for Corridor Studies are selected based on the level of congestion as defined in the Congestion Mitigation Process (CMP) and the Long Range Plan rather than on neighborhood economic development issues. The comment has been passed to the Philadelphia Planning Commission for their information and consideration.

There are also several plans that have been done in recent years that include North Broad, the two most relevant being:

North Broad Transportation and Access Study 2007 by PCPC <http://www.philaplanning.org/plans/nbt&a.pdf>

Extending the Vision for North Broad Street 2005 by PCPC <http://philaplanning.org/plans/nbplan.pdf>

Agency Response by Philadelphia:

In 2005, the Philadelphia City Planning Commission released a study called 'Extending the Vision for North Broad' which raises and addresses many of these questions. Additional questions or issues can be directed to Debby Schaaf at the City Planning Commission.

Agency Response by Philadelphia Planning Commission:

Four city leaders in Philadelphia, including Mayor Michael Nutter, were selected to participate as Rose Fellows by the Urban Land Institute (ULI) Daniel Rose Center for Public Leadership in Land Use for 2009-2010. As a central part of their participation in the Daniel Rose Fellowship for Public Leaders, the Philadelphia team was asked to identify a persistent land use challenge that has been facing the city that they wanted to work on during their year of the Rose Fellowship. The Philadelphia team selected to examine the corridor along North Broad from City Hall to Temple University as its project focus. During this year-long fellowship, the city's team has worked with leading experts in the real estate development, finance, and land use fields with the intention of tackling complex land use issues facing each community.

As part of this fellowship, this spring an expert panel from the Urban Land Institute offered recommendations for this section of North Broad Street. Focusing its attention on answering a simple question: What city initiatives are likely to be the most valuable means of returning North Broad Street to a vital and walkable destination in Philadelphia? , the ULI team returned with the three following priorities:

- Create an alliance along the North Broad Corridor to coordinate common goals and focus attention on the area
- Explore the financial tools or mechanisms that can be used to assist redevelopment
- Identify specific places and/or projects that maximize value to the corridor

Equipped with the guidance offered by ULI, the City is beginning to work on implementation of these recommendations. The City is currently planning a meeting of key stakeholders and community members to discuss the establishment of an alliance for North Broad as well as focusing on various priority projects along the corridor, including the redevelopment of William Penn High School.

MPMS# 46956 - North Delaware Ave. Extension

Response to A.99

Agency Response by Philadelphia:

Thank you for your support.

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On the DVRPC Draft FY2011-2014 Transportation Improvement Program (TIP) for Pennsylvania

MPMS# 56768 - 41st Street (Bridge)

Response to A.100

Agency Response by Philadelphia:

In order to continually maintain critical utility service in the area, this project will be advanced to its construction phase after the adjacent 40th Street Bridge is fully reconstructed along with installation of its new utilities. Also, AMTRAK will need to perform necessary advanced electrification and traction work so that the 41st Street Bridge may be demolished as part of this project.

MPMS# 57893 - Lehigh Ave. East (Signals)

Response to A.101

Agency Response by Philadelphia:

The new pavement markings layout for Lehigh Avenue within the project limits will include stop bars that are located 10' off the crosswalk at signalized intersections, where feasible. Such location will enable bike riders to cross the road during the pedestrian phase, while providing better visibility for the pedestrians.

MPMS# 57898 - Lancaster Ave. (Signals)

Response to A.102

Agency Response by Philadelphia:

This project has already been let and is currently in construction. There is another City project led by our Commerce Dept (also in construction) that is improving sidewalks along this corridor.

MPMS# 61712 - N Del Riverfront Greenway/Heritage Trail/K&T - Line Item

Response to A.92

Agency Response by DVRPC:

This project does not list \$8 million TIGER funding for #61712. The \$8 million "SXF" is SAFETEA LU earmark funding made available for the North Delaware Riverfront Greenway/Heritage Trail. \$1.5 million TIGER was made available for a trail section (MPMS #90482) that connects to this project. The project description will be corrected to remove "TIGER FUNDING - \$1.5 million for Section 1 only" and replaced with "TIGER FUNDING - \$1.5 million for MPMS #90482" as Section 1 remains in the #61712 line item. MPMS #61712 serves as a line item for the remaining 4 sections of the North Delaware Riverfront Greenway/Heritage Trail.

MPMS# 64844 - 30th Street Bridges - 6 Structures

Response to A.103

Agency Response by PennDOT:

Thank you for your support.

MPMS# 69913 - Grays Ferry Ave. (Bridge)

Response to A.104

Agency Response by PennDOT:

There are currently two existing striped bike lanes on the Grays Ferry bridge, one on the Westbound side and one on the Eastbound side (each next to the outer roadway barrier). The existing bike lanes will be retained and re-striped as part of the project. This project is a rehabilitation of major structural components of the bridge; widening the bridge to provide physically separated bicycle paths and/or a multi-use trail is not currently part of the project scope.

As part of the project, debris will be removed from the scuppers and drains, and the drain pipes will be replaced, which will improve the riding surface for bicyclists.

Agency Response by Philadelphia:

Because of budgetary issues facing the City, the City was forced to strictly curtail its street cleaning operations. With on-going improvements in the economy it is hoped that the City will once again be able to ramp up its street cleaning operations. When it does, we will consider the inclusion of this corridor in our routing.

MPMS# 87107 - Philadelphia School District's Safe Routes to School

Response to A.93

Agency Response by PennDOT:

The project was started a little over one year ago and is moving forward slowly, funding is not currently in jeopardy of being lost on this project.

Agency Response by Philadelphia:

The City is currently preparing a design contract for this project. Construction is expected to begin in 2011.

Summary of Agency Responses

On the DVRPC Draft FY2011-2014 Transportation Improvement Program (TIP) for Pennsylvania

MPMS# 87937 - Avenue of the Arts Revitalization & Stscape (TCSP)

Response to A.105

Agency Response by Philadelphia:

Four city leaders in Philadelphia, including Mayor Michael Nutter, were selected to participate as Rose Fellows by the Urban Land Institute (ULI) Daniel Rose Center for Public Leadership in Land Use for 2009-2010. As a central part of their participation in the Daniel Rose Fellowship for Public Leaders, the Philadelphia team was asked to identify a persistent land use challenge that has been facing the city that they wanted to work on during their year of the Rose Fellowship. The Philadelphia team selected to examine the corridor along North Broad from City Hall to Temple University as its project focus. During this year-long fellowship, the city's team has worked with leading experts in the real estate development, finance, and land use fields with the intention of tackling complex land use issues facing each community.

As part of this fellowship, this spring an expert panel from the Urban Land Institute offered recommendations for this section of North Broad Street. Focusing its attention on answering a simple question: What city initiatives are likely to be the most valuable means of returning North Broad Street to a vital and walkable destination in Philadelphia? , the ULI team returned with the three following priorities:

- Create an alliance along the North Broad Corridor to coordinate common goals and focus attention on the area
- Explore the financial tools or mechanisms that can be used to assist redevelopment
- Identify specific places and/or projects that maximize value to the corridor

Equipped with the guidance offered by ULI, the City is beginning to work on implementation of these recommendations. The City is currently planning a meeting of key stakeholders and community members to discuss the establishment of an alliance for North Broad as well as focusing on various priority projects along the corridor, including the redevelopment of William Penn High School.

Wayne Junction Substation Replacement

Response to A.106

Agency Response by SEPTA:

Without full funding of Act 44, SEPTA anticipates a reduction of \$110 million in capital funds annually beginning in Fiscal Year 2011 (July 1, 2010). This equates to a cut in SEPTA's Capital Budget by 25 percent each year. Such a drastic reduction in capital funding forces SEPTA to make challenging decisions in the projects the Authority funds in the annual capital budget and twelve year capital program. The limited funding that SEPTA can anticipate must go to programming projects in the TIP for which SEPTA has financial obligations to pay, have contracts currently awarded, are federally mandated, and are essential vehicle replacement/rehabilitation programs. More funding is needed to fund major capital projects, such as multi-million dollar substation replacement projects.

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On the DVRPC Draft FY2011-2014 Transportation Improvement Program (TIP) for Pennsylvania

General bicycle and pedestrian improvements and concerns in Various Counties

Response to A.109

Agency Response by DVRPC:

The TIP is a priority schedule for the allocation of capital funds directed by our member governments and agencies, and does not function as a document of bicycle/pedestrian policy. At this time, PennDOT does not have a Complete Streets policy, but uses a Planning and Programming Checklist, whose use became law in 2007 ("Should to Shall"). The checklist is not an aspiration document, but one assessing local/county bicycle/pedestrian plan consistency with engineering and safety best practices. Four projects are cited as examples of inadequate DVRPC compliance with complete street policy, but project design decisions are based on a variety of factors that may impact bicycle/pedestrian facilities. These decisions could be a function of any number of justifiable reasons and may be reviewed by staff.

DVRPC does meet the quoted FHWA policy goals, but perhaps not in the same manner in which the Bicycle Coalition recommends. The mix of projects in the Non-Motorized, Safety, and Corridor Planning program areas represents bicycle/pedestrian policy goals beyond FHWA requirements, both regionally and locally. The work in Mercer County on the bikeability mapping and consequent plan is an excellent example of combining the all the mentioned elements.

DVRPC has been leading regional efforts through our Shifting Gears project, from which the MLK reconfiguration study, the Collegeville Borough Mobility study, and a regional bicycle handbook have all emerged as member government priorities. These projects and issues are all openly discussed in the quarterly Regional Bicycle and Pedestrian Advisory Forum meetings, a venue where both member governments and advocates may voice their concerns. DVRPC is also embarking on an ambitious data gathering program beginning this fiscal year with the purchase of bicycle and pedestrian counters. Additionally, DVRPC's oversight role in implementing Pennsylvania's Bicycle and Pedestrian Checklist is being reviewed.

Regarding comments that the 2011-2014 TIP should allocate a greater percentage of funding to bicycle/pedestrian facilities: According to the Bicycle Coalition's conservative estimate that county spending represents 5.44 percent or less of transportation funds, the region has directed well over twice the national average (2 percent) to bicycle/pedestrian projects. The Draft FY2011 TIP directs 10% of its Highway Program funding towards bike and pedestrian projects (this percentage does not include Transit Program funding, which cannot be directed toward projects without a transit component).

Because bicycle/pedestrian infrastructure does not require the level of capital investment that other highway improvements demand, funding allocation is not an effective measure of bicycle/pedestrian infrastructure prioritization or utility. As the Bicycle Coalition points out, recently implemented regional bicycle routes provide great examples of relatively low cost ways to improve bicycle mobility and to bring together a regional network.

DVRPC agrees that counties can improve their bicycle/pedestrian prioritization. However, this challenge is best addressed through direct communication with each county. Local county spending decisions are initially driven by our planning partners and then formalized in DVRPC Board meetings. DVRPC recommends that the Bicycle Coalition and other concerned stakeholders better partner with each county to address inequities and bicycle/pedestrian facility funding at the point of initial project nomination, before funding is allocated on the TIP. Opportunities to advance projects are improved if our member governments and planning partners can agree on clear and concise priorities.

The Transportation Enhancement Program is continually funded on an annual basis, but the funding only covers a portion of the projects in the pipeline. The program is not at an appropriate funding level for PennDOT to select any new projects at this time. The next Transportation authorization will determine the amount of new funding for future Transportation Enhancements (TE) projects. The four projects that have been identified from 2002 are moving forward at a slow pace due to the nature of a design and construction process, but they are currently planned to be completed. It is not DVRPC's decision as to when to open a new TE round. PennDOT will determine the amount of new funding available for a new round based on a new Transportation Authorization Bill.

DVRPC appreciates the perspective of the Bicycle Coalition's and other stakeholder's role as advocate and hopes they will partner with the individual counties in order to speak with a unified voice and guide project development prior to the TIP funding stage. We welcome continued dialogue and view these comments as a valuable tool to advance bicycle/pedestrian improvements throughout the region.

Summary of Agency Responses

On the DVRPC Draft FY2011-2014 Transportation Improvement Program (TIP) for Pennsylvania

General highway improvements and concerns in Various Counties

Response to A.110, A.111

Agency Response by DVRPC:

DVRPC's long-range plan, Connections, seeks to reduce the demand for driving through reinvestment in livable communities and the curbing of sprawl-type development. Investing in communities that offer people a chance to live, work, shop, and play in close proximity reduces the need for driving and such communities also offer more alternatives to the single-occupant vehicle. Connections also seeks to expand alternatives to driving by investing in other transportation modes, such as transit, biking, and walking. Projects that encourage walking, by building sidewalks, planting trees, installing benches, and redeveloping Main Street corridors, are one strategy employed to reduce driving.

