

Adopted June 2012

★ TIP TRANSPORTATION
IMPROVEMENT PROGRAM

FY2013 TIP
for PENNSYLVANIA
(FY2013-2016)



DELAWARE VALLEY
dvrpc
REGIONAL
PLANNING COMMISSION

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C H A P T E R 1

General Overview of the TIP

The Delaware Valley Regional Planning Commission (DVRPC) is pleased to present the DVRPC FY2013 Transportation Improvement Program (TIP) for the Pennsylvania portion of the region (FY2013–2016). 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 southeastern Pennsylvania, the TIP contains approximately 370 projects, totaling almost \$3.7 billion for the phases to be advanced over the next four years, averaging \$924 million per year. Programmed funds include \$2.3 billion for projects primarily addressing the highway system and almost \$1.4 billion of transit projects for SEPTA, Pottstown Urban Transit, and the Delaware River Port Authority/PATCO (DRPA/PATCO). These figures include the 15 projects in the DVRPC region, totaling over \$536 million, which are part of the Pennsylvania Statewide Interstate Management Program. Chapter 2 presents financial summaries of these programs.

The TIP and Federal Requirements

The TIP is a requirement of federal transportation legislation, titled the Safe, Accountable, Flexible, 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 1991 (ISTEA). After almost three years of short-term extensions and continuing resolutions, Congress passed and the President signed the bill for the next federal transportation authorization, Moving Ahead for Progress in the 21st Century (MAP-21) on Friday, July 6, 2012. This legislation will become effective October 1, 2012 and will provide federal funding through September 30, 2014. Final Rulemaking has yet to be issued. These laws prescribe transportation investment in a balanced approach through a guaranteed commitment to highways and bridges, public transit, 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. SAFETEA-LU expired in September 2009.

What This Document Includes

The complete TIP document has been divided into four sections. This first section contains 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) Board Resolutions, (b) State DOT Financial and Procedural Guidance used in developing the program, (c) Executive Summary of the Documentation of the Conformity Finding, (d) Memorandum of Understanding on Procedures to Amend and Modify the TIP, (e) Summary of Public Outreach, Summary of Public Comments, and Agency Responses.

There is also an Addendum, which is a separate document. This document contains the Board Adopted List of Recommended Changes, Index of Comments, all the original comments and Agency Responses, Summary of Public Involvement Process, the Draft Highlights of the FY2013 Draft TIP for Pennsylvania, a copy of an e-mail sent to the Tribal Nations indicating that they can view the Draft TIP online during the Public Comment period, and Proof of Publication.

Using the Web

The TIP for Pennsylvania can also be found on the DVRPC website. The website includes an interactive method for displaying maps and project listings for the current TIP. During the public comment period, comment could be submitted directly to DVRPC through this interactive site. Using Google Maps as a base, projects can be located using either street grid or aerial views. To use the DVRPC TIP website, go to www.dvrpc.org/TIP.

DVRPC is on the cutting edge of technology and has provided the ability to use the QR Code (Quick Response Code) symbol to access the TIP website using your smartphone. If you have a smartphone with a QR Reader Application, open the application, point your camera at the QR Code symbol, and your smartphone will open up directly to the DVRPC TIP webpage. Below is the DVRPC TIP QR Code symbol:



Scan QR code with your smartphone for up-to-date information on DVRPC's TIP or visit 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, currently 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 also includes bicycle, pedestrian, and freight-related projects.

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 DVRPC Pennsylvania and New Jersey TIPs formally cover four years and are updated every other year; the Pennsylvania TIP is updated in odd years, and the New Jersey TIP is now updated in even years, based on a recent NJDOT decision to update the Statewide TIP (STIP) every other year. Both the Pennsylvania and New Jersey TIP documents demonstrate a longer planning and programming horizon in order to better plan for expected resources and to provide the region with a more realistic timeframe in which to expect advancement of TIP projects with more realistic costs. Upon adoption, the Pennsylvania TIP will demonstrate a fiscally constrained 12-year planning horizon for projects from FY13–FY24, although it is important to note that by federal regulation the funding represented after the four-year TIP period is not technically available or able to be committed or authorized. NJDOT prepares a 10-year Capital Program, and DVRPC's New Jersey TIP also presents 10 years of proposed programming for illustrative purposes.

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 **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 B** 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 for 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 are 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 and 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 that 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 that 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 the policies and strategies of *Connections 2035*, visit the Long-Range Plan on the Internet at www.dvrpc.org/LongRangePlan/.

How Does the TIP Relate to the Clean Air Act?

The Clean Air Act Amendments of 1990 require that all transportation plans, programs, and projects conform to the purpose of state implementation plans (SIPs) to attain national air quality standards. A TIP is said to conform if it is drawn from a conforming plan, as determined by an emissions analysis. The projects in the FY2013 TIP are a subset of the regionally significant projects contained in the *Connections 2035* long-range plan.

The TIP and Plan have been tested for conformity in order to meet all requirements, including the critical test that Volatile Organic Compounds (VOCs), Oxides of Nitrogen (NOx), Carbon Monoxide (CO), and fine particulate matter (PM-2.5) emissions are less than any applicable budgets or baseline established for all analysis years. The Documentation of the Conformity Finding can be found on DVRPC's website. A complete description of the conformity procedures can be found in the *Connections 2035* long-range plan and on DVRPC's website.

How is the TIP Funded?

The major funding source for the projects in the TIP is SAFETEA-LU, administered through the U.S. 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 respective 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 Planning Coordinating Committee/Regional Transportation Committee (PCC/RTC) reviews them. The PCC/RTC seeks to ensure that the highest priorities of the region are being addressed within the limits of available resources, and to assure consistency among projects and with the region's goals. The PCC/RTC, composed of state, county, and city planners; transit operators; 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 cities and representatives of the states and operating agencies determine each year's TIP projects. After considering the recommendations of the PCC/RTC and the comments received from 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 remains to be done to bring it to completion. The designated lead agency is responsible for ensuring that its 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 ensure 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 agency personnel are 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.

DVRPC provides various opportunities for the public to review its planning and programming activities. Representatives from the private sector, social service entities, environmental organizations, partnering agencies, and citizens are encouraged to comment on DVRPC's policies and plans. To this end, an online commenting feature is available for Board action items. The Commission's website provides a wide array of information and interactive mapping. Materials are available in hard copy in DVRPC's Resource Center as well as at various libraries throughout the region. Project-specific open houses and listening sessions are held to inform the public and to gather input.

Specifically, the public and other interest groups have the opportunity to comment on the Draft TIP before it is officially adopted by the DVRPC Board. DVRPC conducted a 30-day public comment period and held an open house meeting to allow the public an opportunity to present comments to state, county, and transit agencies as well as DVRPC staff about the process and projects. Copies of the TIP are available online, as well as at the DVRPC resource center. The TIP documents are able to be viewed on DVRPC's website at www.dvrpc.org/TIP.

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C H A P T E R 2

Program Summaries

The DVRPC FY2013 Transportation Improvement Program for Pennsylvania contains approximately 370 projects, totaling almost \$3.7 billion for the phases to be advanced over the next four years, averaging close to \$924 million per year. Programmed funds include \$2.3 billion for projects primarily addressing the highway system and almost \$1.4 billion of transit projects for SEPTA and Pottstown Urban Transit. Table 1 presents a funding summary for the DVRPC region by county and transit operator for each of the four TIP years in Pennsylvania and includes the Pennsylvania Statewide Interstate Management Program (IMP).

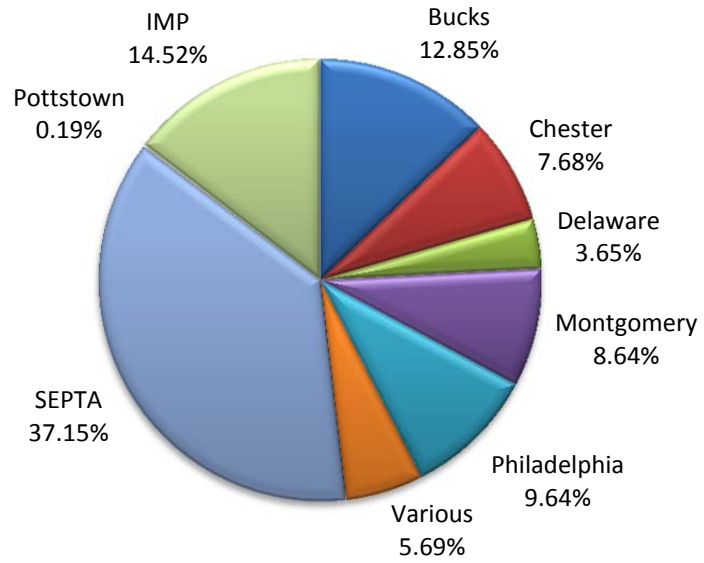
Table 1: TIP Cost Summary by County and Transit Operator,
Southeastern Pennsylvania (\$000)

	FY2013	FY2014	FY2015	FY2016	Total
Highway Program					
Bucks	\$99,049	\$139,796	\$117,531	\$118,352	\$474,728
Chester	\$72,906	\$63,900	\$68,963	\$78,005	\$283,774
Delaware	\$34,495	\$30,265	\$45,659	\$24,369	\$134,788
Montgomery	\$65,433	\$57,884	\$67,892	\$112,576	\$303,785
Philadelphia	\$96,857	\$106,238	\$102,310	\$50,980	\$356,385
Various	\$58,766	\$51,308	\$47,666	\$52,434	\$210,174
-Interstate	\$222,558	\$191,687	\$107,429	\$14,948	\$536,622
Subtotal	\$650,064	\$641,078	\$557,450	\$451,664	\$2,300,256
Total Cost – 4-Year Highway Program					\$2,300,256
Transit Program					
SEPTA	\$342,731	\$343,345	\$343,398	\$343,453	\$1,372,927
Montgomery	\$15,500	\$0	\$0	\$0	\$15,500
Pottstown	\$1,777	\$1,752	\$1,748	\$1,739	\$7,016
Subtotal	\$360,008	\$345,097	\$345,146	\$345,192	\$1,395,443
Total Cost – 4-Year Transit Program					\$1,395,443
Grand Total Cost – 4-Year Highway and Transit Program					\$3,695,699

Source: DVRPC, 2012

Figure 1: Cost Summaries for Southeastern Pennsylvania (Highway and Transit Programs)