Lack of sufficient parking is one of the largest constraints to further growth in transit ridership. The Connections plan promotes Transit-Oriented Development as another means to invest in livable communities.

The Connections plan limits investment in new roads and widening highways. Such projects account for less than 8% of all transportation funding in the plan and no new additional highway capacity projects are envisioned beyond what is already included in the current TIP. The projects that are included have already undergone significant study and analysis.

While it is appropriate for special interest groups to view the TIP from their own modal perspective, it must be recognized that the TIP contains projects that address many modes and are initiated to address a variety of deficiencies. It is not appropriate for the TIP to address the compatibility of every project for any particular mode.

DVRPC does not select nor reject projects which have gone through the process resulting in inclusion on the TIP on the basis of a single attribute. Air quality and non-attainment would not be solved by deleting all TIP projects that do not meet a Transit LOS, Bicycle LOS and Pedestrian LOS = A. These measures would not by themselves alter the air quality balance, and would require an expensive remedy, without making reasonable land use/employment connections. It should also be pointed out that blanket restrictions on regional rail parking limits transit's ridership and ability to compete with the automobile, thus undermining your goal of transit use/improvements helping to meeting clean air standards. Many of the other transit elements you seek are in process and require funding which has been held up due to ACT 44 funding woes. While your support is important, it is important to recognize that many others are less charitable towards transit than you.

DVRPC recognizes the importance of a complete streets policy for bike/ped mobility in the region, and has partially focused its efforts in communities with a willingness and funding to implement recommendations. Not every community is interested in the work nor cost of complete streets. Part of our approach is to go where asked and develop models of what and how these complete streets changes can mean to a community. We are establishing success stories which may be replicated by other motivated governing bodies.

Agency Response by Montgomery County:

The author's request that the region abandon all capital improvements to the road network and to SEPTA parking capacity is a radical shift in transportation policy that is inconsistent with both Montgomery County's comprehensive plan (Shaping Our Future) and the entire Philadelphia region's comprehensive plan (Connections 2035).

Summary of Agency Responses

On the DVRPC Draft FY2011-2014 Transportation Improvement Program (TIP) for Pennsylvania

General transit improvements and concerns in Various Counties

Response to A.30, A.112, A.113, A.114, A.115, A.116, A.117, A.118, A.119, A.120, A.121

Agency Response by DVRPC:

The TIP is a priority schedule for the allocation of capital funds directed by our member governments and agencies, and does not function as a document of bicycle/pedestrian policy. At this time, PennDOT does not have a Complete Streets policy, but uses a Planning and Programming Checklist, whose use became law in 2007 ("Should to Shall"). The checklist is not an aspiration document, but one assessing local/county bicycle/pedestrian plan consistency with engineering and safety best practices. Four projects are cited as examples of inadequate DVRPC compliance with complete street policy, but project design decisions are based on a variety of factors that may impact bicycle/pedestrian facilities. These decisions could be a function of any number of justifiable reasons and may be reviewed by staff.

DVRPC does meet the quoted FHWA policy goals, but perhaps not in the same manner in which the Bicycle Coalition recommends. The mix of projects in the Non-Motorized, Safety, and Corridor Planning program areas represents bicycle/pedestrian policy goals beyond FHWA requirements, both regionally and locally. The work in Mercer County on the bikeability mapping and consequent plan is an excellent example of combining the all the mentioned elements.

DVRPC has been leading regional efforts through our Shifting Gears project, from which the MLK reconfiguration study, the Collegeville Borough Mobility study, and a regional bicycle handbook have all emerged as member government priorities. These projects and issues are all openly discussed in the quarterly Regional Bicycle and Pedestrian Advisory Forum meetings, a venue where both member governments and advocates may voice their concerns. DVRPC is also embarking on an ambitious data gathering program beginning this fiscal year with the purchase of bicycle and pedestrian counters. Additionally, DVRPC's oversight role in implementing Pennsylvania's Bicycle and Pedestrian Checklist is being reviewed.

Regarding comments that the 2011-2014 TIP should allocate a greater percentage of funding to bicycle/pedestrian facilities: According to the Bicycle Coalition's conservative estimate that county spending represents 5.44 percent or less of transportation funds, the region has directed well over twice the national average (2 percent) to bicycle/pedestrian projects. The Draft FY2011 TIP directs 10% of it's Highway Program funding towards bike and pedestrian projects (this percentage does not include Transit Program funding, which cannot be directed toward projects without a transit component).

Because bicycle/pedestrian infrastructure does not require the level of capital investment that other highway improvements demand, funding allocation is not an effective measure of bicycle/pedestrian infrastructure prioritization or utility. As the Bicycle Coalition points out, recently implemented regional bicycle routes provide great examples of relatively low cost ways to improve bicycle mobility and to bring together a regional network.

DVRPC agrees that counties can improve their bicycle/pedestrian prioritization. However, this challenge is best addressed through direct communication with each county. Local county spending decisions are initially driven by our planning partners and then formalized in DVRPC Board meetings. DVRPC recommends that the Bicycle Coalition and other concerned stakeholders better partner with each county to address inequities and bicycle/pedestrian facility funding at the point of initial project nomination, before funding is allocated on the TIP. Opportunities to advance projects are improved if our member governments and planning partners can agree on clear and concise priorities.

The Transportation Enhancement Program is continually funded on an annual basis, but the funding only covers a portion of the projects in the pipeline. The program is not at an appropriate funding level for PennDOT to select any new projects at this time. The next Transportation authorization will determine the amount of new funding for future Transportation Enhancements (TE) projects. The four projects that have been identified from 2002 are moving forward at a slow pace due to the nature of a design and construction process, but they are currently planned to be completed. It is not DVRPC's decision as to when to open a new TE round. PennDOT will determine the amount of new funding available for a new round based on a new Transportation Authorization Bill.

DVRPC appreciates the perspective of the Bicycle Coalition's and other stakeholder's role as advocate and hopes they will partner with the individual counties in order to speak with a unified voice and guide project development prior to the TIP funding stage. We welcome continued dialogue and view these comments as a valuable tool to advance bicycle/pedestrian improvements throughout the region.

By allocating nearly equal amounts of capital funds to the highway and transit modes, while providing additional funds for bicycle, pedestrian and freight projects, the DVRPC TIP for PA is clearly a multi-modal programming document.

Within the highway program there is \$17 million per year that goes directly to SEPTA, plus other projects in the Various section that are also SEPTA's or benefit SEPTA directly. Finally, it must understood that the level of transit funding is set at the federal

Summary of Agency Responses

On the DVRPC Draft FY2011-2014 Transportation Improvement Program (TIP) for Pennsylvania

and state level, while the highway funding is set at the state level.

DVRPC is committed to a region where bicycling and walking are safe, attractive, and accessible travel options for everyone. DVRPC long range plan bike/ped priorities are to 1) ensure that current facilities are maintained and up to date; 2) enhance local mobility 3) Establish an Integrated network of relevant facilities that connect communities and access important regional destinations, and 4) expand the regional off-road trail network. We are pleased to report that the DVRPC FY2011-2014 TIP for PA has approximately 10% of the highway financial resources going towards bike and pedestrian projects.

REPOSENSE_COMMENT

"While the Jenkintown Parking Garage has been planned for many years and has appeared in the public TIP document since 2007 as a component of the Rail Stations and Parking Program (MPMS #60540), construction funding is not currently available in the four year TIP. A small amount of funding (\$1.411 million) is shown merely to account for funds received for the project as part of a congressional earmark, and by law these funds cannot be used on any other project other than what it was earmarked for. Were it not for the desire to provide "transparency" in funding, this project would have appeared on SEPTA's Illustrative Unfunded list. It does not have funding to advance to construction at this time. SEPTA is working to advance the design of the project working with local stakeholders throughout the process.

DVRPC's long range plan supports policies that first ensure that the existing transit system be in a state of good repair, to provide more options for commuters such as the improved coverage and operation of transit, rail station rehabilitation/expansion, and that large station parking facilities be context sensitive. Further, investments should serve areas that are already developed or designated for future growth. DVRPC's long range plan recognizes parking as a key ingredient to a successful transit system. The Jenkintown Station is a key station and a hub that connects to several lines. The proposed garage is an efficient and minimally land-consuming way to accommodate more parking space with less impact than the equivalent surface parking would cause. Also, SEPTA has historically had fewer parking spaces on its Regional Rail lines which were inherited from predecessor railroads and which were developed before the automobile became dominant. Some commuters even have to "reverse commute" to an outlying station that is not near their residence to find a parking space. SEPTA has been playing catch-up to expand parking where opportunities exist or can be created, even with enhanced regional, county and local efforts to promote TOD and multi-modal transportation options (like bicycling and walking) to access stations.

Regarding pollution from automobiles, a land-use such as a parking garage would tend to produce less emissions than a convenience store or other commercial use since cars are likely to make one trip in and one trip out and remain in place most of the day, with no engines running and little turnover of the cars using the lot. Also, it is a far better situation for cars to drive to a parking lot and park, than give up in frustration and commute all the way to Center City by auto. The area/roads benefit from vehicles that are already removed from the roads due to the presence of the station. An additional 300 spaces in a garage would not have a regional impact on air quality.

DVRPC did not perform an alternative analysis evaluating multiple alternatives, with VMT reduction per dollar as a variable. There is no requirement to evaluate parking in this manner nor is it viewed as a relevant measure for this type of project.

DVRPC supports SEPTA's efforts to develop a project and select a parking garage location that addresses both regional and community needs.

The construction of the Jenkintown parking garage is a completely separate issue and is in no way linked to the R8/Newtown expansion; this is not an either/or situation.

At this time, DVRPC is not planning to undertake another feasibility study for the viability of reinstating the R8/Newtown Rail corridor. DVRPC previously conducted a study which concluded that ridership would be limited, would compete with existing services, and would require extensive parking expansions: the service restoration would require a high capital investment for a low projected ridership. Viable ridership could only be achieved through significantly higher levels of development and density in the community through which the lines run, which has not been supported by those communities. A second study completed in 2006 also indicated a low projected ridership, and SEPTA has confirmed that the project would require a significant level of capital investment to bring the inactive line up to an acceptable condition for operating a modern passenger rail service. Given the limited financial resources available for regional transit expansion, there is a need to establish a strong benefit ratio before proceeding with an expansion project. Further, neither Bucks nor Montgomery counties have identified this project as a high priority (both counties have other higher priority transit projects which they are actively pursuing), and DVRPC would not undertake yet another feasibility study on this corridor as part of the DVRPC Work Program without both of their support."

Agency Response by SEPTA:

A feasibility study exploring a southern extension of the Broad Street Line was completed by the Philadelphia Industrial Development Corporation in October, 2008. Capital cost estimates for the preferred option were \$370 million, which included two new stations within the Navy Yard. The next step would be to conduct a full Alternatives Analysis, complete with an

Summary of Agency Responses

On the DVRPC Draft FY2011-2014 Transportation Improvement Program (TIP) for Pennsylvania

environmental assessment and financial plan.

SEPTA incorporates high level platforms into its regional rail station projects in order to comply with US Department of Transportation (USDOT) Americans with Disability Act (ADA) level boarding requirements and provide all customers with equal access to all doors of the train. Level access to the train not only facilitates the boarding process for disabled customers, but also for elderly customers and customers with strollers, bicycles, or suitcases.

Level boarding is operationally desirable because it speeds boarding and reduces dwell times. These are critical factors in the operation of commuter rail service. However, level boarding is also a regulatory requirement. US Department of Justice and USDOT ADA regulations require that service to persons with disabilities be provided in "the most integrated setting" achievable. Double-stopping to board customers to and from a mini-high level platform is prohibited as it requires people with disabilities to use a significantly more difficult or lengthy path of travel than that of a non-disabled customer.

The goal of the Jenkintown-Wyncote Station Improvements Project has always been to facilitate the use of public transportation. The project is a continuation of several long-term planning initiatives. The Montgomery County Planning Commission and the Delaware Valley Regional Planning Commission recognize the importance of public transportation to a viable community, and as such, made recommendations to SEPTA for improvements to two "regionally significant" stations. These improvements included the addition of ADA accessibility, passenger conveniences and a modest increase in parking at the stations. The planning agencies developed conceptual designs for station improvements at Jenkintown-Wyncote and Glenside stations with input from Township and Borough officials, SEPTA, and the public.

The parking expansion program is only part of a multi-faceted approach SEPTA is engaged in to achieve ridership growth. Analyses have shown that lack of parking supply at regional rail stations is a common impediment to ridership growth. SEPTA continues to pursue a regional approach for increasing parking capacity at transit stations. The rising environmental awareness and the fluctuation of gasoline prices have contributed to an increase in SEPTA's ridership, especially at stations near the ends of the lines. Since 1993, SEPTA has added approximately 2,772 parking spaces served by Regional Rail lines north of Jenkintown.

SEPTA has been an active participant in the Norristown Line (R6) Extension Study, initiated by Montgomery County and the first phase of which was completed July, 2008.

The three alternatives recommended for further analysis included extending electrified service to Valley Forge, diesel service to Reading with a transfer at Norristown, and electrified service to Reading.

However, there are several uncertainties surrounding the project, not least of which being the financing of the project, before it can become a reality. Long-range population and employment forecasts were used when reviewing the various rail service alternatives, and innovative funding options were identified, including the tolling of the US 422 Expressway.

A new phase of planning is currently underway that will provide additional information to facilitate a decision on the tolling of the US 422 Expressway and determine if there is adequate revenue for capital and operating costs for an Norristown (R6) line extension.

There are a number of challenges involved with switching from a Commuter Rail to a Subway (Heavy Rail) or Light Rail operation on Railroad operated territory. The Federal Railroad Administration has jurisdiction over Commuter Rail operations and this agency does not support the combination of vastly different modal vehicles in the same right-of-way for a number of safety reasons.

Establishing a spur from the Broad Street Line at North Philadelphia requires significant capital investment as well as major power, signal and vehicle engineering challenges. The difficulties with this include transitioning propulsion power delivery from the right-of-way to the vehicles; establishing a third rail with a subway line; overhead pantograph for Light Rail, and compensating for the differences in track gauges for Commuter Rail and Light Rail.

SEPTA is involved, to varying degrees, in literally dozens of Transit Oriented Development (TOD) projects across our service region. As an agency, SEPTA fully embraces the principles of TOD, acknowledging the importance of supportive land use to ridership growth and sustainability. TOD promotes higher-densities and mixed-use districts, aims to build markets for public transit services and intensify those already in place. By cutting dependence on automobiles through TOD, pollution is reduced, and the contribution to global warming is lessened.

SEPTA states first and foremost that the Jenkintown-Wyncote Station Improvements Project and the Newtown Service Restoration project are two separate and independent project. The funding programmed in the Fiscal Year 2011-2014

Summary of Agency Responses

On the DVRPC Draft FY2011-2014 Transportation Improvement Program (TIP) for Pennsylvania

Transportation Improvement Program (TIP) for the Jenkintown-Wyncote Station Improvements Project is earmarked funding which cannot be utilized for projects other than the Jenkintown-Wyncote Station Improvement Project.

Jenkintown – Wyncote Station Improvements Project

The goal of the Jenkintown-Wyncote Station Improvements Project has always been to facilitate the use of public transportation. The project is a continuation of several long-term planning initiatives. The Montgomery County Planning Commission and the Delaware Valley Regional Planning Commission recognize the importance of public transportation to a viable community, and as such, made recommendations to SEPTA for improvements to two “regionally significant” stations. These improvements included the addition of ADA accessibility, passenger conveniences and a modest increase in parking at the stations. The planning agencies developed conceptual designs for station improvements at Jenkintown-Wyncote and Glenside stations with input from Township and Borough officials, SEPTA, and the public.

The parking expansion program is only part of a multi-faceted approach SEPTA is engaged in to achieve ridership growth. Analyses have shown that lack of parking supply at regional rail stations is a common impediment to ridership growth. SEPTA continues to pursue a regional approach for increasing parking capacity at transit stations. The rising environmental awareness and the fluctuation of gasoline prices have contributed to an increase in SEPTA’s ridership, especially at stations near the ends of the lines. Since 1993, SEPTA has added approximately 2,772 parking spaces served by Regional Rail lines north of Jenkintown.

Fox Chase Newtown Branch

The decision to reinstate service on the Fox Chase-Newtown Branch is a separate and distinct project. SEPTA is not planning to reinstate regional rail service on the Fox Chase-Newtown branch for the foreseeable future. There are several other rail corridor expansion plans underway that are being considered, by the region, to have more transit potential. Therefore this project is not included in the Delaware Valley Regional Planning Commission’s FY 2011-2014 TIP and Regional Long Range Plan, nor is it included in SEPTA’s FY 2011 Capital Budget and FY 2011-2022 Year Capital Program.

Studies analyzing the potential of restoring service on the Fox Chase-Newtown branch have been produced periodically since service was discontinued. None of these efforts have determined conclusively that a restoration is feasible from a cost / benefit perspective. A principal reason for this is that the Fox Chase-Newtown branch intersects through the natural catchment areas of two existing regional rail lines – the Warminster Line to the northwest and the West Trenton Line to the southeast. A restoration of rail service would result in a redistribution of regional rail ridership rather than a net increase.

It should be noted that the decision on whether to initiate a further feasibility study remains with Bucks and Montgomery Counties as this line extends through both counties. These two counties would need to be in agreement, and act as joint sponsors of any future planning efforts intended to explore restoring rail service on the Fox Chase-Newtown branch. A joint funding request would need to be made to the DVRPC for inclusion of a project in the annual planning program.

SEPTA states first and foremost that the Jenkintown-Wyncote Station Improvements Project and the Newtown Service Restoration project are two separate and independent project. The funding programmed in the Fiscal Year 2011-2014 Transportation Improvement Program (TIP) for the Jenkintown-Wyncote Station Improvements Project is earmarked funding which cannot be utilized for projects other than the Jenkintown-Wyncote Station Improvement Project.

Agency Response by Philadelphia:

While the Broad Street Subway extension may be a worthy project, it would need to be studied in greater detail. The City is in the process of identifying longer term transit investments for consideration in coordination with SEPTA, DVRPC and PennDOT. Within the next several months there may be several additional studies that are identified. We will include this for consideration.

Summary of Agency Responses

On the DVRPC Draft FY2011-2014 Transportation Improvement Program (TIP) for Pennsylvania

Improving the TIP document and process

Response to B.1, A.122

Agency Response by DVRPC:

The Regional Citizens Committee has long standing requests for very detailed TIP project information, and DVRPC has worked to improve the document and the process over many years. The TIP is a programming document which details schedules and funding for priority projects in the region, but does not provide the project management or NEPA level of detail that is frequently requested, nor should it. DVRPC prides itself on the level of transparency made available for the development and maintenance of the TIP. However, there is always room for improvement, and staff will continue to take recommendations into consideration, and implement as possible. Regarding some of the specific requests:

Regarding multi-modal level of service (MMLoS) analyses, DVRPC has had some early experience working towards developing multi-modal levels of service for particular corridors, and even hosted a training workshop by the program developers which was attended by DVRPC staff as well as DOT and county representatives. DVRPC has since submitted applications for funding MMLoS projects for additional locations, but were not successful in being awarded. Multi-modal LOS analyses require extensive data and are very expensive to develop. Bicycle and pedestrian LOS are developed as part of certain studies and it would be extremely time consuming and expensive to undertake this effort for every TIP project: there are 400 projects in the Pennsylvania TIP alone.

There has not been a solicitation for new TIP projects as part of the PA TIP Update for 6 years due to the level of funding required to advance the current program. In the past, TIP projects arrived in the draft pool typically through the DVRPC stakeholders: a city, county, DOT, or Transit operator. They may have originally been suggested by a variety of sources (e.g. citizen, municipality, or legislator), but by the time a new project is presented for TIP consideration, the source is irrelevant compared to the merits of the project. The RCC expressed a desire to hold the project initiator "responsible" for the project, but it is the project implementer who is ultimately responsible for how the project is delivered; the project initiator may be long gone by the time a project is constructed.

DVRPC is very pleased with the level of detail in SEPTA's projects. Most of the transit projects currently included in the TIP have a description of facility condition and ridership information. However, DVRPC will continue to work with SEPTA to improve upon this. It should be noted that the transit ridership figures listed in the TIP represent ridership at a point in time, and these figures do become outdated. In addition, SEPTA has a number of reports that are available to the public via the SEPTA website at <http://www.septa.org/reports>. These reports include but are not limited to: Annual Reports, Annual Service Plans, Capital Budgets, County Capital Improvement Reports, Monthly Board Reports, Operating Budgets, Operating Tariffs, SEPTA's Customer Service Program, and SEPTA's Strategic Business Plan.

Environmental Justice maps that relate to "Degrees of Disadvantage" for TIP projects are available as part of the TIP document, and staff will investigate whether there is an appropriate way to incorporate that data for individual projects.

PennDOT is working with Planning Partners throughout the state to improve the project development process through the "Linking Planning and NEPA" effort that has been underway for the last few years. This effort will be shared with the RCC when it is at a stage that can be reasonably presented to a public entity. DVRPC is engaged in the development of this new process and is very encouraged that it will make for a better program, a more thorough process and evaluation of projects prior to them being suggested as additions to the TIP, a more streamlined environmental review of projects, and ultimately result in better funding expectations and timely advancement of TIP projects.

Thank you for the suggestion to improve the TIP document. We will consider ways to include icons or project categories within project descriptions of the printed document. Please note that when one uses the DVRPC TIP Search/Mapping function on the website that projects appear with a color coded "pushpin" that indicate project categories for each project, and that holding your cursor over the "View Legend" box on the upper right corner of the mapping page shows all of the categories and allows you to select and de-select which project categories will display on the screen by simply checking or un-checking the box next to each category.

Summary of Agency Responses

On the DVRPC Draft FY2011-2014 Transportation Improvement Program (TIP) for Pennsylvania

MPMS# 14675 - Chester Valley Trail, Phase 2 (Sec 2/3)

Response to A.123

Agency Response by DVRPC:

DVRPC is committed to a region where bicycling and walking are safe, attractive, and accessible travel options for everyone. DVRPC long range plan bike/ped priorities are to 1) ensure that current facilities are maintained and up to date; 2) enhance local mobility 3) Establish an Integrated network of relevant facilities that connect communities and access important regional destinations, and 4) expand the regional off-road trail network. We are pleased to report that the DVRPC FY2011-2014 TIP for PA has approximately 10% of the highway financial resources going towards bike and pedestrian projects.

Agency Response by PennDOT:

Thank you.

MPMS# 60255 - Regional Rail Signal Modernization Program

Response to A.125

Agency Response by SEPTA:

This is one of twenty two projects that SEPTA has been forced to defer due to a reduction of \$110 million in capital funds annually beginning in Fiscal Year 2011 (July 1, 2010). This equates to a cut in SEPTA's Capital Budget by 25 percent each year. Such a drastic reduction in capital funding forces SEPTA to make challenging decisions in the projects the Authority funds in the annual capital budget and twelve year capital program. The limited funding that SEPTA can anticipate must go to programming projects in the TIP for which SEPTA has financial obligations to pay, have contracts currently awarded, are federally mandated, and are essential vehicle replacement/rehabilitation programs. SEPTA is planning to submit a TIGER II grant application for this project. Should the grant be favorably considered by U.S. DOT, this project would be "moved up on the TIP." SEPTA applies the same design standards and criteria to laying out block signal spacing as many other transit and railroad properties. The mainstays of such systems revolve around throughput (headways) and line speed. The goal of laying out a block signal system is to optimize and/or improve on those two facets, with regard to the physical characteristics of the line infrastructure and the performance of the vehicles.

The Jenkintown example cited is a location where there is: a high volume passenger station that is surrounded by interlockings; at a main junction point with tight headways; and advanced signal clearing trigger points operated in the automatic Train Dispatcher mode.

SEPTA's Accelerated Signal Modernization Project (ASMP) as presently being implemented on the railroad has initiated many infrastructure changes that significantly improve railroad operations. These improvements include implementing line speed increases where civil topography and station locations permit, installing new high speed, remote controlled switches, making throughput/headway improvements, adding additional yard storage capacity and locating new interlockings to minimize delays to passing trains when necessary to single track.