By County & Operator



By Funding Source

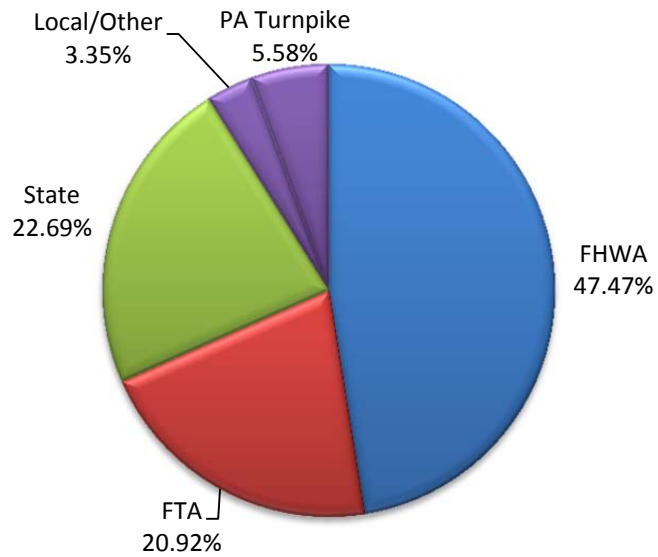


Table 2: Cost by TIP Funding Category (000's)¹

TIP FUND	FY2013	FY2014	FY2015	FY2016	FY 2013–2016	FY 2017–2020	FY 2021–2024	Total FYs 2017–2024
Highway Program								
ACT26A	\$1,600	\$1,940	\$4,324	\$2,517	\$10,381	\$0	\$0	\$0
ACT44	\$27,656	\$27,656	\$27,656	\$27,656	\$110,624	\$110,624	\$110,624	\$221,248
ACT44-DS	\$7,800	\$3,775	\$0	\$0	\$11,575	\$0	\$0	\$0
BRIDGE	\$63,750	\$63,750	\$63,750	\$63,750	\$255,000	\$255,000	\$255,000	\$510,000
BRIDGE-IM	\$0	\$153,800	\$58,958	\$0	\$212,758	\$561,766	\$571,522	\$1,133,288
B-STATE	\$17,673	\$15,066	\$15,066	\$15,066	\$62,871	\$60,264	\$60,264	\$120,528
B-STATE-IM	\$0	\$0	\$6,551	\$0	\$6,551	\$23,911	\$19,714	\$43,625
CMAQ	\$40,990	\$40,990	\$40,990	\$40,990	\$163,960	\$163,960	\$163,960	\$327,920
DEMO	\$26,192	\$14,842	\$10,912	\$17,768	\$69,714	\$0	\$0	\$0
ECON	\$5,000	\$0	\$0	\$0	\$5,000	\$0	\$0	\$0
FHA	\$0	\$0	\$950	\$0	\$950	\$0	\$0	\$0
FLEX	\$17,083	\$17,083	\$17,083	\$17,083	\$68,332	\$68,332	\$68,332	\$136,664
HCB	\$0	\$252	\$1,100	\$0	\$1,352	\$0	\$0	\$0
HSIP	\$9,813	\$9,813	\$9,813	\$9,813	\$39,252	\$39,252	\$39,252	\$78,504
H-STATE	\$12,471	\$12,471	\$12,471	\$12,471	\$49,884	\$49,884	\$49,884	\$99,768
H-STATE-IM	\$15,339	\$4,720	\$4,192	\$1,495	\$25,746	\$38,723	\$17,363	\$56,086
H-TE	\$5,989	\$5,989	\$5,989	\$5,989	\$23,956	\$23,956	\$23,956	\$47,912
H-TED	\$2,000	\$0	\$0	\$0	\$2,000	\$0	\$0	\$0
IM	\$207,219	\$33,167	\$32,084	\$13,453	\$285,923	\$304,639	\$255,687	\$560,326
LOCAL	\$15,468	\$15,046	\$16,214	\$9,133	\$55,861	\$8,163	\$0	\$8,163
NHS	\$29,753	\$28,187	\$38,219	\$39,147	\$135,306	\$231,461	\$137,714	\$369,175
NHS-IM	\$0	\$0	\$5,644	\$0	\$5,644	\$8,376	\$0	\$8,376
SPK-FB	\$8,762	\$5,831	\$4,852	\$1,844	\$21,289	\$0	\$0	\$0
SPK-FH	\$28,762	\$30,831	\$28,651	\$21,844	\$110,088	\$106,800	\$0	\$106,800
SPK-SH	\$0	\$0	\$1,200	\$0	\$1,200	\$0	\$0	\$0
SRTSF	\$3,094	\$494	\$768	\$0	\$4,356	\$0	\$0	\$0
STP	\$46,512	\$46,578	\$36,546	\$35,618	\$165,254	\$67,599	\$161,346	\$228,945
STU	\$43,104	\$43,104	\$43,104	\$43,104	\$172,416	\$172,416	\$172,416	\$344,832
STX	\$1,313	\$1,313	\$1,313	\$1,313	\$5,252	\$5,252	\$5,252	\$10,504
TCSP	\$1,721	\$0	\$0	\$0	\$1,721	\$3,024	\$0	\$3,024
TIGER	\$10,000	\$0	\$0	\$0	\$10,000	\$0	\$0	\$0
TOLL-MATCH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TPK	\$1,000	\$64,380	\$69,050	\$71,610	\$206,040	\$16,410	\$0	\$16,410
TOTAL	\$650,064	\$641,078	\$557,450	\$451,664	\$2,300,256	\$2,319,812	\$2,112,286	\$4,432,098

Source: DVRPC, 2012

¹ The TIP fund categories are explained in the Codes and Abbreviations section beginning on page 31. The funds that are highlighted in green are State transportation funds. The funds highlighted in blue are FHWA funds. The funds highlighted in purple are Local/Other funds. See pie chart titled "By Funding Source" on page 10.

Table 2: Cost by TIP Funding Category (000's) (Continued)²

TIP FUND	FY2013	FY2014	FY2015	FY2016	FY 2013–2016	FY 2017–2020	FY 2021–2024	Total FYs 2017–2024
Transit Program								
1513	\$940	\$940	\$940	\$940	\$3,760	\$940	\$0	\$940
1514B	\$84,000	\$84,000	\$84,000	\$84,000	\$336,000	\$335,998	\$336,005	\$672,003
1517	\$16,375	\$16,276	\$16,326	\$16,435	\$65,412	\$73,266	\$132,759	\$206,025
5307	\$95,296	\$95,320	\$95,316	\$95,264	\$381,196	\$379,046	\$378,296	\$757,342
5309	\$94,488	\$94,488	\$94,488	\$94,488	\$377,952	\$377,952	\$377,954	\$755,906
JARC	\$2,152	\$2,155	\$2,155	\$2,155	\$8,617	\$8,620	\$8,620	\$17,240
JARC-S	\$3,700	\$4,259	\$4,259	\$4,259	\$16,477	\$17,036	\$17,036	\$34,072
LOCAL	\$12,998	\$13,051	\$13,104	\$13,157	\$52,310	\$52,825	\$51,127	\$103,952
NF	\$1,322	\$1,322	\$1,322	\$1,322	\$5,288	\$5,288	\$5,288	\$10,576
NF-S	\$319	\$319	\$319	\$319	\$1,276	\$1,276	\$1,276	\$2,552
OTHER	\$15,500	\$0	\$0	\$0	\$15,500	\$0	\$0	\$0
PTAF 44	\$32,918	\$32,967	\$32,917	\$32,853	\$131,655	\$123,706	\$64,213	\$187,919
TOTAL	\$360,008	\$345,097	\$345,146	\$345,192	\$1,395,443	\$1,375,953	\$1,372,574	\$2,748,527
Grand Total Cost – 4-Year Highway and Transit Program								
DVRPC Total	\$1,010,072	\$986,175	\$902,596	\$796,856	\$3,695,699	\$3,695,765	\$3,484,860	\$7,180,625

Source: DVRPC, 2012

² The TIP fund categories are explained in the Codes and Abbreviations section beginning on page 31. The funds that are highlighted in green are State transportation funds. The funds highlighted in red are FTA funds. The funds highlighted in purple are Local/Other funds. See pie chart titled “By Funding Source” on page 10.

Financial Constraint

At the beginning of each TIP update, the State DOT develops a four-year “financial guidance” for use by DVRPC and other Metropolitan Planning Organizations (MPOs). The financial guidance establishes highway and transit funding levels that 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 and Procedural 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 beyond the formal four-year (FY13–FY16) constrained period of the TIP. Project phases appear in these “Later Fiscal Years” (LFY) because it may take several years before the phase can advance due either to the technical effort that needs to be completed, or to the severe funding constraints on the region. In any case, project costs that show in the TIP under Later Fiscal Years FY17–24 do not technically have available or committed funding and cannot be federally authorized since they fall outside of the four-year TIP period per federal regulation. However, in order to demonstrate a longer planning and programming horizon, to provide more realistic expectations and timeframes in which to expect advancement of TIP projects with more realistic costs, and to indicate a certain level of commitment to those projects by the region, the FY2013 TIP does show a financially constrained 12-year program from FY13–FY24 using assumptions of funding levels that are currently available.

There are also projects in the DVRPC region that have been identified as needs and that have been TIP projects in a previous TIP, but for which there are not sufficient funding resources even within a 12-year constrained programming horizon. These projects are shown on an Illustrative Unfunded List toward the end of this document. Not only do these projects *not* show up in the first four years of the DVRPC TIP, there is no expectation that enough funding will be available to fully fund them by FY2024, and they do not have complete funding in the LFY of the TIP. If additional funding is not made available to the region through new revenue sources, it will be many years until planned projects are able to advance to construction.

The Interstate Management Program (IMP), as part of the Pennsylvania Statewide Transportation Improvement Program (STIP), was created to proactively address the maintenance and reconstruction of the state’s aging Interstate infrastructure. An average of \$375 million per year (FY2013–2016) will be used statewide, utilizing all federal Interstate Maintenance Funds as well as a portion of federal Interstate Bridge funds that these miles/bridges represent, plus the appropriate state match. Those funds have been removed from what was previously allocated to the various regions throughout the state, but which are now pooled under the IMP. These funds are allocated statewide to specific projects. DVRPC has 15 projects in the region totaling over \$536 million that are included in the IMP over the four years FY2013–2016. Those highway

projects, all currently for I-95 in Philadelphia, are listed at the end of the Philadelphia project section as well as in a separate Interstate Management Program section.

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.

SEPTA certifies annually to its financial capacity as part of the Federal Transit Administration (FTA) Certifications and Assurances, under Category XV. In addition, the FTA conducts Triennial Reviews of SEPTA's compliance in 24 different areas, including Financial. The final report for the 2011 Triennial Review for SEPTA 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 and updated SEPTA Financial Capacity Analysis is included in this document.

To get a more complete picture of SEPTA's overall annual funding, the levels of state and local operating assistance are listed in Appendix B following PennDOT's financial and procedural guidance documentation.

Project Selection and Evaluation Process

During this most recent TIP update period from August 2011-June 2012, 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. All project costs and schedules were updated by PennDOT project managers and stakeholder subcommittee members. Subcommittee members reviewed projects and identified highest priorities. A series of subcommittee meetings were held where costs and schedules were further reviewed and concerns vetted and negotiated. A 12-year constrained programming horizon was developed for both the highway and transit programs. 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 June 28, 2012.

Investing in the Region's Planning Areas

The Delaware Valley Region is a mosaic of 352 townships, boroughs, and cities, each making their own land use decisions. In an effort to categorize and simplify types of communities and corresponding long-range planning policies, DVRPC organized the region into four community types as part of the development of *Connections 2035*, the region's long-range plan. Those four areas are: Core Cities (Philadelphia and Chester City in southeastern Pennsylvania and Trenton and Camden City in New Jersey); Developed Communities, which represent the region's older suburbs; Growing Suburbs, which are experiencing or are forecasted to experience significant additional growth; and Rural Areas, where preservation and limited development are key.

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. Planning areas for all Pennsylvania TIP projects are included on each project listing in the FY2013 TIP document and can also be found in the current FY2012 TIP for New Jersey. A more complete discussion and illustration of planning areas can be found in the *Connections 2035* long-range plan on the DVRPC website at www.dvrpc.org/LongRangePlan/

Congestion Management Process

A Congestion Management Process (CMP) is a systematic process for managing congestion that provides information on transportation system performance. It identifies congested corridors and specific multimodal strategies for all locations in the region to minimize congestion and enhance the ability of people and goods to reach their destinations. These multimodal strategies include, but are not limited to, operational improvements, travel demand management, policy approaches, and additions to roadway and transit capacity. The CMP advances the goals of the DVRPC Long-Range Plan and strengthens the connection between the Plan and the Transportation Improvement Program (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 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.
- ▶ It helps to suggest ideas for TIP projects based on analysis and to refine ideas for TIP projects from other partners.

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 the required table of supplemental strategies to reduce travel demand and get the most long-term 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 roadway capacity in a way that affects 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 additional support from CMP staff to help it generate the most long-term positive effect possible in an environment of limited funding.

The CMP completes its cycle by evaluating the effectiveness of transportation improvements and then starts updating the analysis again on approximately a three-year cycle. Further information

about the CMP can be obtained from DVRPC's website at www.dvrpc.org/CongestionManagement.

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 that facilitate the flow of goods and promote economic development.

Projects listed in Table 3 illustrate a sampling of projects in the TIP that promote goods movement and economic 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.

Toll Authority Highway and Port-Related Projects

The toll authorities with facilities in the Pennsylvania portion of this region (Pennsylvania Turnpike Commission, Delaware River Port Authority/PATCO, Delaware River Joint Toll Bridge Commission, etc.) 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 4.

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 Transportation Investment Study (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 5. Not included in Table 5 are studies that already appear in the FY2013 TIP for Pennsylvania.

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 (HTS/SRTS).

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 mobile 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 a public agency or a 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 four rounds of the competitive program. The most recent round of the DVRPC Competitive CMAQ Program is currently underway, and a selected list of projects is expected during the fall of 2012.

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 enhance community character through transportation-related improvements. This program has been funded through a 10 percent set-aside of each

state's highway federal Surface Transportation Program (STP) dollars. The Safe Routes to School program (SRTS) was 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 Streets (HTS) program provides for streetscape improvements to help revitalize defined downtown and commercial centers.

Table 3: Supporting Projects That Facilitate Goods Movement and Economic Development

Supporting Project	MPMS	County
<i>Advances Safety</i>		
Highland Avenue Grade Crossing	90473	Delaware
<i>Balances Freight Operational Needs with Community Goals</i>		
PA 41 Study	14484	Chester
Marcus Hook Streetscape	65911	Delaware
<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 Interchanges	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>		
Quakertown Joint Closed Loop Signal System SR: 0309	57635	Bucks

Source: DVRPC, 2012

Table 4: Toll Authority Highway and Port Related Projects

Pennsylvania Turnpike Commission Specific Bridge Projects		
<i>Design and Construction Projects</i>		
I-76, Roadway and Bridge Reconstruction, SR 29 to Valley Forge, MP. 319-326	Design ends 2012; Construction Ends 2015	\$190,000,000
I-76, Roadway and Bridge Reconstruction, Downingtown to SR 29, MP 312-319	Design Ends 2016	\$150,000,000
I-76, All Electronic E-ZPASS Interchange at SR 29	Design Complete; Construction Ends 2012	\$50,000,000
I-76, Replacement of Overhead Bridge Carrying I-489 over the Turnpike	Design Ends 2013; Construction Ends 2014	\$5,000,000
I-76, Replacement of Overhead Bridge Carrying SR 1021 over the Turnpike	Design Ends 2012; Construction Ends 2013	\$5,000,000
I-276, Replacement of Mainline Bridge over PA 611	Construction Ends 2013	\$13,000,000
I-276/I-95 Interchange	Design Ends 2013; Construction of Phase 1 Ends 2018	\$435,000,000
I-476, Roadway and Bridge Reconstruction, Mid-County to Lansdale	Construction Ends 2013	\$151,000,000
I-476, Roadway and Bridge Reconstruction, Mid-County to Lansdale	Construction Ends 2016	\$160,000,000
I-476, Roadway and Bridge Reconstruction, Wambold Road	Construction Ends 2016	\$30,000,000
I-476, Roadway and Bridge reconstruction, Lansdale to Quakertown	Design ends 2015	\$200,000,000

Source: DVRPC, 2012

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 that more closely reflects the regional priorities. The four DVRPC Pennsylvania counties and the City of Philadelphia during the competitive TE selection rounds 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), 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.

Table 4: Toll Authority Highway and Port Related Projects (Continued)

Delaware River Port Authority/PATCO		
<i>Specific Bridge Projects</i>		
Walt Whitman Redeck Suspended Span and Anchorage Spans - Design & Construction	2013 to 2015	\$50,000,000
Walt Whitman Bridge Deleading and Repainting - Phase 3	2013 to 2016	\$70,500,000
Benjamin Franklin Bridge Deck Resurfacing	2014 to 2016	\$10,500,000
Commodore Barry Bridge Deleading and Repainting	2013 to 2016	\$86,500,000
<i>System-Wide Projects</i>		
Facility Security	2013 to 2016	\$31,007,000
Rehabilitation of PATCO Fleet	2013 to 2016	\$151,500,000
Delaware River Joint Toll Bridge Commission Authority		
<i>Specific Bridge Projects</i>		
I-95 Scudder Falls Bridge Improvement Project	2014 to 2017	\$328,600,000
New Hope - Lambertville Toll Bridge PA & NJ Approach Roadways Repaving & NJ Route 29 Overpass Bearing Seat & Bridge Painting	2013	\$6,900,000
Washington Crossing Toll Supported Bridge Phase 2 Rehabilitation	2016 to 2017	\$9,500,000
<i>System-Wide Projects</i>		
None		

Source: DVRPC, 2012

Table 5: Selected Transportation Studies

Studies Currently Underway	Sponsor(s)
US 422 River Crossing Complex	PennDOT/VFNHP/Montgomery County
Route 23 Relocation	Upper Merion Township
Quakertown/Stony Creek Rail Restoration	TMA Bucks
PATCO Philadelphia Waterfront Transit Expansion	DRPA/PATCO
US Route 202 Section 100	PennDOT
NHSL Extension to King of Prussia	SEPTA
Southeastern Pennsylvania Emergency Transportation Plan	PEMA
PHL, Class B Airspace Redesign	FAA
PA Comprehensive Statewide Freight Plan	PennDOT

Source: DVRPC 2012

Responding to Environmental Justice Concerns

The Transportation Improvement Program (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 that affects every resident of the Delaware Valley. Title VI of the Civil Rights Act of 1964 states that no person or group shall be excluded from participation in or denied the benefits of any program or activity utilizing federal funds, and the 1994 President's Executive Order on Environmental Justice (#12898) ensures "the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies."

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, Metropolitan Planning Organizations (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 environmental justice (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 demographic groups 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. Since 2001, DVRPC has had a formal Public Participation Plan, which is designed as a resource for DVRPC's Board, staff, and the 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. Throughout the year, DVRPC engages in a variety of public participation events, such as public meetings and workshops, regional listening sessions, and conferences that provide opportunities for the public to participate and comment on DVRPC plans and programs.

Environmental Justice and the TIP

DVRPC's Transportation Improvement Program (TIP) for Pennsylvania is an important component of the agency's EJ public involvement and technical work program activities. As the TIP is updated every other year, new EJ analyses and mapping are conducted, and public comment is received.

Technical EJ analysis and mapping of the TIP is based on the EJ methodology outlined in Environmental Justice at DVRPC (2011 update, publication number TM12007). Census data from 2010 is analyzed at the census tract level to identify demographic groups that may be underrepresented in the planning process, or might otherwise be disproportionately impacted by planning decisions. The eight population groups currently analyzed are: households in poverty, non-Hispanic minority, Hispanic, elderly (75 years and over), car-less households, persons with physical disabilities, limited English proficiency, and female head of household with child.

Each census tract can contain a concentration greater than the regional average for each individual population group previously discussed that is considered regionally sensitive. Each census tract can contain zero to eight categories that are recognized as regionally sensitive. The number of sensitive demographic groups per census tract, with concentrations greater than the regional average, is referred to as its degree of disadvantage (DOD). For example, if a census tract equals or exceeds the regional average, for elderly and physically disabled populations, then that census tract is said to have two degrees of disadvantage. Each census tract is mapped to illustrate the number of DODs. TIP projects are mapped to identify low-disadvantage census tracts (with 1 to 4 DODs) and high-disadvantage census tracts (with 5 to 7 DODs), with and without a TIP project.

While a TIP project may not occur in an EJ-sensitive area, disadvantaged populations can still be impacted by the proposed investment, especially if the project focuses on a highway or transit corridor that is used by a particular disadvantaged population.

For the FY2013–2016 Pennsylvania Transit TIP, 20 tracts (10.7%) of the 1186 tracts with 5-7³ DOD contain a TIP project, while 47 (7.8%) of the 605 tracts with 1-4 DOD contain a TIP project. For the FY 2013–2016 Pennsylvania Highway TIP, 71 (38%) of the 186 tracts with 5-7 DOD contain a TIP Project, while 237 (39%) of the 605 tracts with 1-4 DOD contain a TIP project.

³ Only seven of the eight DOD were mapped for this project—population counts for physically disabled have not yet been released for the 2006–2010 American Community Survey. Population counts for minority populations and low-income populations, which are the two population groups mandated for investigation, are covered in the seven DOD population groups.

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C H A P T E R 3

Public Involvement

The Delaware Valley Regional Planning Commission (DVRPC) firmly believes in the principle of public participation by reaching out to 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 Draft DVRPC FY2013 TIP for Pennsylvania was opened on May 3, 2012 and extended through June 1, 2012, at 5:00 p.m. (EST). There was a public meeting held at the following location for the purpose of presenting comments on the Draft FY2013 TIP:

May 15, 2012

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, is a vital tool in public outreach and continues to serve a useful purpose during this TIP update cycle. The entire Draft 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 e-mail address link, tip-plan-comments@dvrpc.org, was provided to facilitate the submission of comments during the public comment period.

Written comments via U.S. mail were forwarded to:

TIP Comments

DVRPC Public Affairs Office

8th Floor

190 N. Independence Mall West

Philadelphia, PA 19106

Comments were also faxed to 215-592-9125.

Additionally, comments were made online as part of DVRPC's new web-based TIP public comment application located at www.dvrpc.org/TIP. Users were able to click on the "Submit a comment on the Draft DVRPC FY2013 TIP for Pennsylvania" button to make general and project-specific comments. Responses provided by the appropriate agency were also posted on this website.

For those without access to the Internet, TIP documents were available at selected area libraries (see Table 6), including the DVRPC Resource Center at the above address in downtown Philadelphia. Call 215-592-1800 for more information.

Public Comment Guidance

In an effort to facilitate the public comment process, we offer some extended guidance. Listed below are issues that we asked you to consider as you reviewed the TIP document.

- 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 (such as pedestrian, bicycle, smart technology, Transportation Enhancement, and Congestion Mitigation and Air Quality projects) versus the more 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, welcomes opinions on specific projects contained in the TIP, the TIP development process, or on any other topic of concern. 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 the screening and planning processes described earlier. As a result, requests for 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.

Table 6: Libraries Displaying the Pennsylvania FY2013 TIP

Philadelphia City Institute Library 1905 Locust Street Philadelphia, PA 19103	Independence Branch Library 18 South 7th Street Philadelphia, PA 19106	Ramonita G. Derodriqz Branch Library 600 W Girard Avenue Philadelphia, PA 19123
Joseph E. Coleman Regional Library 68 W. Chelton 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 201 Bishop Hollow Road 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		

Source: DVRPC, 2012

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C H A P T E R 4

Project Maps and Listings Overview

Project Map Explanation

The maps on the following pages show the location of the projects included in the DVRPC FY2013 TIP for Pennsylvania. 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 DOT 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# under the heading TIP Projects Not Mapped.

The Internet version of the TIP, found on the DVRPC website at www.dvrpc.org/TIP, includes an interactive method for displaying the maps and the project listings.

Project Listing Explanation

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.

DVRPC Region Highway and Transit Projects

The project listings are grouped by county and transit operator. The first section includes highway projects for Bucks, Chester, Delaware, and Montgomery counties; the City of Philadelphia; the Interstate Management Program (IMP); and a listing of projects that apply to various counties. The second section includes transit projects for SEPTA and Pottstown Area Rapid Transit.

Within each county grouping, individual highway and transit projects are listed numerically by DOT ID number (MPMS). 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.