MPMS# 60286 - SEPTA Bus Purchase Program - 40 feet

Response to A.126

Agency Response by SEPTA:

MPMS# 60611 - Fare Collection System/New Payment Technologies

Response to A.128

Agency Response by SEPTA:

This is one of twenty two projects that SEPTA has been forced to defer due to a reduction of \$110 million in capital funds annually beginning in Fiscal Year 2011 (July 1, 2010). This equates to a cut in SEPTA's Capital Budget by 25 percent each year. Such a drastic reduction in capital funding forces SEPTA to make challenging decisions in the projects the Authority funds in the annual capital budget and twelve year capital program. The limited funding that SEPTA can anticipate must go to programming projects in the TIP for which SEPTA has financial obligations to pay, have contracts currently awarded, are federally mandated, and are essential vehicle replacement/rehabilitation programs. SEPTA is planning to submit a TIGER II grant application for this project. Should the grant be favorably considered by U.S. DOT, this project would be "moved up on the TIP."

Summary of Agency Responses

On the DVRPC Draft FY2011-2014 Transportation Improvement Program (TIP) for Pennsylvania

SEPTA Substation Upgrades

Response to A.136

Agency Response by SEPTA:

Without full funding of Act 44, SEPTA anticipates a reduction of \$110 million in capital funds annually beginning in Fiscal Year 2011 (July 1, 2010). This equates to a cut in SEPTA's Capital Budget by 25 percent each year. Such a drastic reduction in capital funding forces SEPTA to make challenging decisions in the projects the Authority funds in the annual capital budget and twelve year capital program. The limited funding that SEPTA can anticipate must go to programming projects in the TIP for which SEPTA has financial obligations to pay, have contracts currently awarded, are federally mandated, and are essential vehicle replacement/rehabilitation programs. More funding is needed to fund major capital projects, such as multi-million dollar substation replacement projects.

SUMMARY OF THE PUBLIC INVOLVEMENT PROCESS FOR THE FY 2011 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR PENNSYLVANIA

The Delaware Valley Regional Planning Commission (DVRPC) has a long history of public participation in its planning process. We firmly believe in the principles of public involvement and feel it is the only real way to ascertain the interests of a wide variety of citizens – whether those citizens are the under-involved, the private sector, special interest activists, mature citizens, educators and parents, public officials, or the physically and economically disadvantaged.

While today's citizens are far more sophisticated and modern standards are more all-inclusive, the need for public involvement is inherent to sound decision-making. It is the responsibility of each citizen to become involved in regional issues and to play a role in the decision-making process, but it is also the responsibility of DVRPC to provide as many opportunities as possible for residents to be informed and aware of the decisions that will affect the future of this region.

Dealing with Environmental Justice Concerns

Title VI of the 1964 Civil Rights Act states that “no person in the United States shall, on the grounds of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” The principle of environmental justice 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.

DVRPC, as the Metropolitan Planning Organization (MPO) for the Delaware Valley, serves as the primary forum at which state departments of transportation, transit providers, local agencies, and the public develop local transportation plans and programs that address the region's needs. To meet the requirements of these laws, the Commission must:

- Enhance its analytical capabilities to ensure that the long-range plan and the TIP comply with Title VI;
- Identify residential, employment and transportation patterns of low-income and minority populations so that their needs can be identified and addressed, and the benefits and burdens of transportation can be fairly distributed; and
- Evaluate and, where necessary, improve the public involvement process to eliminate barriers and engage minority and low-income populations in regional decision-making.

For this reason, DVRPC has utilized its geographic information systems (GIS) capabilities to identify and map low-income and minority populations. With this information available, our outreach has been targeted to specific communities as well as to the region as a whole.

Reaching Out to the Region's Citizen

In response to Environmental Justice concerns and to communicate with as many citizens as possible, DVRPC engages in an extensive public outreach program in order to provide a variety of opportunities to comment and receive information on the Transportation Improvement Program (TIP). The TIP, as the agreed-upon list of priority projects for the region, manages the construction, improvement and expansion of the region's transportation system, a system which affects every resident of the Delaware Valley.

DVRPC has always encouraged the public to pose questions about the TIP to state, county, transit, and DVRPC staff through its ongoing public involvement process, and in particular, during the 30 day public comment period. Public notices were mailed to over 2,000 individuals and organizations, and an e-mail notice was sent to over 2,500 recipients. All TIP related documents were published on the Internet, available at DVRPC's Resource Center, and copies were placed at numerous public libraries in New Jersey and Pennsylvania. DVRPC held a public meeting in its offices to give the public the opportunity to pose questions about the process and projects to state, county, transit, and DVRPC staff. Documents were distributed and presentations were made to DVRPC committees, including the Regional Citizens Committee.

The public comment period for the DVRPC Draft FY2011 TIP for Pennsylvania was opened on June 1, 2010, and extended through June 30, 2010, at 5:00 p.m. (EST) There was a meeting held in the following location:

JUNE 10, 2010

4:00 p.m. - 6:00 p.m.

American College of Physicians Building
DVRPC 8TH Floor Conference Center
190 N. Independence Mall West
Philadelphia, PA 19106

Legal notices explaining the public comment process were published in the Inquirer, the Tribune, Al Dia, the Trentonian, and the Courier Post. Media releases were issued prior to the start of the public comment period. Copies of the announcements, media releases, public notices, and public information document follow this summary.

DVRPC's website, www.dvrpc.org was a vital tool in public outreach, and continues to serve a useful purpose during this TIP update cycle. The entire TIP document was posted on the DVRPC website, including the dates and locations of the public meetings, and other general information. Individuals could download and/or access TIP materials during the public comment period or any other time. In addition, an email address link was provided, tip-plan-comments@dvrpc.org, to facilitate the submission of comments during the public comment period. DVRPC also developed and utilized a new web based Public Comment application that was interactive and well received by stake holders and the general public for commenting on projects and the program as a whole.

During the public comment period, approximately 95 individuals or agencies in addition to DVRPC's Regional Citizens Committee provided over 150 written and oral comments on the TIP. Comments were submitted as both written and oral testimony at the public meetings, sent via ground or electronic mail, transmitted by fax, or submitted as part of DVRPC's brand new web-based TIP public comment application located at www.dvrpc.org/TIP. DVRPC and many of DVRPC's partner agencies contributed responses to these comments. Summaries of the comments and the agency responses are provided in the following section titled "Compilation of Public and Agency Comments and Responses".

We continue to welcome comments on specific projects contained in the TIP, the TIP development process, or on any other topic of concern at any time throughout the year. However, we remind those intending to recommend new projects for the TIP, that in order to earn a place on the TIP, projects must first progress through screening and planning processes. As a result, requests for totally new projects are generally referred to the appropriate agency for further investigation through their respective pre-TIP study efforts. These study efforts may lead to the project winning a place on the TIP in some future year.

DVRPC has made a commitment to engaging in meaningful dialogue with citizens of the Delaware Valley. To do so, this agency must provide sufficient and timely information to the public, as well as educating them to reach a better understanding of the region's needs. The Commission must in turn listen to the messages received from the public to ensure trust and future interaction.

The remainder of Appendix "E" provides samples of materials utilized during the TIP public comment period.

THE DELAWARE VALLEY REGIONAL PLANNING COMMISSION (DVRPC) ANNOUNCES FOR PUBLIC REVIEW:

- **DRAFT FISCAL YEAR (FY) 2011-2014 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) for PENNSYLVANIA; and**
- **DRAFT TRANSPORTATION CONFORMITY FINDINGS FOR:
DRAFT FY 2011 PENNSYLVANIA TIP;
FY 2010 NEW JERSEY TIP**

DVRPC will open a public comment period on **June 1, 2010** for the documents listed above. **Please join us for a public meeting and information session on the Draft TIP and the Transportation Conformity Findings between the hours of 4 and 6 p.m. on:**

**Thursday, June 10, 2010
DVRPC Conference Center
190 North Independence Mall West, 8th Floor
Philadelphia, PA**

As the federally designated metropolitan planning organization (MPO) for the Greater Philadelphia region, DVRPC develops the Transportation Improvement Program (TIP). The TIP is the regionally agreed upon list of priority projects by state, as required by federal law. The TIP document must list all projects that intend to use federal funds, along with non-federally funded projects that are regionally significant. Also included are all other state funded capital projects. The projects are multi-modal; that is, they include bicycle, pedestrian, freight-related projects, and innovative air quality projects, as well as the more traditional highway and public transit projects. The Draft FY 2011 TIP for Pennsylvania includes projects in Philadelphia, Montgomery, Delaware, Chester and Bucks counties. The TIP contains almost 400 projects totaling more than \$2.9 billion for phases to be advanced over the next four years.

Transportation conformity is the federally mandated, analytical process, through which MPOs demonstrate that the transportation investments, strategies and programs, included in the TIP are consistent with air quality goals established for the region.

Copies of the Draft TIP, the TIP Highlights and the Draft Transportation Conformity findings are available for review on the DVRPC website (www.dvrpc.org), in DVRPC's Resource Center, and at various libraries throughout the Delaware Valley. The documents will also be on hand for review at the information session, and can be translated into alternative languages or formats, if requested.

Additionally, for the first time, comments can be made online as part of DVRPC's new web-based TIP public comment application located at www.dvrpc.org/TIP. Click on the "Submit a comment on the Draft DVPRC FY2011 TIP for Pennsylvania" button to make general and project specific comments.

Written comments and questions may be addressed to Plan/TIP/Conformity Comments, c/o DVRPC Public Affairs Office, 190 N. Independence Mall West, 8th Floor, Philadelphia, PA 19106 or e-mailed to tip-plan-comments@dvrpc.org.

All comments pertaining to these documents must be received by 5 p.m. on June 30, 2010.

DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. DVRPC public meetings are always held in ADA-accessible facilities and in transit-accessible locations when possible. Auxiliary services can be provided to individuals who submit a request at least seven days prior to a meeting. For more information please call (215) 238-2871.

The Delaware Valley Regional Planning Commission (DVRPC) Announces for Public Review:

Draft Fiscal Year (FY) 2011-2014 Transportation Improvement Program (TIP) for Pennsylvania; and Draft Transportation Conformity Findings for:

Draft FY 2011 Pennsylvania TIP; FY 2010 New Jersey TIP

DVRPC will open a public comment period on June 1, 2010 for the documents listed above. Please join us for a public meeting and information session on the Draft TIP and the Transportation Conformity Findings between the hours of 4 and 6 p.m. on:

**Thursday, June 10, 2010
DVRPC Conference Center
190 North Independence Mall West, 8th Floor
Philadelphia, PA**

As the federally designated metropolitan planning organization (MPO) for the Greater Philadelphia region, DVRPC develops the Transportation Improvement Program (TIP). The TIP is the regionally agreed upon list of priority projects by state, as required by federal law. The TIP document must list all projects that intend to use federal funds, along with non-federally funded projects that are regionally significant. Also included are all other state funded capital projects. The projects are multi-modal; that is, they include bicycle, pedestrian, freight-related projects, and innovative air quality projects, as well as the more traditional highway and public transit projects. The Draft FY 2011 TIP for Pennsylvania includes projects in Philadelphia, Montgomery, Delaware, Chester and Bucks counties. The TIP contains almost 400 projects totaling more than \$2.9 billion for phases to be advanced over the next four years.

Transportation conformity is the federally mandated, analytical process, through which MPOs demonstrate that the transportation investments, strategies and programs, included in the TIP are consistent with air quality goals established for the region.

Copies of the [Draft TIP with the TIP Highlights](#) and the [Draft Transportation Conformity findings](#) are available for review on the DVRPC website, in DVRPC's Resource Center, and at various libraries throughout the Delaware Valley. The documents will also be on hand for review at the information session, and can be translated into alternative languages or formats, if requested.

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All comments pertaining to these documents must be received by 5 p.m. on June 30, 2010.



SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY

NOTICE OF PUBLIC HEARING

FISCAL YEAR 2011 CAPITAL BUDGET

- I. The Southeastern Pennsylvania Transportation Authority (SEPTA) will conduct public hearings in the SEPTA Board Room at SEPTA Headquarters, 1234 Market Street, Mezzanine Level, Philadelphia, Pennsylvania 19107 at 11:00 A.M. and 5:00 P.M., on April 21, 2010. The purpose of the hearing is to consider the Authority's proposed Fiscal Year 2011 Capital Budget and Fiscal Years 2011-2022 Capital Program and the projects contained therein for which financial assistance is being sought. The total amount of federal and state funds to be received in Fiscal Year 2011 will be determined at the completion of the federal and state budget processes. SEPTA proposes to submit to its funding agencies a program of projects for funding consideration. The federal Section 5307/5340 and Section 5309 Program of Projects will be available at www.septa.org when they are finalized.