All projects within the four years of the TIP period (FY13–FY16) are considered funded and are able to be federally authorized for funding. By federal regulation, the TIP is the four-year constrained program for which revenues are reasonably expected to be available. However, the region has worked to develop a 12-year constrained programming horizon for highway and transit

projects in order to provide more realistic expectations and timeframes in which to expect advancement of TIP projects with more realistic costs. Many projects that have phases within the four years also have phases (such as construction) that may be out in later fiscal years (LFY) FY17–FY24. This 12-year constrained programming horizon is illustrated on the project listings within the TIP document. Project phases that fall beyond the four-year TIP are technically “unfunded,” but they are listed as they represent the region’s planned commitment to fund these phases in the future as funds are available. Toward the end of this document, in a section labeled “Illustrative List,” you will see lists of additional highway and transit projects that do not fall within the four-year constrained TIP, nor will they fit within the constrained 12-year programming horizon.

Blank Page for Codes & Abbreviations Overview Tab

Codes and Abbreviations Overview

Codes and Abbreviations

Various codes and abbreviations are used in the project descriptions/listings. These abbreviations and codes help to explain factors such as air quality codes, project phases of work, and sources of funds, as well as other information described below. A sample TIP project listing explaining the project description/listings is also included as Figure 2.

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.

All non-exempt, regionally significant projects are assigned five-character alphanumeric AQ codes that begin with a four-digit analysis year (2013, 2015, 2020, or 2030) followed by either the letter “M” (model) or “O” (off-network). The “Analysis Year” indicates the year by which a project is expected to be open to traffic. “M” (modeled) means it was included as part of a group of projects in the regional transportation demand network simulation. “O” (“off-model”) means it was analyzed individually using separate software developed for the state DOTs and approved for this purpose by the Transportation Interagency Consultation Group for this analysis. For instance, a TIP project may have an AQ code of 2013O, in which case the project is identified as a regionally significant, non-exempt project expected to be open to traffic by 2013, with emissions estimates that are 1) included in the 2013 and all subsequent future analysis years and 2) performed using an off-network analysis technique.

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 indicates the specific exempt code in the project descriptions. In cases in which multiple codes apply, the most representative code is assigned. Exempt projects in design phases are classified under the planning and technical studies category. Table 7 is a complete list of exempt and non-exempt categories and corresponding air quality codes.

There are projects listed in the TIP document that are still in pre-construction phases and are not yet part of the current four-year constrained TIP. These projects show planned funding in future years that are outside of the current TIP four-year period. Unless these projects are also long-

range plan projects, they are not included in the regional emissions analysis. DVRPC assigns AQ codes to these projects to indicate the future planned status. In DVRPC's Pennsylvania region, these projects are considered to be on the Illustrative Unfunded list of projects and are given an AQ code that begins with "FY" to indicate that funding is planned for future years outside of the current four-year TIP. These projects will be further scrutinized when or if they advance to be included in the four-year TIP.

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

Status Codes

DVRPC has developed a coding scheme for projects that have been determined to be "new" projects in the TIP. New projects in the TIP are denoted with one of three status codes: NEW, NEW-B, or RETURN. These status codes indicate which projects were not programmed in the final version of the preceding TIP (FY2011–2014) and assist in establishing the origin of these projects.

Projects indicated as "NEW" have never been programmed in a prior year TIP. These projects are programmed in the TIP for the absolute first time. Projects indicated as "NEW-B" are new "break-out" projects that have been "broken out of," or derived from, an existing TIP project. Lastly, projects indicated as "RETURN" have previously been programmed in a prior year TIP, but through a variety of circumstances, have returned to be programmed in the FY2013 TIP.

CMP Notation

Certain projects have been determined to be major capacity or operational improvements and found consistent with DVRPC's CMP. They 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.

**Table 7:
Air Quality Codes for DVRPC Project Categories**

	<i>Exempt Project Category</i> ⁴	<i>DVRPC AQ Code</i>		<i>Exempt Project Category</i> ⁴	<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 that do not involve or lead directly to construction, such as: Planning and technical studies
	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
Mass Transit Projects	Operating assistance to transit agencies	M1		Bus terminals and transfer points	R6
	Purchase of support vehicles	M2	Non-Exempt Project Category		
	Rehabilitation of transit vehicles ²	M3	Projects modeled using DVRPC's travel demand model	Regionally significant, non-exempt projects included in the 2013 and all subsequent analysis years	2013M
	Purchase of office, shop, and operating equipment for existing facilities	M4		Regionally significant, non-exempt projects included in the 2015 and all subsequent analysis years	2015M
	Purchase of operating equipment for vehicles (e.g., radios, fareboxes, lifts, etc.)	M5		Regionally significant, non-exempt projects included in the 2020 and all subsequent analysis years	2020M
	Construction or renovation of power, signal, and communications systems	M6		Regionally significant, non-exempt projects included in the 2030 and all subsequent analysis years	2030M
	Construction of small passenger shelters and information kiosks	M7		Regionally significant, non-exempt projects included in the 2035 and all subsequent analysis years	2035M
	Reconstruction or renovation of transit buildings and structures	M8	Projects modeled using an off-network analysis technique	Regionally significant, non-exempt projects included in the 2013 and all subsequent analysis years	2013O
	Rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way	M9		Regionally significant, non-exempt projects included in the 2015 and all subsequent analysis years	2015O
	Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet	M10		Regionally significant, non-exempt projects included in the 2020 and all subsequent analysis years	2020O
	Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR part 771	M11		Regionally significant, non-exempt projects included in the 2030 and all subsequent analysis years	2030O
		Regionally significant, non-exempt projects included in the 2035 and all subsequent analysis years		2035O	
Not Regionally Significant PROJECT CATEGORY ³					
Non Regionally Significant Projects	Projects determined to be "Not Regionally Significant" and do not fit into an exempt category	NRS			
Study & Development PROJECT CATEGORY					
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			
	Project on the Illustrative Unfunded List expected to result in a nonexempt project	FYN			

Source: DVRPC, 2012

Note: ⁴ 40 CFR 93 Sections 126 and 127.

Phase of Work Abbreviations

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.

EC (Engineering/Construction) - Funding can be used for both design and construction costs.

ER (Engineering/Right-of-Way) - Funding can be used for both design and right-of-way 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 on environmental studies, community input, and the needs of the traveling public. In the New Jersey TIP, Final Design is designated as "DES."

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

PE (Preliminary Engineering) - The process of advancing preliminary engineering and obtaining formal community and environmental approval of the Initially Preferred Alternative.

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.

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

Federal Highway Funding Sources Abbreviations

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.

The term “advance construct” refers to a finance tool that allows the department to secure federal authorization for a project without tying up any federal funds or obligation authority. In essence, what we are doing is saying that we will pay for the project with state funds until such time as we request federal reimbursement for eligible project costs. There are several advantages to using advance construct. Used on large construction projects that span two or more construction seasons, advance construct frees up and allows us to use obligation authority that we might have used for that project, on several other projects. We also use advance construct to authorize new project phases that will be implemented in the last quarter of the federal fiscal year (July, August and September), when funds and obligation authority are generally scarce. “4th quarter project authorizations generally don’t incur costs prior to the beginning of the new federal fiscal year when federal funds and obligation authority are made available once again.

The amount of funds and project costs that we have in advance construct status has to be closely monitored. Nearly all advance construct represents the borrowing of future federal funds. We need to be careful not to borrow beyond certain levels. Projects that are fully or partially advance constructed must be carefully monitored so as not to incur costs that can’t be billed.

In reality, we do not spend state funds when we don’t have to. We try to practice “just in time” funding, whereby we request all or some of the federal funds before we actually start incurring costs. These requests are known as AC Conversions. We may request a partial conversion for just the amount we need this year, or a full conversion, for all of the funds we initially requested be authorized as advance construct.

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

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

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.

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

HSIP (Highway Safety Improvement Program) - Federal funding for projects or strategies included in the State strategic highway safety plan that correct or improve a hazardous road location or feature or address a highway safety problem.

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

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.

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.

SPIKE - Funding reserved from federal allocations and then distributed to specific projects chosen by the Commonwealth's Secretary of Transportation. Several variations of SPIKE funding are coded as SPK-NHS (National Highway System), SPK-FB (Federal Bridge), and SPK-FH (Federal Highway).

SRTSF (Safe Routes to School Federal-Aid) – 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 intra-city and inter-city bus terminals and facilities.

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.

STP-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.

SXF - Special federal funding from congressional earmarks provided under ISTEA, TEA-21, and SAFETEA-LU.

TCS (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 Abbreviations

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

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

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

179 or 179A (Appropriation 179) - State funding that can be applied to selected local bridge projects in distressed areas.

581 (Appropriation 581) - State funding that 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 in the Interstate Management Program.

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 applied to resurfacing projects, structurally deficient bridge projects, safety and capacity management projects.

SPIKE (State Spike Funds – State Bridge/State Highway) - Funding reserved from state allocations and then distributed to specific projects chosen by the Commonwealth's Secretary of Transportation. A variation of SPIKE funding is coded as SPK-SH (State Highway).

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 projects, or public road.

Other Highway Funds

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

OTHER – Other funds.

TBD - To be determined.

TOLL (Toll Credit Match) – State toll credits that may be used to match federal funds.

TPK (Turnpike Funds) – Funds provided by the Pennsylvania Turnpike Commission

Federal Transit Funding Sources Abbreviations

CAQ or 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. These funds can be “flexed” (transferred) from FHWA to FTA for use by transit operators.

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

JARC (Job Access and Reverse Commute 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.

NF (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.

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

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 (5309D - 5309 Discretionary/5309B - 5309 Bus) or by apportionment under a formula. Capital Investment categories include Fixed Guideway Modernization, New Starts, and Bus and Bus Facilities programs.

TIGER (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. Also noted as CTDG.

State Transit Funding Sources

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

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

NF-S (New Freedom – State Contribution) – State contribution 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.

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

Section 1513 (Act 44 – Mass Transit Operating) - State Act 44 funding that is distributed to transit agencies based on their demonstrated need.

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 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 Transit Funds

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

OTHER – Other funds.

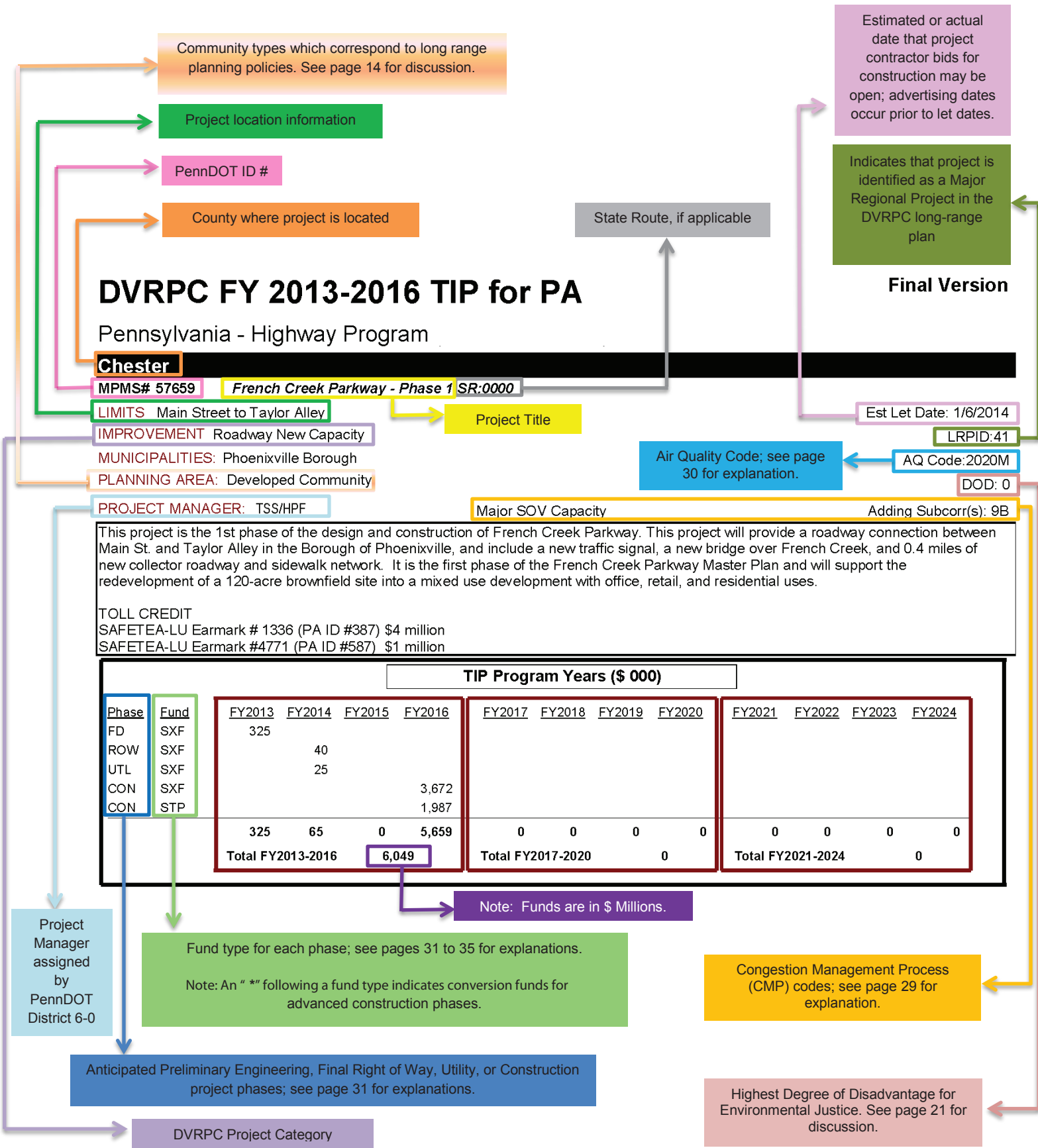
TBD - To be determined.

LOCAL - Funding provided by counties, municipalities, or other non-federal sources to match state or federal funds.

OTHER - Other funds.

TBD - To be determined.

Roadmap for TIP Project Listing



DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Highway Program

Chester

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

LIMITS Main Street to Taylor Alley

IMPROVEMENT Roadway New Capacity

MUNICIPALITIES: Phoenixville Borough

PLANNING AREA: Developed Community

PROJECT MANAGER: TSS/HPF

Major SOV Capacity

Adding Subcorr(s): 9B

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.

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
FD	SXF	325											
ROW	SXF		40										
UTL	SXF		25										
CON	SXF				3,672								
CON	STP				1,987								
		325	65	0	5,659	0	0	0	0	0	0	0	0
		Total FY2013-2016			6,049	Total FY2017-2020			0	Total FY2021-2024			0

Note: Funds are in \$ Millions.

Fund type for each phase; see pages 31 to 35 for explanations.

Note: An " *" following a fund type indicates conversion funds for advanced construction phases.

Congestion Management Process (CMP) codes; see page 29 for explanation.

Anticipated Preliminary Engineering, Final Right of Way, Utility, or Construction project phases; see page 31 for explanations.

DVRPC Project Category

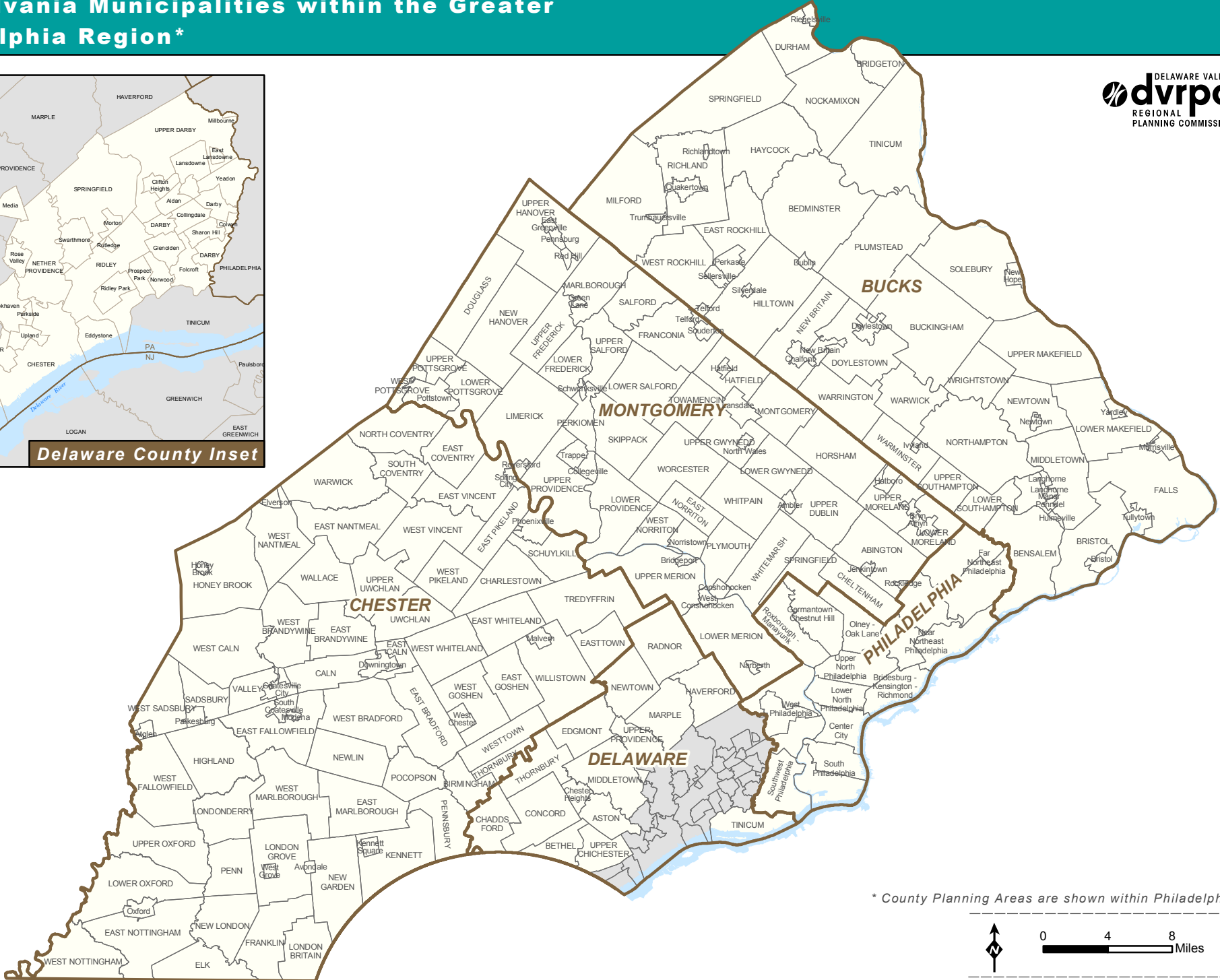
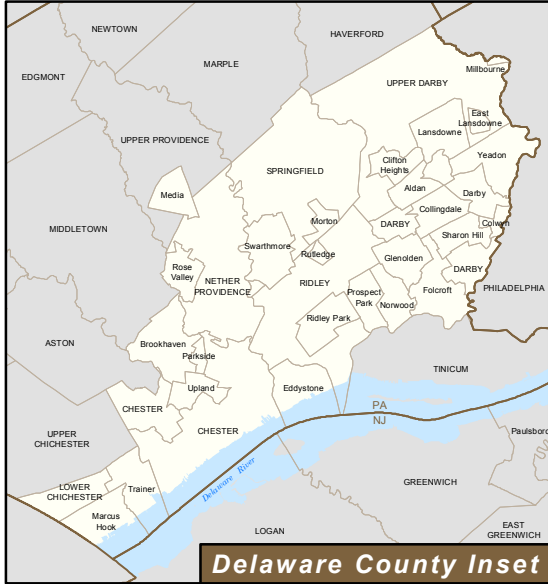
Highest Degree of Disadvantage for Environmental Justice. See page 21 for discussion.

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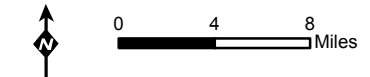
Project Maps
for the
FY2013 Transportation Improvement Program (TIP)
for
Pennsylvania

Indexes Listed in MPMS# Order

Pennsylvania Municipalities within the Greater Philadelphia Region*



* County Planning Areas are shown within Philadelphia



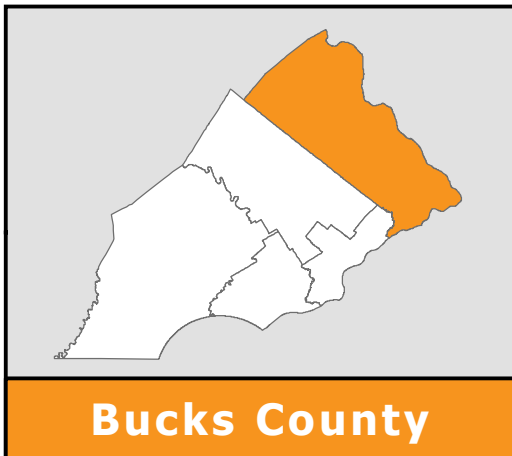
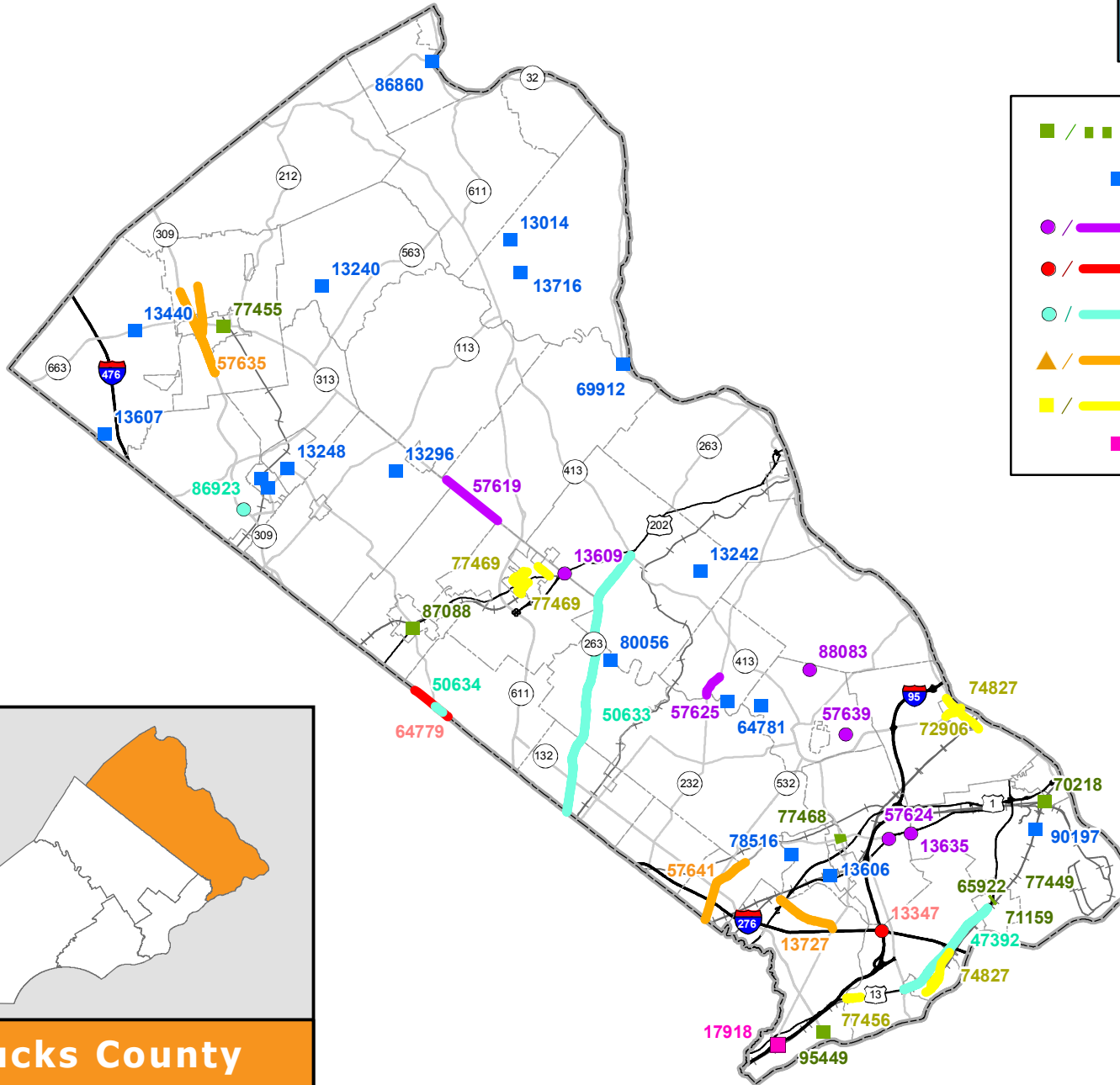
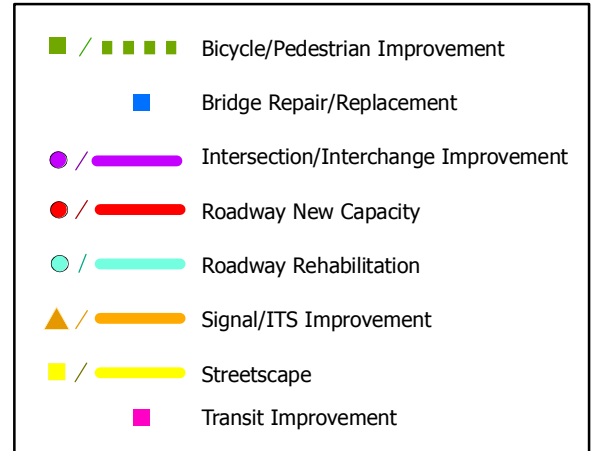
DVRPC FY 2013-2016 TIP for PA Correspondence Index