- II. At the hearings, SEPTA will afford an opportunity for interested persons or agencies to be heard with respect to the social, economic and environmental aspects of the projects. Interested persons may submit orally, or in writing, evidence and recommendations. Persons wishing to file written comments should forward them to the Office of the General Manager, 10th Floor, 1234 Market Street, Philadelphia, PA 19107-3780. Comments can also be sent via E-mail to capbudget@septa.org. Comments must be received by April 21, 2010, so that they may be forwarded to the Hearing Examiner. Individuals in need of a sign language interpreter, please contact the Office of the

General Manager at the address listed above by April 7, 2010. Speakers for the morning and evening sessions must register by 12:30 P.M. and 5:30 P.M., respectively.

- III. Members of the public may obtain a copy of the proposed Capital Budget and Program at SEPTA's website www.septa.org or by requesting in writing a copy from the Office of the General Manager at the address listed above.
- IV. Audio tape copies of the public hearing notice and summary of the proposed Fiscal Year 2011 Capital Budget and Fiscal Years 2011-2022 Capital Program will be made available for the visually impaired at the office of the Library for the Blind and Physically Handicapped, 919 Walnut Street, Philadelphia, Pennsylvania 19107. An audio version of the public hearing notice and summary will also be available through the Associated Services for the Blind website at www.asb.org.

Draft
Delaware Valley Regional Planning Commission
Fiscal Year 2011
Transportation Improvement Program (TIP)
for Pennsylvania

Highlights of the Draft FY2011 TIP for PA

The Draft Delaware Valley Regional Planning Commission FY2011 Transportation Improvement Program for Pennsylvania is available for public review. The Transportation Improvement Program (TIP), like the Commission itself, includes the counties of Bucks, Chester, Delaware, Montgomery, and Philadelphia in Pennsylvania. DVRPC prepares a major update to the PA TIP every other year to coincide with the update of PennDOT's 12 Year Plan, and releases a draft program for a 30 day review and comment period prior to recommending it for adoption. This year, the Public Comment period begins on June 1, and ends on June 30th. See further details regarding the review process at the end of this document.

What is the TIP

By way of congressional mandate, federal transportation legislation (SAFETEA - LU) requires that DVRPC, as the MPO for the region, develop and update a Transportation Improvement Program (TIP) in order for the region to be eligible to receive and spend federal transportation funds. The TIP lists all transportation projects that intend to use federal funds, as well as state funded capital projects. It is a multi-modal, four year program that shows estimated costs and schedules by project phase. Most importantly, the TIP is financially constrained to the amount of funds that are expected to be available. In order to add projects to the TIP, others must be deferred to maintain this financial constraint. As a result, the TIP is not a "wish list"; competition between projects for a spot on the TIP clearly exists.

The TIP not only lists specific projects, but also documents the anticipated schedule and cost for each project phase (preliminary engineering, final design, right of way acquisition, and construction). Although it is not a final schedule of project implementation, inclusion of a project phase in the TIP means that it is seriously expected to be implemented during the TIP time period.

The production of the TIP is the culmination of the transportation planning process and represents a consensus among state and regional officials as to what near term improvements to pursue. Consensus is crucial because the federal and state governments want assurances that all interested parties have participated in developing the priorities before committing significant sums of money. A project's inclu-

sion in the TIP signifies regional agreement on the priority of the project and establishes eligibility for federal funding.

Looming Issues

Current funding levels are inadequate to address the infrastructure needs of the region. The recently adopted DVRPC long range plan, *Connections*, identified a \$14 billion shortfall in southeastern Pennsylvania for highway and bridge maintenance and improvements over the next 25 years, and a \$22 billion shortfall for transit system rehabilitation and expansion, predominately at SEPTA. Federal, state, and local sources are uncertain, stagnant, or woefully inadequate.

Since SAFETEA-LU expired on September 30, 2009, there are innumerable challenges and uncertainties to address. Until a new bill is approved, the current system will have to operate on extensions via continuing resolutions. Congress has acted to extend the federal transportation program through December 2010 at current funding levels, but it is unknown when action will be taken on a longer-term, predictable funding package. It may be as long as 18 months past expiration that the president will sign new legislation. The future level of funding is unknown, as are any potential changes to project eligibility or selection criteria. While a variety of funding options and policy initiatives have been proposed and discussed in Congress, at this point in time there is no long-term funding program in place.

State funding for transportation in Pennsylvania has remained largely static over the last decade, while both operating and capital expenses increased dramatically. Both Act 44 and bridge bond funding programs have had a positive impact on the number of structurally deficient bridges and roadway reconstruction projects undertaken in the state over the last 2 years, but the recent federal ruling to prohibit tolling of I-80 in Pennsylvania undoes a key lynchpin of the funding mechanism for Act 44, and will have a severely negative impact on revenues. Without full funding of Act 44, the DVRPC region will experience a reduction in funding of close to \$725 million over the next 4 years: \$57 million annually for PennDOT, plus an additional estimated \$50 million for specially selected projects, all of which would have been directed toward bridge repairs; and \$110 million annually for SEPTA capital transit projects.

The DVRPC region has worked diligently to prepare a draft program which maintains a state of good repair and advances critical projects, but many projects remain unfunded and appear in "Later Fiscal Years", beyond the 4 year TIP period. These projects can advance sooner only if additional funds are made available to the region, and appear on an "Illustrative List" as part of the TIP document.

Program Summaries

The Draft DVRPC FY2011 TIP for Pennsylvania contains almost 400 projects, totaling \$2.9 billion for the phases to be advanced over the next four years, averaging \$725 million per year. Programmed funds include \$1.6 billion for projects primarily addressing the highway system, and \$1.3 billion for transit projects for SEPTA, Pottstown Urban Transit, and DRPA. Projects in the DVRPC region which are part of the PA Statewide Interstate Management Program total over \$505 million. The following tables and figures summarize the Highway and Transit programs; as well as the PA Statewide Interstate Management Program.

Table 1: TIP Cost Summary by County and Transit Operator in the Pennsylvania Subregion(\$000)

County/Operator	2011	2012	2013	2014	Total 2011-2014
Highway Program					
Bucks	\$28,811	\$50,137	\$53,454	\$66,690	\$199,092
Chester	\$77,782	\$46,376	\$140,953	\$125,114	\$390,225
Delaware	\$33,400	\$46,372	\$21,462	\$18,899	\$120,133
Montgomery	\$112,481	\$58,025	\$20,077	\$41,886	\$232,469
Philadelphia	\$133,254	\$147,749	\$122,643	\$99,237	\$502,883
Various	\$53,250	\$44,120	\$51,577	\$58,308	\$207,255
Total Cost - 4 Year Highway Program Subtotal	\$438,978	\$392,780	\$410,166	\$410,134	\$1,652,058
Transit Program					
DRPA	\$1,200	\$0	\$0	\$0	\$1,200
Pottstown	\$1,855	\$1,755	\$2,255	\$1,827	\$7,692
SEPTA	\$339,333	\$324,222	\$328,095	\$337,461	\$1,329,111
Total Cost - 4 Year Transit Program Subtotal	\$342,388	\$325,977	\$330,350	\$339,288	\$1,338,003
Grand Total Cost - 4 Year Highway and Transit Program					
	\$781,366	\$718,757	\$740,516	\$749,422	\$2,990,061

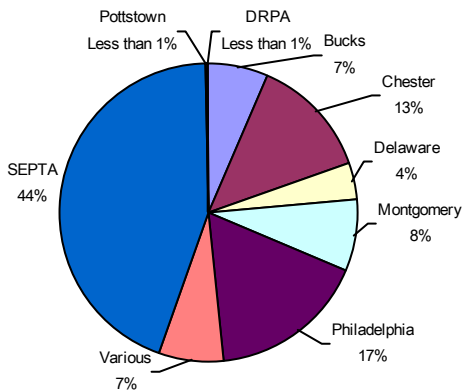
Table 2: Pennsylvania Statewide Interstate Management Program Cost Summary by County in the Pennsylvania Subregion (\$000)

Interstate Management Program					
Philadelphia	\$115,295	\$105,522	\$141,419	\$143,732	\$505,968
Grand Total Cost - Interstate Management Program					
	\$115,295	\$105,522	\$141,419	\$143,732	\$505,968

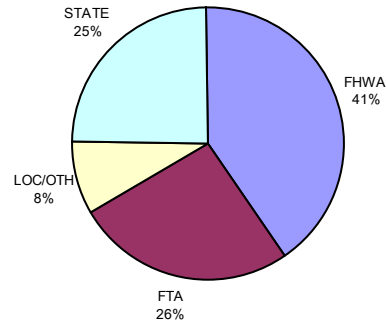
DVRPC, 2011

Cost Summaries for the Pennsylvania Subregion (Highway and Transit Programs)

By County and Operator



By Funding Source



Illustrative List of Projects in the Pennsylvania Subregion (Highway and Transit Projects)

NOTE:

These projects are unfunded and do not appear in the 4 year TIP period FY11-FY14. They could advance sooner only if additional resources were made available to the region.

12923 Bristol Road Extension
 12965 Lawn Avenue Corridor Improvement
 13549 US 1 Bridges and Reconstruction Old Lincoln
 49315 Portzer Road Connector
 50634 County Line Rd. Restoration (3R)
 64781 Swamp Road Culvert
 14580/14581 US 1 Expressway Reconstruction
 14698/64220 US 422 Reconstruction
 84884/87781 US 30, Coatesville Downingtown Bypass
 14891 Darby/Paoli Rd. (Bridge)
 69816/69817 US 322 Rehabilitation
 79329 Bridgewater Road Extension
 16211/48187 I-76 Ramps Henderson/Gulph Roads
 16218 Stanbridge Street Bridge
 16334 PA 73 Church Road 1
 6738 US 422 Reconstruction,
 16741 Swamp Road at PA 663
 48172 PA 23 at Allendale and Beidler
 48175 Ridge Pike, Norristown to Butler Pike
 48181 Fitzwatertown Road
 50646 PA 63 - Rehab 2 Bridges
 57861 Pleasant View Road
 64795 Belmont Ave at I-76 Interchange
 70197 US 422 (New) Exwy Bridge Over Schuylkill River
 79928 Lafayette St./Dannehower Bridge Interchange
 83643 Limekiln Pike Over SEPTA (Bridge)
 86924 SR 422, Resurfacing (PM2)
 17581 Bells Mill Road Restoration
 17782 I-95 and Aramingo Ave/Adams Ave. Connector
 64805 Citywide Sidewalk Bumpouts
 80054/88768 Vine Street Expressway Bridges #2 and #3
 80055 Holme Avenue Over Roosevelt Boulevard
 83736 Roosevelt Boulevard Over Wayne Junction

87176 69th Street Parking Garage
 73214 Ardmore Transportation Center, Paoli Line
 60335 City Hall Station/15th Street Station Rehabilitation
 60636 Elwyn to Wawa Rail Service
 60655 Levittown Station, Trenton Line
 60611 New Fare Payment Technologies
 59917 Paoli Line Improvements
 60574 Paoli Transportation Center
 60540 Parking Expansion Program
 N/A Rail Bridge Improvement Program
 N/A Regional Rail Car Acquisition (Silverliner IV Replacement)
 60651 Regional Rail Substation Improvements
 Jenkintown Substation and Static Frequency Converter Phase III
 77180 State of Good Repair Initiatives
 Berridge Shop Roof Replacement
 Chestnut Hill West Bridge .035 Replacement
 Escalator Program Phase IX
 Fern Rock Shop Hoist & Body Stand
 Overbrook Car Hoist & Body Shop
 Vehicle Washer - Frazer
 Vehicle Washer - Frontier
 1234 Market Improvements
 Additional State of Good Repair Projects
 60271 Station Accessibility
 Broad Street Subway Erie Station ADA
 Broad Street Subway Margaret-Orthodox Station ADA
 Broad Street Subway Snyder Station ADA
 Market-Frankford Elevated Subway - 40th Street Station ADA
 60557 System Improvements Program N/A Trolley Rts. 10, 11, 13, 34, 36, and 101 & 102 Vehicle Replacement
 77183 Transit & Regional Rail Station Program
 Broad Street Subway - Fairmount Station
 Exton Station, Paoli Line
 Loop Program - 23rd & Venango Loop, 33rd & Dauphin, 61st and Pine, Parkside & Wycombe
 Market-Frankford Elevated Subway - 5th Street Station
 Primos Station, Phase III, Media Line
 Secane Station, Media Line
 Ridge & Summit Loop
 Wayne Junction Station
 15407 Villanova Station, Paoli Line

**DVRPC DRAFT FY2011-2014 TIP PROJECTS FOR
PENNSYLVANIA
Highway, Transit, and Interstate Management Programs
by MPMS# and Project Title**

Bucks County

- | | |
|---|---|
| <p>13014 Clay Ridge Road Bridge (CB #30)
13167 Geigel Hill Road (Bridge)
13236 Butler Avenue Bridge
13240 Old Bethlehem Road (Bridge)
13242 Pineville Road (Bridge)
13248 Walnut Street (Bridge #13)
13296 Rickert Road (Bridge)
13342 Delaware Rd. over Delaware Canal (Bridge)
13347 I-95 / PA Turnpike Interchange (TPK)
13440 Allentown Road and PA 663 (Bridge)
13477 Lower State Road (Bridge)
13576 PA 413, New Rodgers Road (Turn Lane)
13606 Hulmeville Avenue (Bridge)
13607 Upper Ridge Rd. (Bridge)
13609 US 202 (Turn lanes) E. State/ Mechanics. Rd
13635 Oxford Valley Road
13661 Jugtown Hill Road (Bridge)
13716 Headquarters Road (Bridge)
13727 Bristol Road Intersection Improvements
13742 Hellertown Rd./Cooks Crossing (Bridge)
13762 West Maple Ave. (Bridge)
17918 I-95 Transit Improvements/FLEX(Cornwells)
47131 PA 13 at PA Turnpike Safety Improve. (Interchange)
47392 Bristol Pike/Route 13, PA 413 to Levittown Parkway
50633 PA 263/Old York Road Concrete Rehab and Overlay
50634 County Line Rd. Restoration (3R)
57619 Route 313 Corridor
57624 Woodbourne Road and Lincoln Highway</p> | <p>57625 Route 232 Corridor and Intersection Improvements
57635 Quakertown Joint Closed Loop
57639 Newtown-Yardley Road
57641 Bridgetown Pike
61682 Old Route 13 Improvement Project
64779 County Line Road Widening
64781 Swamp Road Culvert at Penns Woods Road
65922 Ped/Bike Bridge, Route 13, East Coast Greenway
69824 Rabbit Run Canal Bridge
69826 Steinburg Road (Bridge)
69912 River Road (Bridge)
70218 Delaware Canal Pedestrian Tunnel
71159 Ped/Bike Bridge, Route 13, East Coast Greenway
72906 Afton Avenue Streetscape HTSSRS
72908 Broad and Main St. Streetscape Quakertown HTSSRS
74827 Delaware Canal Enhance
77448 Lindenfield Ped. Bridge/Fairview Park Ped. Trail
77449 Route 13 Pedestrian Bridge-Tulleytown Bucks County
77455 Broad/Main/Front Streets Streetscape, Phase III
77456 Route 13 Redevelopment Project
77468 SR 413 -Langhorne Borough Streetscape, Phase I
77469 Doylestown Borough Safe Routes to School
80056 Mill Road Bridge over Neshimany Creek
86860 PA 611 Bridge Replacement
86923 SR 309, Sellersville Bypass, Resurfacing (PM1)
87088 Chalfont Pedestrian Facilities (SRTS)
88083 Stoopville Road Improvements - Phase 2
90197 Tyburn Rd Bridges (1)</p> |
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NOTE:
The number at the beginning of the Project Title is referred to as the (MPMS) number. It is a reference number assigned to a specific project and remains with that project until its completion. This number can be used to search for information about each project on DVRPC's website:

<http://www.dvrpc.org/TIP>

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Chester County

14134 West Bridge Street (Bridge)
 14236 Little Washington Road Bridge
 14251 Chandler Mill Road (Bridge)
 14261 Church Road Bridge
 14327 PA 926 (Bridge)
 14354 Chestnut Street (Bridge)
 14484 PA 41 Study
 14515 PA 100, Shoen Road to Gordon Drive (02L)
 14532 US 30, Coatesville Downingtown Bypass (Design)
 14541 US 1, Baltimore Pike
 14613 PA 41, Gap Newport Road
 14663 Chester Valley Trail - Phase 1 (Sec 1/3)
 14675 Chester Valley Trail, Phase 2 (Sec 2/3)
 15385 US 202 (Section 100 Design)(ES1)
 47979 Paoli Transportation Center (Road Improvements)
 57659 French Creek Parkway - Phase 1
 57664 Newark Rd.
 57683 Old Gap-Newport Pike (Bridge)
 57684 PA 82 Trail
 59434 Schuylkill River Trail (Q20)
 60687 Southern Chester County Rail Corridor Improvement
 61690 Uwchlan Township Trails, Phase II
 61885 Schuylkill River Trail
 64222 US 422 Expressway/Chester and Montgomery M1A
 64494 US 202, Swedesford Rd. - PA 29 (Sec. 320)
 64498 US 202, Exton Bypass to Rt. 29 (Sec. 330- MainIn)
 65903 Park Road Pedestrian Bridge
 69647 US 322/Brandywine Creek Ave.(Bridge)
 69911 Harmonyville Road (Bridge)
 69917 Gap Newport Pike (PA 41) (Bridge)
 69918 Gap Newport Pike (PA 41) (Bridge)
 69919 PA 372, Lower Valley Road (Bridge)
 70227 PA 29 Phase III
 70241 Kennett Square Closed Loop Signal System
 71193 PA Bicycle Route L Realignment & Safety
 71195 Coatesville Train Station Rehabilitation
 71197 Sadsburyville Village Enhancement Plan
 71198 Park Road Trail
 72603 US 322, Main Street at PA 10 Intersection Improvem
 72910 Coatesville Third Avenue Train Station HTSSRS
 72911 Phoenixville Streetscape HTSSRS
 72912 West Grove Community Streetscape HTSSRS
 77457 Church Street Streetscape Project
 77459 Phoenixville Streetscape Project
 77470 Operation Safe Kids - Phoenixville
 77476 Kennett Pike Bikeway:
 80042 PA 100 Corridor Safety Improvements
 80049 Thompson's Bridge on Walker Road
 80050 Pusey Mill Road Bridge
 80060 Lndn Trct O/White Cly Cr
 80101 PA 52 / Wawaset/Unionville Road South
 83710 Boot Road Extension Bridge
 84410 US 202 Section 300 CMP Commitments (Transit)
 84961 Yellow Springs Parking & Street Enhancement (TCSP)
 84989 PA 100 S Pines Community Noisewalls
 85062 PA 252 Underpass and US 30 Intersection
 86064 Hadfield Road Bridge (CB #244)
 86696 Watermark Road Bridge (CB #21)
 86698 Osborne Road Bridge (CB #30)
 87281 Grove Road Drainage Improvements

Delaware County

14767 US 30, Lancaster Ave.(Signals)
 14891 Darby/Paoli Rd. (Bridge)
 15008 Folcroft Avenue (Bridge)
 15183 Station Road Bridge (CB #234)
 15185 Old Forge Road (Bridge #209)
 15225 Ardmore Ave. Bridge over SEPTA
 15251 US 1, Baltimore Pike
 15298 Township Line Road Bridge (US 1)
 15299 Concord Road Bridge
 15306 Sellers Avenue Bridge
 15345 PA 252, Providence Rd.
 15406 PA 452, Market Street (Bridge)
 15468 Concord Road (Bridge)
 47147 3rd Street , Broomall Lake Dam
 47409 Rt. 291/Gov. Printz Blvd./Essington (Bridge)
 47986 Chester Creek Bicycle/Pedestrian Trail
 47992 New Rd. (Crozierville Bridge)
 47993 7th St. (Bridge)
 47994 US 13, Chester Pike/MacDade Blvd.
 48168 Baltimore Pike Signal Project
 50520 Sidewalks and Trail
 57750 Baltimore Ave./Pike Signal Project
 57757 Morton Ave.
 57770 Grant Ave. (Bridge)
 57772 Convent Rd. (Bridge)
 57773 Lloyd St. (Bridge)
 61695 Oakland Road Corridor Easement
 62299 Bicyclists' Baltimore Pike
 64790 MacDade Boulevard
 64791 PA 420 Kedron Avenue
 65127 Chester Waterfront Development/ Streetscape
 65911 Marcus Hook Streetscape
 65914 Sharon Hill Train Station Rehabilitation
 68027 U. Darby Twp.(Rt 1) Closed Loop Signal
 69665 South Creek Road (Bridge)
 69815 US 322, Environmental Mitigation (MIT)
 69816 US 322, US 1 to Featherbed Lane (101)
 69817 US 322, Featherbed Lane to I-95 (Sec 102)
 70219 291/East Coast Greenway
 70228 MacDade Boulevard/I-476 Ramp
 70245 Chester City Access Improvements II
 71200 East Coast Greenway/Industrial Heritage Highway
 71202 E. Coast Greenway/Chester Riverfront, Phase II
 72913 Chester Commercial Business District HTSSRS
 75800 College Avenue (Bridge)
 77085 Ruth Bennett House
 77450 Lansdowne Gateway Park & Pedestrian/Bike Trail
 77460 Lincoln Avenue Renaissance Project
 77471 Amtrak Footbridge -Rosemont Ave. and Hinckley Ave
 77472 Knowles Avenue Sidewalk/Underpass Project
 80051 Rosemont Avenue (Bridge)
 86368 Mount Alverno Road Bridge (CB #9)
 86370 Tribbitt Avenue Bridge (CB #237)
 87109 Swarthmore Borough Ped/Access Upgrade (SRTS)
 87119 Nether Providence Township Sidewalks (SRTS)
 87120 Upper Darby Township Sidewalks (SRTS)
 87940 Pedestrian and School Children Safety (TCSP)

**DVRPC DRAFT FY2011-2014 TIP PROJECTS FOR
PENNSYLVANIA
Highway, Transit, and Interstate Management Programs
by MPMS# and Project Title**

Montgomery County

<p>15769 Limekiln Pike Bridge 15793 Salfordville Road (Bridge) 15992 Rockland Avenue Bridge Removal 16085 PA 29 over Hosensack Creek (Bridge) 16086 PA 29 Gravel Pike (Bridge) 16099 Camp Road (Bridge) 16150 Tookany Parkway/Creek (Bridge) 16191 Elm Street (Bridge) 16194 High Street Bridge 16197 Greenwood Avenue (Bridge) 16214 Old York Road (PA 611) (Bridge) 16216 Pennswood Road (Bridge) 16334 PA 73, Church Road 16396 Church Rd. (Bridge) over Norristown High Speed Line 16400 Arcola Road Bridge (CB) 16408 Fruitville Rd. (Bridge #232) 16438 PA 309 Connector Project-Phase I 16484 Edgehill Road (Bridge) 16577 Ridge Pike, Butler Pike to Phila Line 16610 Ashmead Road Bridge (CB) 16665 US 202 South Bound (Section 500), Markley St. 16681 Mill Road Bridge 16688 PA 23, River Road 16703 Old Betzwood Bridge Bike/Ped Trail(C047) 16705 Chester Valley Trail Extension (C036) 16755 US 202, Section 650, Morris Rd - PA 309 48186 Pottstown Area Signal System Upgrade 48418 Allentown Rd. 50646 PA 63 - Rehab 3 Bridges 57849 PA 29, Main St. (Bridge) 57851 Plank/Otts/Meyers/Seitz Rds. 57858 Lafayette St. Extension (MG1) 57864 Cowpath Rd./Godshall Rd./Broad St. 57865 Edge Hill Rd. 59522 PA Tpk. NE Extension/ PA 309 Corridor Incident Traffic Mgt 63486 US 202, Johnson Hwy. to Twp. Line Rd. (61S) 63490 US 202, Twp. Line Rd. to Morris Rd. (Sec 61N) 63491 US 202, Morris Rd. to Swedesford Rd. (Sec 65S) 63493 US 202, 5-Points Intersection (Sec. 71A) 63494 US 202 Sec 700 ITS 64796 US 422 / PA 363 Interchange (4TR) 64798 North Narberth Ave. (Bridge) 64845 Terwood Road Bridge 65910 Ambler Streetscape / Station Landscaping 66952 PA 23/Valley Forge Road and North Gulph Rd Relocation (2NG) 66986 US 422, Schuylkill River Bridge (M2A) 69799 PA 309 ITS Integration 70197 US 422 (New) Exwy Bridge Over Schuylkill River (SRB) 71203 Flourtown-Erdenheim Community Gateways 72355 Valley Green Road Bridge 72977 Butler Pike Pedestrian Walkway Improvements HTSSRS</p>	<p>72978 Norristown Main St. Streetscape Phase III 72992 Glenside Streetscape & Traffic Calming 72994 York Road (SR 263) Hatboro Revitalization 74801 Bethlehem Pike Streetscapes 74803 Main Street in Lansdale Pedestrian Project 74804 Mill Street Improvement Project 74807 North Broad Streetscape Improvements 74808 Old York Rd Street Imprv 74811 PA 73 Skippack Pike at Narcissa 74813 Ambler Pedestrian Sidewalk Improvements 74815 Upper Gwynedd Streetscape Improvements 74817 York Road (SR 263) Hatboro Revitalization 74937 Whitmarsh Township Street Improvements 75764 SalfrdSta/Mll Race&Perkio 77461 Broad Street Corridor Streetscape 77462 Collegeville Main Street Revitalization, Phase II 77463 Glenside Streetscape/Traffic Calming (Phase II) 77804 Huntingdon Pike Traffic Signal Upgrade 78742 Lafayette Av O/Wssachickn 79863 Lafayette St- Ford St to Conshohocken Rd. 79864 Lafayette St - Barbados St. to Ford St.(MGN) 80021 US 202 - Markley St Improvements-Section 510 80022 US 202 - Markley St. Improvements-Section 520 80052 Fetters Mill over Pennypack Circle 80053 Knight Road over Green Lane Reservoir 80479 I-476 Roadway Reconstruction/MidCounty 83742 Keim St o/Schuylkill Riv 86361 Rockledge Streetscape Improvements, Phase III 86924 SR 422, Resurfacing (PM2) 87097 Pottstown Borough Improvements (SRTS) 87099 Upper Gwynedd Township Improvements (SRTS) 87392 Lafayette Street Extension Project (MGL) 87938 Bethlehem Pike Roadway Streetscape Improv. 87939 Valley Forge Loop Trail - Missing Link (TCSP) 90006 Trooper Road Closed Loop (TCSP)</p>
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PENNSYLVANIA
Highway, Transit, and Interstate Management Programs
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Philadelphia