Projects below and those listed in the TIP document are ordered by MPMS ID

MPMS#	Project	Bucks	Highway Project
12931	Worthington Mill Rd Br (Bridge)	95449	Lower Bucks County Waterfront Redevelopment/Access Project
13014	Clay Ridge Road Bridge Over Beaver Creek (CB #30)		
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)		
13347	I-95, PA Turnpike Interchange (TPK)- STAGE 1		
13377	Main St over SEPTA (Bridge)		
13440	Allentown Road and PA 663 Bridges (2) Over Licking Creek		
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		
13716	Headquarters Road Bridge Over Tinicum Creek		
13727	Bristol Road Intersection Improvements		
17918	I-95, Transit Improvements/FLEX (Cornwells Heights)		
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 (M04)(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	Bustleton/Bridgetown Pike Closed Loop Signal System		
64779	County Line Road Widening		
64781	Swamp Road/Pennswood Road Bridge Over Branch of Neshaminy Creek		
65922	Route 13, East Coast Greenway Bke/Ped Bridge (North Phase 1 (TE)		
69912	River Road Bridge Over Tohickon Creek		
70218	Delaware Canal Pedestrian Tunnel		
71159	Route 13, East Coast Greenway Bicycle/Pedestrian Bridge (TE)		
72906	Afton Avenue Streetscape (HTSSRS)		
74827	Delaware Canal Enhancement		
77449	Route 13, East Coast Greenway Bicycle/Pedestrian Bridge (South) - Phase 2 (TE)		
77455	Broad/Main/Front Streets Streetscape - Phase 3 (TE)		
77456	Route 13, Redevelopment Project, Croydon (TE)		
77468	PA 413, Langhorne Borough Streetscape - Phase I (HTSSRS)		
77469	Doylestown Borough Safe Routes to School (TE)		
78516	Bridge Replacement Brownsville Road		
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) - Round 1		
88083	Stoopville Road Improvements - Phase 2		
90197	Tyburn Road Bridges (1) Over Amtrak/Conrail		
92741	Main St o/Br Perkiomen Cr (Bridge)		

FY 2013 - 2016 Transportation Improvement Program

Highway Program



July 2012



DVRPC FY 2013-2016 TIP for PA Correspondence Index

Projects below and those listed in the TIP document are ordered by MPMS ID

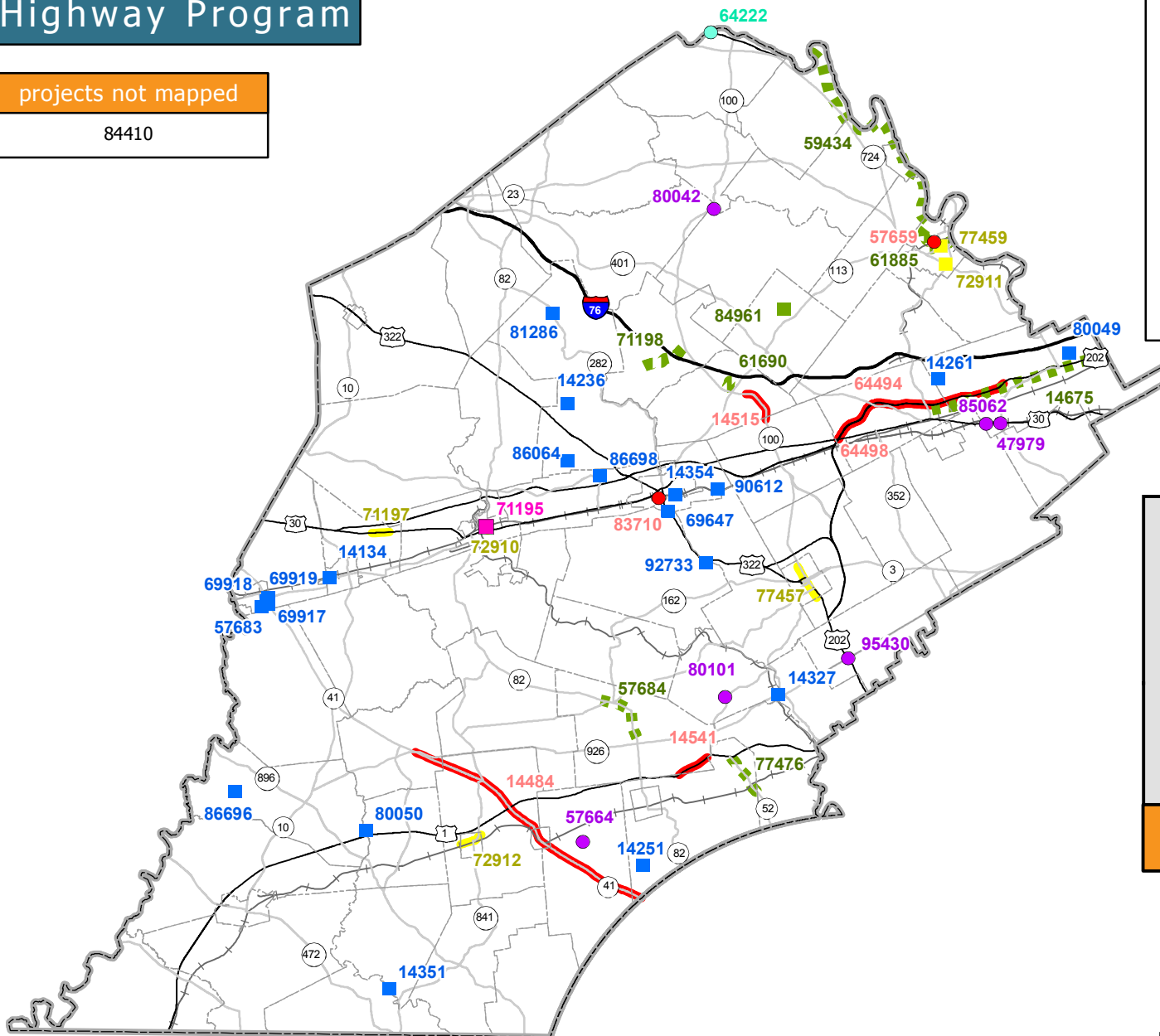
MPMS#	Project
Chester	Highway Project
14134	West Bridge Street Bridge Over Amtrak
14236	Little Washington Road Bridge Over Culbertson Road
14251	Chandler Mill Road Bridge Over West Branch of Red Clay Creek
14261	Church Road Bridge Over Valley Creek
14327	PA 926 Bridge Over Brandywine Creek
14351	Rudolph and Arthur Covered Bridge On Camp Bonsul Road over Big Elk Creek
14354	Chestnut Street Bridge Over Amtrak/SEPTA R5 Rail L
14484	PA 41 Study
14515	PA 100, Shoen Road to Gordon Drive (02L)
14541	US 1, Baltimore Pike Widening
14675	Chester Valley Trail (Sec 2/3) - Phase 2
47979	Paoli Transportation Center Road Improvements
57659	French Creek Parkway - Phase 1
57664	Newark Road Intersection Improvements
57683	Old Gap/Newport Pike Bridge Over Valley Creek
57684	PA 82 Bicycle/Pedestrian Trail
59434	Schuylkill River Trail (Q20)
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-Main)
69647	US 322, Brandywine Creek Avenue Bridge Over Brandywine Creek
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
71195	Coatesville Train Station Rehabilitation (TE)
71197	Sadsburyville Village Enhancement Plan (HTSSRS)
71198	Park Road Trail (TE)
72910	Coatesville Third Avenue Train Station - Streetscape (HTSSRS)
72911	Phoenixville Streetscape (HTSSRS)
72912	West Grove Community Streetscape (HTSSRS)
77457	Church Street Streetscape (TE)
77459	Phoenixville Streetscape (HTSSRS)
77476	Kennett Pike Bikeway
80042	PA 100, Corridor Safety Improvements
80049	Walker Road Bridge Over Trout Run Creek (Thompson Bridge)
80050	Pusey Mill Road Bridge Over Big Elk Creek (Quimbry's Bridge)
80101	PA 52, Wawaset/Unionville Road South Roundabout
81286	Creek Rd o/ E Brandywine (Bridge)
83710	Boot Road Extension Bridge Over Brandywine Creek
84410	US 202, Section 300 CMP Commitments (Transit)
84961	Yellow Springs Parking & Street Enhancement (TCSP)
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
90612	Boot Road o/ Amtrak (Bridge)
92733	Dwnngtwn Pk o/EBr Brndywn (Bridge)
95430	US 202 at SR 926 Intersection Improvement

FY 2013 - 2016 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

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July 2012

DVRPC FY 2013-2016 TIP for PA Correspondence Index

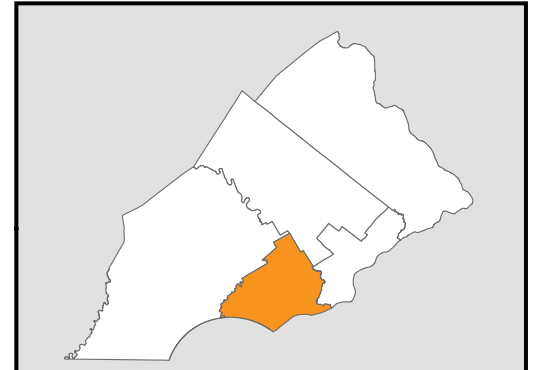
Projects below and those listed in the TIP document are ordered by MPMS ID