17350 Henry Ave. Bridge over Wissahickon
17460 40th Street (Bridge)
17464 Holme Avenue (Bridge)
17622 Adams Avenue (Bridge)
17655 Center City Traffic Systems II
17657 Market Street Signal and Pedestrian Improvements
17659 Harbison Ave./Aramingo Ave.(C048)
17697 Island Ave. (Signals)
17813 North Broad St./Avenue of the Arts
17816 Chestnut Street at 30th Street (Bridges)
17821 I-95 Shackamaxon St. to Ann St. (GIR)
46956 North Delaware Ave. Extension
46958 Philadelphia Naval Shipyard Access
48193 Allen's Lane (Bridge)
48195 Tyson Ave. (Signals)
50522 Manayunk Rec. Path - Phase II/Fairmount Bikeway
56768 41st Street Bridge
57276 Montgomery Avenue (Bridge)
57278 Rising Sun Avenue (Bridge)
57893 Lehigh Ave. East (Signals)
57894 Stenton Ave. and Godfrey Ave. (Signals)
57897 Haverford Ave. (Signals)
57898 Lancaster Ave. (Signals)
57901 Lincoln Drive (3R)
57902 City Wide 3R Betterments
57904 PA 291, Platt Bridge
61712 N Del Riverfront Greenway/Heritage Trail/K&T - Line Item
61714 Restoration of the Manayunk Canal
61717 Fairmount Water Works Dock
62694 Passyunk Avenue Drawbridge
62717 Lehigh Ave. West (Signals)
64844 30th Street Bridges - 6 Structures
65915 Pennsylvania Ave. Improvements
68067 Tidal Schuylkill River Greenway & Trail - TIGER
68072 PATCO Directional Signage, Philadelphia
69828 Market Street Bridges (2 Structures) (Sec. MSB)
69909 Willits Road (Bridge)
69913 Grays Ferry Ave. (Bridge)
70014 Center City Signal Improvement Project, Phase 3
70220 Schuylkill River Park Ramp
70243 American Street
71210 West Bank Greenway/Philadelphia Zoo
72597 Ben Franklin Bridge Phila. Operational Improvement
72793 Market Street Bridge Enhancement
72996 Philadelphia School Crossing and Zone Imp. HTSSRS
73012 Frankford Ave. Improvement HTSSRS
74823 Philadelphia Zoo Intermodal Transportation Center
74824 Walnut St Gateway Project - TIGER
74828 American Cities/Safe Routes to School Phase 3
74829 Schuylkill River Park Rail Crossings
74831 Cresheim Valley Drive Revitalization Project
74833 Frankford Avenue-Mayfair
74841 PRPA Access Project
76870 Willow Grove Avenue Bridge Over SEPTA R8
77452 Manayunk Canal Restoration
77464 Chinatown Plaza Revitalization-10th & Vine Streets
77465 Frankford Avenue Improvement Plan
77466 Mid-East Girard Avenue Streetscape Project
77467 Fox Chase/Rockledge Streetscape, Phase III
77475 Philadelphia School Zone Safety Phase 2
77478 Schuylkill Trails-Bicycle & Pedestrian Trail
77479 Roxborough Streetscape Improvements
77485 Mill Creek Safe Routes to School
77540 Baltimore Avenue Pedestrian Lighting
78758 JFK Blvd O/21st/22nd/23rd
79686 I-95: Columbia - Ann (GR1)
79743 Logan Square, 20th/Winter/Parkway
80054 Vine St Expy Brgs- Section (PAB)
80055 Roosevelt Blvd (Holme Ave) (2) Brgs
81584 Schuylkill River Park Pedestrian Bridge -TIGER
84649 Parkway Streetscape Improvements
85059 Shakespeare Park at 19th/20th/Vine/Parkway
87107 School District of Philadelphia Improvement (SRTS)
87124 Sister Cities Plaza, Phase 1
87937 Avenue of the Arts Revitalization & Stscape (TCSP)
88767 Vine Street Exprsswy Bridges - 676 (PAA)
88768 Vine Street Exprsswy Bridges - Section PAC
90141 Schuylkill River Trail at Bartram's Garden (ECG) - TIGER
90144 Schuylkill River Trail - Shawmont Ave. to MontCO Line - TIGER
90180 East Coast Greenway - 58th Street Connector Greenway-TIGER
90482 North Delaware Riverfront Greenway - TIGER

**DVRPC DRAFT FY2011-2014 TIP PROJECTS FOR
PENNSYLVANIA
Highway, Transit, and Interstate Management Programs
by MPMS# and Project Title**

Various

17891 TransitChek Mass Marketing Efforts
17900 Mobility Alternatives Program (MAP)
17928 Ozone Action Program
36927 Railroad/Highway Grade Crossings
48197 CSX Trenton Line
48199 Transportation Management Associations
48201 DVRPC Competitive CMAQ Program
48202 Regional GIS Support
57927 Regional Safety Initiatives (HSIP)
62568 State Bridge Design Manager
64652 Trans. & Community Development Initiative-TCDI
64984 Highway Transportation Enhancements
65109 Transit Flex - SEPTA
66460 TE Project Engineering / Management
66461 CMAQ Project Engineering / Management
72738 Intelligent Trans. Systems (ITS) Including RIMIS
75854 District Program Management Services "A"
75855 District Program Management Services "B"
79927 Highway Reserve District-Wide Line Item
79929 Bridge Reserve Line Item
79980 STU Reserve Line Item
80093 I-76 Regional Travel Info
82216 NHS Reserve Line Item
82395 ACT 44 Line Item
84318 CMAQ Reserve Line Item
84457 Signal Retiming Program
86077 Update Travel Simulation

DRPA

74835 DRPA - Purchase/Rebuild PATCO Cars
74840 Commodore Barry Bridge Security Improvements

Pottstown

59935 Capital/Operating Assist., Pottstown Urban Transit

SEPTA

15407 Villanova Intermodal Station Accessibility
55555 Infrastructure Safety and Renewal Program
59966 Capital Asset Lease Program
59973 Utility Fleet Renewal Program
60255 Regional Rail Signal Modernization Program
60271 Station Accessibility Program
60275 Debt Service
60286 SEPTA Bus Purchase Program - 40'
60317 Federal Preventive Maintenance
60557 System Improvements
60571 Environmental Cleanup and Protection Program
60574 Paoli Transportation Center
60582 Vehicle Overhaul Program
60599 Paratransit Vehicle Purchase
60611 Fare Collection System/New Payment Technologies
60629 Job Access and Reverse Commute (JARC)& New Freedom
60651 Regional Rail Substation Imp. Program
60655 Levittown Intermodal Facility Improvements (B)
77180 State of Good Repair
84642 Jenkintown Platform and Garage Project
84643 Malvern Station and Pedestrian Tunnel Improvements
87176 69th Street Intermodal Parking Garage
87137 5th and Market Street Transportation Improvements
333333 Infrastructure Safety and Renewal Program
666666 Infrastructure Safety and Renewal Program
1111111 SEPTA Bus Purchase Program - 60' buses
4444444 Infrastructure Safety and Renewal Program

Learn more and share your ideas ...

DVRPC encourages the public to pose questions and comments about the TIP and specific projects to state, county, transit, and DVRPC staff through its ongoing public involvement process. The public comment period for the Draft DVRPC FY2011 TIP for Pennsylvania will open on June 1, 2010, and will extend through June 30, 2010, at 5:00 p.m.

There will be a public meeting held to allow the public to ask questions and present their comments on:

JUNE 10, 2010

4:00 p.m. - 6:00 p.m.

American College of Physicians Building
DVRPC 8TH Floor Conference Center
190 N. Independence Mall West
Philadelphia, PA 19106

If you are interested, but unable to attend the public meeting, comments can be made online as part of DVRPC's brand new web-based TIP public comment application located at www.dvrpc.org/TIP. Click on the "Submit a comment on the Draft DVPRC FY2011 TIP for Pennsylvania" button to make general and project specific comments. Additionally, written comments can be forwarded to:

- TIP Comments
c/o DVRPC Public Affairs Office
190 N. Independence Mall West
Philadelphia, PA 19106
- OR
- Faxed to 215-592-1800
- OR
- Emailed to tip-plan-comments@dvrpc.org.

A copy of the DVRPC Draft FY2011 TIP for Pennsylvania is available for review on the DVRPC web page at <http://www.dvrpc.org/TIP> and in print at the DVRPC library. This document will also be available for review at the public meeting. For more information, please contact DVRPC's Capital Programming Office at 215-238-2938 or via email at eschoonmaker@dvrpc.org.

Delaware Valley Regional Planning Commission
190 North Independence Mall West, 8th Floor
Philadelphia, PA 19106-1520
Telephone: (215) 592-1800
FAX: (215) 592-9125



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PHONE: 215.592.1800
FAX: 215.592.9125
WEB: www.dvrpc.org

June 8, 2010

Karen Kaniatobe, Tribal Historic Preservation Officer
Absentee Shawnee Tribe of Oklahoma
2025 S. Gordon Cooper Drive
Shawnee, OK 74801

Re: DVRPC Draft FY2011 - 2014 TIP for Pennsylvania

Dear Tribal/Nation Representative,

On behalf of the Delaware Valley Regional Planning Commission (DVRPC), please find a copy of the DVRPC Draft FY2011 Transportation Improvement Program (TIP) for Pennsylvania.