MPMS#	Project		
Delaware		Highway Project	
14891	Darby Road/Paoli Road Bridges (2) Over Little Darby Creek and Wigwam Run	90480	Norris Street West Grade Crossing
15008	Folcroft Avenue Bridge Over Amtrak/SEPTA R2 Rail L	90620	Townsend Avenue Grade Crossing
15183	Station Road Bridge Over Chester Creek (CB #234)	92315	Ruth Bennett Electrical
15225	Ardmore Avenue Bridge Over SEPTA and Cobbs Cree	92316	Ruth Bennett HVAC
15251	US 1, Baltimore Pike Interchange Improvements	92317	Ruth Bennett Plumbing
15306	Sellers Avenue Bridge Over Amtrak and SEPTA Wilmington Newark Rail Line	92323	Wanamaker Ave o/ Darby Ck (Bridge)
15345	PA 252, Providence Road Widening	94909	Engle Street Grade Crossing
15368	MANOA RD:BRG OVER CK (Bridge)	95429	US 202 and US 1 Loops Roads
15406	PA 452, Market Street Bridge Over Amtrak/SEPTA Wilmington Newark Rail Line		
47147	3rd Street Dam Over Broomall Lake	DRPA	
47992	New Road Over West Branch of Chester Creek (Crozierville Bridge)		Highway Project
47993	7th Street Bridge Over Chester Creek	74840	Commodore Barry Bridge Security Improvements - DRPA
48168	Baltimore Pike Signals		
50520	Nether Providence Sidewalks and Trail (TE)		
57757	Morton Avenue / Swarthmore Avenue Intersection Improvements and Morton Avenue Sidewalk		
57770	Grant Avenue Bridge Over Muckinipates Creek		
57772	Convent Road Bridge Over Chester Creek (CB# 6)		
57773	Lloyd Street Bridge Over Amtrak/SEPTA Wilmington Newark Rail Line (CB)		
57780	Rt. 322/Comm Barry Bridge/I-95 2nd St. Interchange		
64790	MacDade Boulevard Closed Loop Signal System		
64791	PA 420, Kedron Avenue		
65911	Marcus Hook Streetscape (TE)		
65914	Sharon Hill Train Station Rehabilitation (TE)		
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 (TE)		
71202	East Coast Greenway/Chester Riverfront Improvemen Phase II (TE)		
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 (TE)		
77460	Lincoln Avenue Renaissance Project (TE)		
77472	Knowles Avenue Sidewalk and Underpass (TE)		
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) - Round 1		
87119	Nether Providence Township Sidewalks (SRTS) - Round 1		
87120	Upper Darby Township Sidewalks (SRTS) - Round 1		
90473	Highland Avenue Grade Crossing		
90477	Flower Street Grade Crossing		
90478	Norris Street East Grade Crossing		

FY 2013 - 2016 Transportation Improvement Program

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

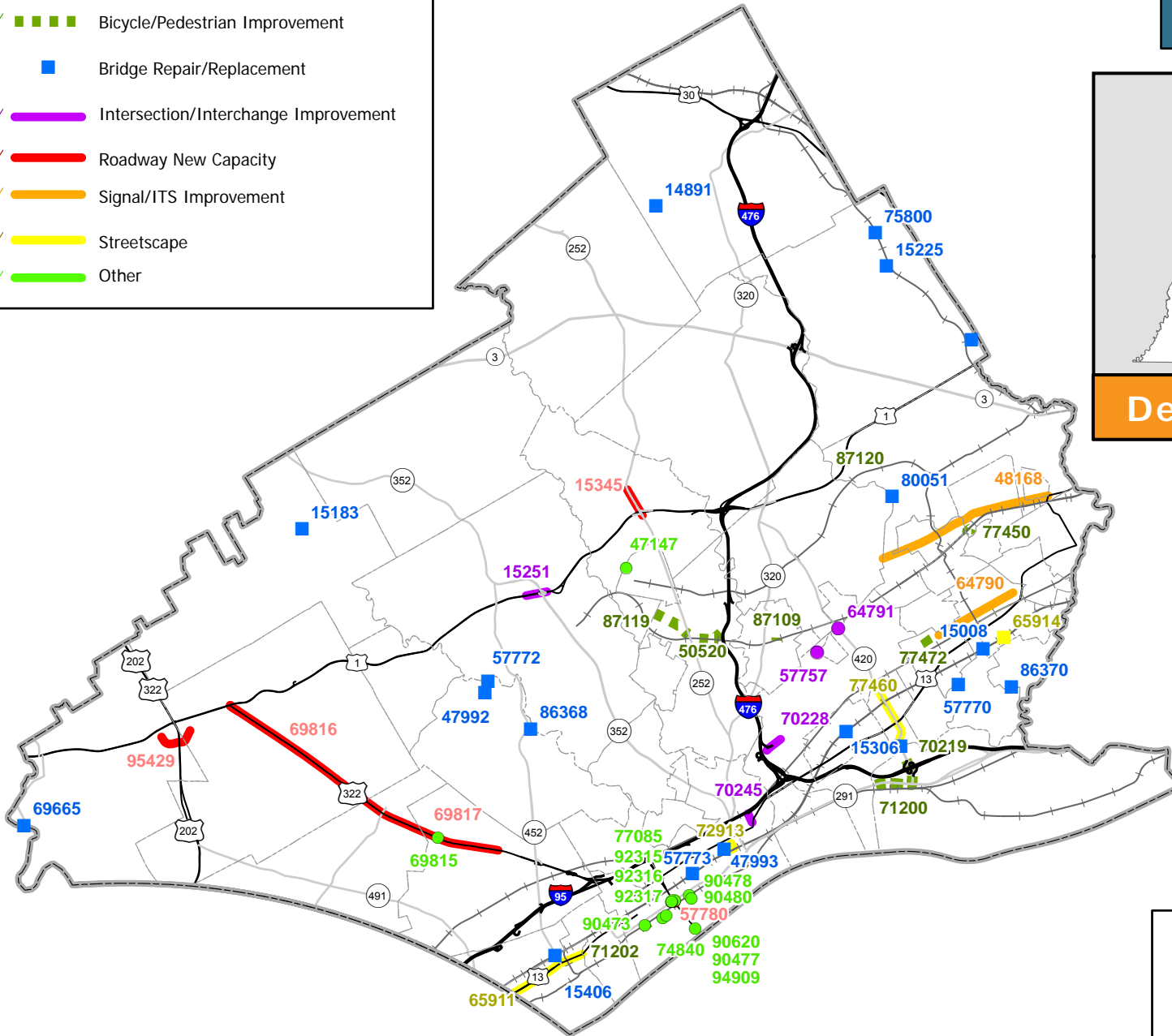
Highway Program



Delaware County

projects not mapped

69815
95429



July 2012

0 0.8 1.6 2.4 Miles



DELAWARE VALLEY
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DVRPC FY 2013-2016 TIP for PA Correspondence Index

Projects below and those listed in the TIP document are ordered by MPMS ID

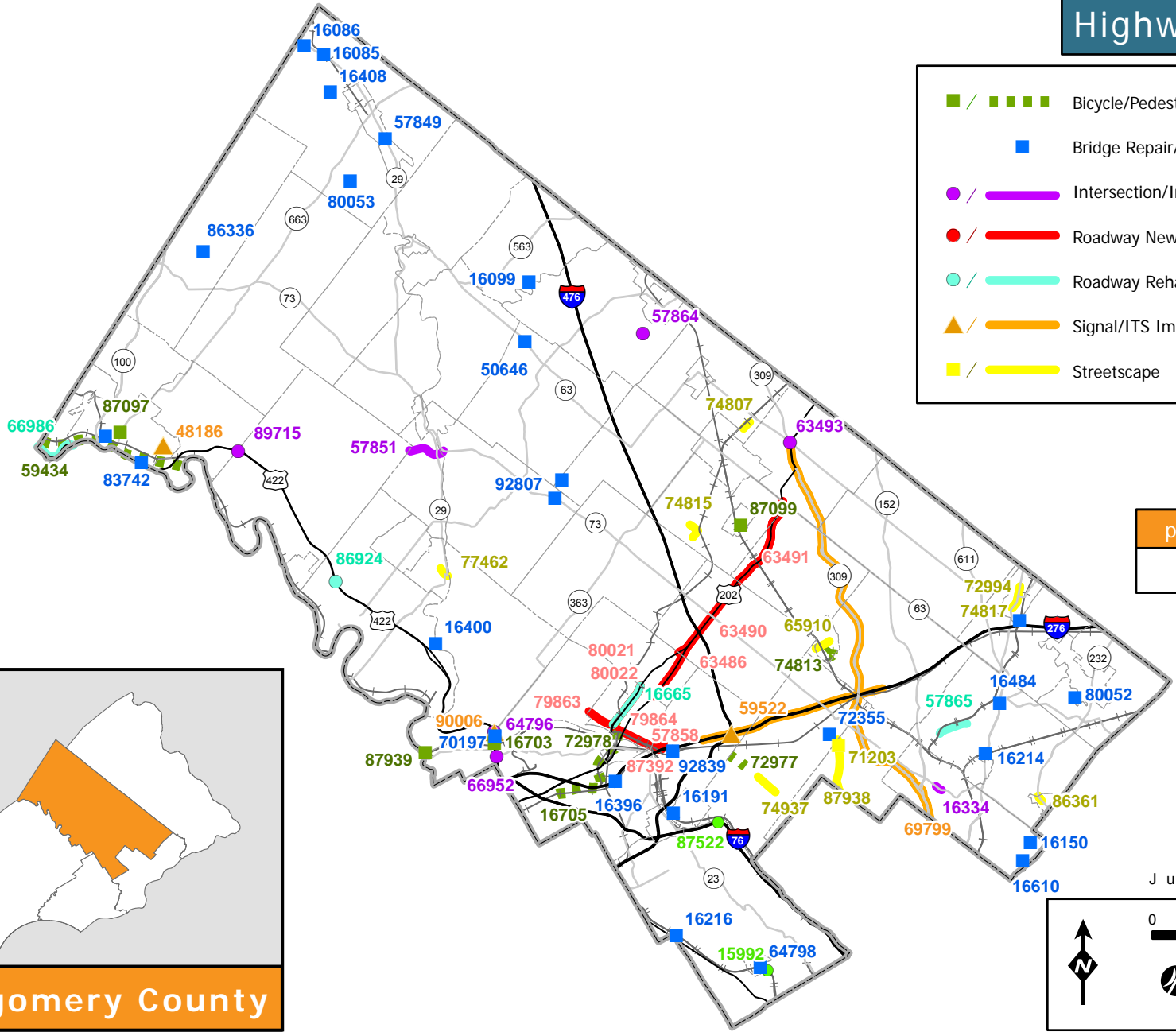
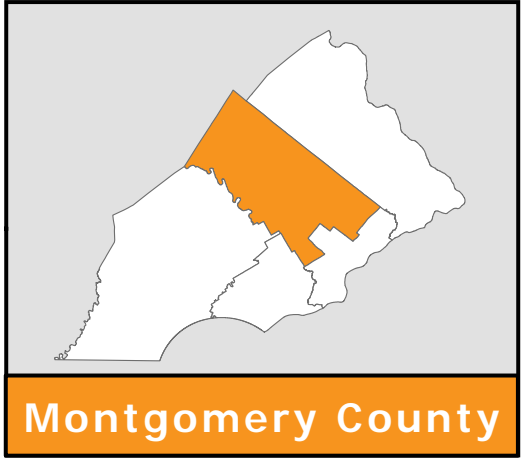
MPMS#	Project	MPMS#	Project
Montgomery Highway Project		Montgomery Highway Project	
15992	Rockland Avenue Bridge Over Amtrak's Harrisburg Line (Removal)	74813	Ambler Pedestrian Sidewalk Improvements (TE)
16085	PA 29, Gravel Pike Bridge Over Hosensack Creek	74815	Upper Gwynedd Streetscape Improvements (TE)
16086	PA 29, Gravel Pike Bridge Over East Branch of Perkiomen Creek	74817	PA 263, York Road Hatboro Revitalization (TE)
16099	Camp Road Bridge Over East Branch of Perkiomen Creek	74937	Whitemarsh Township Street Improvements (TE)
16150	Tookany Creek Parkway Bridge Over Tookany Creek (CB)	77462	Collegedale Main Street Revitalization - Phase 3 (HTSSRS)
16191	Elm Street Bridge Over Plymouth Creek	78736	E King St O/Manatawney Cr (Bridge)
16214	PA 611, Old York Road Over SEPTA R3	79863	Lafayette Street, Ford Street to Conshohocken Road Extension (MGP)
16216	Pennswood Road Bridge Over Amtrak/SEPTA R5 Rail Lines	79864	Lafayette Street, Barbados Street to Ford Street Widening (MGN)
16334	PA 73, Church Road Intersection and Signal Improvements	80021	US 202, Markley Street Improvements (Section 510)
16396	Church Road Bridge Over Norristown High Speed Line (CB)	80022	US 202, Markley Street Improvements (Section 520)
16400	Arcola Road Bridge Over Perkiomen Creek (CB# 155)	80052	Fetters Mill Bridge Over Pennypack Circle
16408	Fruitville Road Bridge Over Perkiomen Creek (CB #23)	80053	Knight Road Bridge Over Green Lane Reservoir
16484	Edgehill Road Bridge Over Old York Road	83742	Keim Street Bridge Over Schuylkill River
16610	Ashmead Road Bridge Over Tookany Creek (CB)	86336	Congo Road Bridge Replacement
16658	Old Forty Foot/Skipack (Bridge)	86361	Rockledge Streetscape Improvements, Rockledge - Phase III
16665	US 202, Markley Street Southbound (Section 500)	86924	PA 422, Resurfacing (PM2)
16703	Old Betzwood Bridge Bicycle/Pedestrian Trail (C047) - Part 5 of River Crossing Complex	87097	Pottstown Borough Improvements (SRTS) - Round 1
16705	Chester Valley Trail Extension (C036)	87099	Upper Gwynedd Township Improvements (SRTS) - Round 1
16726	WarminsterRd/Pennypack Ck (Bridge)	87392	Lafayette Street Extension (MGL)
48186	Pottstown Area Signal System Upgrade	87522	I-76 Mudslide Improvements
50646	PA 63 Bridges (3) Over Unami Creek and East Branch Perkiomen	87938	Bethlehem Pike Roadway Streetscape Improvements (TCSP)
57849	PA 29, Main Street Bridge Over Reading Railroad Tracks (Removal)	89715	US 422, Sanatoga Interchange Ramp Improvements
57851	Plank Road/Otts Road/Meyers Road/Seitz Road Intersection Improvements	90006	Trooper Road Closed Loop (TCSP)
57858	Lafayette Street Extension (MG1)	92807	Skipack Pike Bridge Replacement
57864	Cowpath Road/Godshall Road/Broad Street Improvements	92839	Ridge Pike/two RR Bridges
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)		
64796	US 422/PA 363 Interchange Reconstruction (4TR) - Part 2 of River Crossing Complex		
64798	North Narberth Avenue Bridge Over Amtrak/SEPTA (CB)		
65910	Ambler Streetscape/Station Landscaping (TE)		
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-Stowe)		
69799	PA 309, ITS Integration		
70197	US 422, (New) Expressway Bridge Over Schuylkill Riv (SRB) - Part 3 of River Crossing Complex		
71203	Flourtown-Erdenheim Community Gateways (TE)		
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)		
74807	North Broad Streetscape Improvements		