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Sincerely,

Gastonia L. Anderson-Ogoe
Transportation Planner - Capital Programs



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June 8, 2010

Clint Halftown
Heron Clan Representative
Cayuga Nation
PO Box 11
Versailles, NY 14168

Re: DVRPC Draft FY2011 - 2014 TIP for Pennsylvania

Dear Tribal/Nation Representative,

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Transportation Planner - Capital Programs



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June 8, 2010

Tamara Francis, THPO
Delaware Nation
PO Box 825
Anadarko, OK 73005

Re: DVRPC Draft FY2011 - 2014 TIP for Pennsylvania

Dear Tribal/Nation Representative,

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Transportation Planner - Capital Programs



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June 8, 2010

Dr. Brice Obermeyer
Delaware Tribe of Oklahoma
1417 West Street
Emporia, KS 66801

Re: DVRPC Draft FY2011 - 2014 TIP for Pennsylvania

Dear Tribal/Nation Representative,

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Gastonia L. Anderson-Ogoe
Transportation Planner - Capital Programs



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June 8, 2010

Robin Dushane, Cultural Resources Coordinator
Eastern Shawnee Tribe of Oklahoma
PO Box 350
Seneca, MO 64865

Re: DVRPC Draft FY2011 - 2014 TIP for Pennsylvania

Dear Tribal/Nation Representative,

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Sincerely,

Gastonia L. Anderson-Ogoe
Transportation Planner - Capital Programs



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June 8, 2010

Curtis Lazore
Mohawk Nation Office
Akwesasne Mohawk Territory
P.O. Box 366
Rooseveltown, NY 13683

Re: DVRPC Draft FY2011 - 2014 TIP for Pennsylvania

Dear Tribal/Nation Representative,

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Sincerely,

Gastonia L. Anderson-Ogoe
Transportation Planner - Capital Programs



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June 8, 2010

Jesse Bergevin, Historian
Oneida Indian Nation
1256 Union Street
Po Box 662
Oneida, NY 13421-0662

Re: DVRPC Draft FY2011 - 2014 TIP for Pennsylvania

Dear Tribal/Nation Representative,

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Transportation Planner - Capital Programs



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June 8, 2010

Mrs. Corina Burke, THPO
Oneida Nation of Wisconsin
PO Box 365
Oneida, WI 54155-0365

Re: DVRPC Draft FY2011 - 2014 TIP for Pennsylvania

Dear Tribal/Nation Representative,

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Gastonia L. Anderson-Ogoe
Transportation Planner - Capital Programs



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June 8, 2010

Tony Gonyea, Faithkeeper
Onondaga Nation
Hemlock Road 11a Box 319-B
via Nedrow, NY 13120

Re: DVRPC Draft FY2011 - 2014 TIP for Pennsylvania

Dear Tribal/Nation Representative,

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June 8, 2010

Kathleen Mitchell
Seneca Nation of Indians
90 West Hetzel Street
Salamanca, NY 14779

Re: DVRPC Draft FY2011 - 2014 TIP for Pennsylvania

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Transportation Planner - Capital Programs



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June 8, 2010

Paul Barton, Historic Preservation Officer
Seneca-Cayuga Tribe of Oklahoma
23701 S. 655 Road
Grove, OK 74344

Re: DVRPC Draft FY2011 - 2014 TIP for Pennsylvania

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Transportation Planner - Capital Programs



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June 8, 2010

Kim Jumper, Tribal Historic Preservation Officer
Shawnee Tribe
29 South 69a Highway
Miami, OK 74354

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Transportation Planner - Capital Programs



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June 8, 2010

Sherry White, Cultural Preservation Officer
Stockbridge-Munsee Band of the
Mohican Nation, Wisconsin
Route 1
PO Box 70
Bowler, WI 54416

Re: DVRPC Draft FY2011 - 2014 TIP for Pennsylvania

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June 8, 2010

Roger Hill, Chief
Tonawanda Seneca Nation
7027 Meadville Road
Basom, NY 14013

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June 8, 2010

Leo Henry, Chief
Tuscarora Nation
206 Mt. Hope Road
Via: Lewiston, NY 14092

Re: DVRPC Draft FY2011 - 2014 TIP for Pennsylvania

Dear Tribal/Nation Representative,

On behalf of the Delaware Valley Regional Planning Commission (DVRPC), please find a copy of the DVRPC Draft FY2011 Transportation Improvement Program (TIP) for Pennsylvania.

In accordance with the regulations contained in SAFETEA-LU, you are receiving the draft TIP for a 30-day public comment period which ends on June 30th. Other parties, governmental agencies, and the general public are receiving the same information at this time. Comments on the DVRPC Draft FY2011 TIP for Pennsylvania may be submitted online as part of DVRPC's brand new web-based TIP public comment application located at www.dvrpc.org/TIP. Click on the "Submit a comment on the Draft DVPRC FY2011 TIP for Pennsylvania" button to make general and project specific comments. Additionally, written comments can be forwarded to: TIP Comments, c/o DVRPC Public Affairs Office, 190 N. Independence Mall West, Philadelphia, PA 19106; faxed to 215-592-9125, or emailed to tip-plan-comments@dvrpc.org. Please remember that these comments must reach our office by June 30th. If you have questions about a specific project please contact Elizabeth Schoonmaker at 215-238-2938. Thank you for your time and assistance in providing comments on the TIP.

Sincerely,

Gastonia L. Anderson-Ogoe
Transportation Planner - Capital Programs

Proof of Publication in The Philadelphia Inquirer
Under Act. No 160, P.L. 877, July 9, 1976

STATE OF PENNSYLVANIA
COUNTY OF PHILADELPHIA

Anna Dickerson being duly sworn, deposes and says that **The Philadelphia Inquirer** is a daily newspaper published at Broad and Callowhill Streets, Philadelphia, Pennsylvania, which was established in the year 1829, since which date said daily newspaper has been regularly published and distributed in said County, and that a copy of the printed notice of publication is attached hereto exactly as the same was printed and published in the regular editions and issues of said daily newspaper on the following dates:

June 1, 2010

Affiant further deposes and says that she is an employee of the publisher of said newspaper and has been authorized to verify the foregoing statement and that she is not interested in the subject matter of the aforesaid notice of publication, and that all allegations in the foregoing statement as to time, place and character of publication are true.

Anna Dickerson

Sworn to and subscribed before me this 1st day of
June, 2010.

Mary Anne Logan
Notary Public

My Commission Expires:

NOTARIAL SEAL
Mary Anne Logan, Notary Public
City of Philadelphia, Phila. County
My Commission Expires March 30, 2013

Copy of Notice of Publication

Public Notice

The Delaware Valley Regional Planning Commission (DVRPC) has opened a public comment period for the following documents: the draft FY 2011 PA Transportation Improvement Program (TIP) and Transportation Conformity findings for the draft FY 2011 PA TIP and the 2010 NJ TIP. The public comment period for all documents will open on June 1, 2010 and close at 5 p.m. June 30, 2010. A public meeting is scheduled from 4-6 p.m. on Thursday, June 10, 2010, in DVRPC's Conference Center, 8th Floor, 190 N. Independence Mall West, Philadelphia. The TIP is the regionally agreed-upon list of priority transportation projects, as required by federal law. Transportation conformity is the process that ensures that plans and programs receiving federal aid are consistent with the region's air quality goals. Copies of DVRPC's documents are available on the DVRPC website, www.dvrpc.org, in the DVRPC Resource Center (located at the above address) as well as in a number of regional libraries. The documents will also be available at the public meeting and can be translated into an alternative format or language, if requested. Written comments should be mailed to Plan/TIP/Conformity Comments, c/o DVRPC Public Affairs Office, 190 N. Independence Mall West, 8th Fl., Philadelphia, PA 19106 or e-mailed to tip-plan-comments@dvrpc.org. Comments may also be left online at www.dvrpc.org/TIP. DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. DVRPC public meetings are always held in ADA accessible facilities and in transit-accessible locations when possible. Auxiliary services can be provided to individuals who submit a request at least seven days prior to a meeting. For more information, please call (215) 238-2871.

Affidavit of Publication

Publisher's Fee \$34.98 Affidavit \$24.75

State of New Jersey } **SS.**

Camden County

Personally appeared *Sandy Karmel*

Of the **Courier-Post**, a newspaper printed in Cherry Hill, New Jersey and published in Cherry Hill, in said County and State, and of general circulation in said county, who being duly sworn, deposes and saith that the advertisement of which the annexed is a true copy, has been published in the said newspaper 1 times, once in each issue as follows:

6/01/10

A.D. 2010

[Signature]

 Sandy Karmel

Sworn and subscribed before me, this
1 day of June, 2010

Notary Public of New Jersey

Public Notice

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Leslie J. Enns
Notary Public, New Jersey
My Commission Expires 9-22-14



THE PHILADELPHIA TRIBUNE

PROOF OF PUBLICATION

STATE OF PENNSYLVANIA
COUNTY OF PHILADELPHIA

Antonia Jnobaptiste, being duly sworn, deposes and says that The Philadelphia Tribune is a newspaper published at 520-26 S. 16th Street, Philadelphia, Pennsylvania. The publication attached herein is exactly the same as the printed notice published in the regular edition of the said newspaper on the following date (s) viz:

May 28,

AD 2010

Affiant further deposes and says that she is an employee of the publisher of the said newspaper, and has been authorized to verify the foregoing statement that she is not interested in the subject matter of the aforesaid notice or publication and that all allegations in the foregoing statement as to time, place and character of publication are true.

COPY OF NOTICE OF PUBLICATION

Public Notice

The Delaware Valley Regional Planning Commission (DVRPC) will open a public comment period for the following documents; the draft FY 2011 PA Transportation Improvement Program (TIP) and Transportation Conformity findings for the draft FY 2011 PA TIP and the 2010 NJ TIP. The public comment period for all documents will open on June 1, 2010 and close at 5 p.m., June 30, 2010. A public meeting is scheduled from 4-6 p.m. on Thursday, June 10, 2010, in DVRPC's Conference Center, 8th Floor, 190 N. Independence Mall West, Philadelphia. The TIP is the regionally agreed-upon list of priority transportation projects, as required by federal law. Transportation conformity is the process that ensures that plans and programs receiving federal aid are consistent with the region's air quality goals. Copies of DVRPC's documents are available on the DVRPC website, www.dvrpc.org, in the DVRPC Resource Center (located at the above address) as well as in a number of regional libraries. The documents will also be available at the public meeting and can be translated into an alternative format or language, if requested. Written comments should be mailed to Plan/TIP/Conformity Comments, c/o DVRPC Public Affairs Office, 190 N. Independence Mall West, 8th Fl., Philadelphia, PA 19106 or e-mailed to tip-plan-comments@dvrpc.org. Comments may also be left online at www.dvrpc.org/TIP. DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. DVRPC public meetings are always held in ADA accessible facilities and in transit-accessible locations when possible. Auxiliary services can be provided to individuals who submit a request at least seven days prior to a meeting. For more information, please call (215) 238-2871.

Antonia Jnobaptiste
Antonia Jnobaptiste

Sworn to and subscribed before me
this 28 day of May 2010

Bertha Nichols Godfrey

COMMONWEALTH OF PENNSYLVANIA
NOTARIAL SEAL
BERTHA NICHOLS GODFREY, Notary Public
City of Philadelphia, Phila. County
My Commission Expires October 18, 2011

STATEMENT OF ADVERTISING COSTS

DVRPC

190 N. Independence Mall West, 8th Fl.

Philadelphia, PA 19106-1520

TO: THE PHILADELPHIA TRIBUNE for
publishing the notice of advertising attached hereto on the
above date (s)

\$

The Philadelphia Tribune Co., Inc.

PUBLISHERS RECEIPT FOR ADVERTISING COST

Publishers of The Philadelphia Tribune hereby acknowledge receipt of the aforesaid advertising and advertising costs, and certified that the same has been fully paid.

OFFICE: 520-26 South. 16th Street
Philadelphia, PA 19146
Phone: 215 893-4050
Fax: 215 735-3612
Email: info@phillytrib.com

The Philadelphia Tribune Co., Inc.
By _____

DVRPC FY2011 Transportation Improvement Program for Pennsylvania

Publication Number: 11001

Date Published: September 2010

Geographic Area Covered: Pennsylvania Subregion
(Bucks, Chester, Delaware, Montgomery, and Philadelphia counties)

Key Words: Bike and Pedestrian, Bridges, Conformity, Congestion Mitigation and Air Quality, Congestion Mitigation Process, DRPA/PATCO, Environmental Justice, Federally Funded Projects, Goods Movement, Highways, Hometown Streets/Safe Routes to School, New Jersey Department of Transportation, NJ TRANSIT, Pennsylvania Department of Transportation, Public Involvement, Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users, SAFETEA-LU, SEPTA, TEA-21, TIP, Title VI of the 1964 Civil Rights Act, Transit, Transportation, Transportation Improvement Program, Transportation Enhancements, Transportation Equity Act for the 21st Century

Abstract: The Transportation Improvement Program (TIP) document contains a listing of all transit, highway, bridge, bicycle, pedestrian, and multimodal projects in the Pennsylvania Subregion which will seek federal funding in fiscal years 2011 to 2014. This volume also contains the following five appendices: (a) DVRPC Board Resolutions (b) State DOT Financial and Procedural Guidance used in developing the program, (c) Acknowledgement of the Documentation of the Conformity Finding, (d) Memorandum of Understanding on Procedures to Amend and Modify the TIP, and (e) Compilation of Public and Agency Comments and Responses which is included as an Addendum (E-1) to this document.

Staff Contact: Elizabeth Schoonmaker, Manager, Office of Capital Programming

Delaware Valley Regional Planning Commission
190 North Independence Mall West - 8th Floor
Philadelphia, PA 19106-1520

Phone: 215-592-1800
Fax: 215-592-9125
Internet: www.dvrpc.org



TIP



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