FY 2013 - 2016 Transportation Improvement Program

Highway Program

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

projects not mapped
16239



July 2012

0 2 4 6 Miles



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DVRPC FY 2013-2016 TIP for PA Correspondence Index

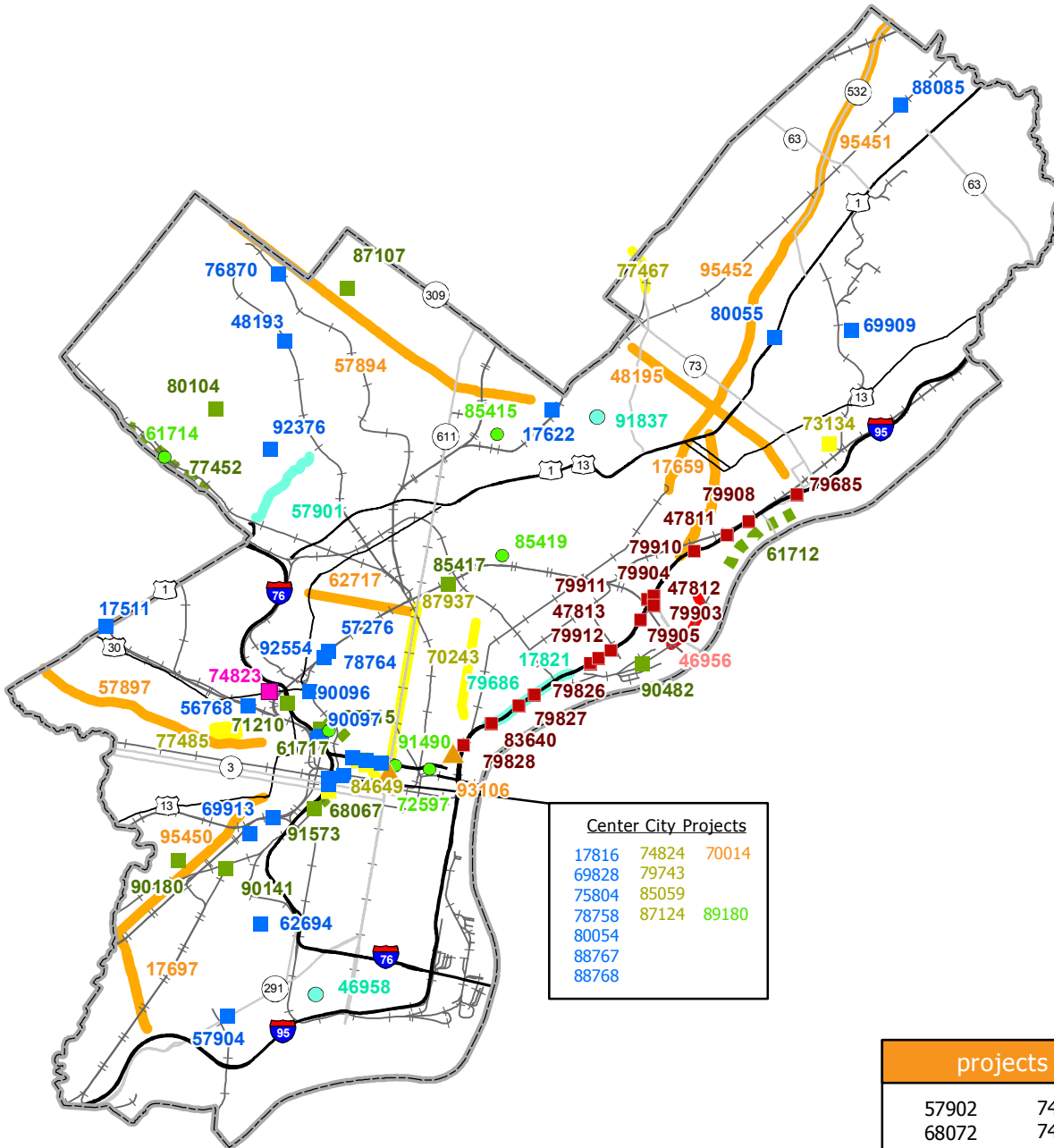
Projects below and those listed in the TIP document are ordered by MPMS ID

MPMS#	Project	MPMS#	Project
Philadelphia	Highway Project	Philadelphia	Highway Project
17511	City Ave o/ SEPTA (Bridge)	79686	I-95, Columbia Street to Ann Street (GR1)
17622	Adams Avenue Bridge Over Tacony Creek	79743	Logan Square, 20th/Winter/Parkway Improvements
17659	Harbison Avenue/Aramingo Avenue Safety Improvemr (C048)	79826	I-95N: Columbia-Ann St N (GR3)
17697	Island Avenue Signal Upgrade	79827	I-95S: Columbia-Ann St N (GR4)
17816	Chestnut Street Bridges (4) at 30th Street	79828	I-95: Race - Shackamaxon (GR5)
17821	I-95, Shackamaxon Street to Ann Street (GIR) - Design	79903	I-95: Betsy Ross Bridge Ramps Construction (BR0) (IMP)
46956	North Delaware Avenue Extension	79904	I-95N: Betsy Ross Inter (BR2)
46958	Philadelphia Naval Shipyard Access	79905	I-95S: Betsy Ross Inter (BR3)
47811	I-95: Orthodox Street to Levick Street (BSR) - Design(IMP)	79908	I-95: North of Bridge Street Interchange Construction (BS1) (IMP)
47812	I-95: Betsy Ross Interchange (BRI) - Design(IMP)	79910	I-95S: Bridge St Inter (BS2)
47813	I-95: Ann Street to Wheatshaeaf Lane (AFC)	79911	I-95 Allegheny Ave Interchange (AFI)
48193	Allen's Lane Bridge Over SEPTA R8 Rail Line	79912	I-95: Allegheny Ave Inter (AF2)
48195	Tyson Avenue Signal Improvement	80054	Vine Street Expressway Bridges (7) Over I-676 Expressway (PAB) - Part 2
56768	41st Street Bridge Over Amtrak's Harrisburg Line (CB)	80055	Holme Avenue Bridges (2) Over Roosevelt Boulevard
57276	Montgomery Avenue Bridge over Amtrak at 30th Stree (CB)	80104	Henry Ave Corridor Safety Improvements
57894	Stenton Avenue and Godfrey Avenue Signal Modernization	83640	I-95, Shackamaxon Street to Columbia Avenue (GR2) (IMP)
57897	Haverford Avenue Signal Modernization	84649	Parkway Streetscape Improvements
57901	Lincoln Drive (3R)	85059	Shakespeare Park Renovation
57902	City Wide 3R Betterments	85415	Olney Ave Safety Improvements
57904	PA 291, Platt Bridge Over Schuylkill River	85417	Allegheny Avenue Safety Improvements
61712	North Delaware Riverfront Greenway/Heritage Trail/K&T Line Item	85419	Erie Av: Broad St. - K St
61714	Manayunk Canal Restoration	87107	School District of Philadelphia Improvement (SRTS) - Round 1
61717	Fairmount Water Works Dock (TE)	87124	Sister Cities Plaza Renovation - Phase I
62694	Passyunk Avenue Drawbridge Over the Schuylkill River	87937	Avenue of the Arts Revitalization and Streetscape (TCSP)
62717	Lehigh Avenue West Signal Modernization	88085	Byberry Road Bridge Replacement
65915	Pennsylvania Ave. Bicycle/Pedestrian Improvements (TE)	88767	Vine Street Expressway Bridges (2) Over I-676 Expressway (PAA) - Part 1
68067	Tidal Schuylkill River Greenway & Trail/Boardwalk (TIGER)	88768	Vine Street Expressway Bridges (3) Over I-676 Expressway (PAC) - Part 3
68072	PATCO Directional Signage, Philadelphia	89180	Philadelphia Art Museum Improvements
69828	Market Street Bridges (2) Over Schuylkill River and CSX Railroad (MSB)	90096	Spring GardenO/Schuylkill (Bridge)
69909	Willits Road Bridge Over Wooden Bridge Run	90097	Spring Garden St. o/ I-76 (Bridge)
69913	Grays Ferry Avenue Bridge Over Schuylkill River	90141	Schuylkill River Trail at Bartram's Garden (ECG) (TIGER)
70014	Center City Signal Improvements (North) - Phase 3	90180	East Coast Greenway/58th Street Connector Greenwa (TIGER)
70243	American Street Streetscape	90482	North Delaware Riverfront Greenway (TIGER)
71210	West Bank Greenway/Philadelphia Zoo Multipurpose (TE)	91490	Expressway Service Patrol - Philadelphia
72597	Ben Franklin Bridge Philadelphia Operational Improve	91573	South Street Pedestrian Ramp - Phase II
73134	Gateway Revitalization/Torresdale Av Strscpe Im Pr	91837	City Wide Resurfacing (# 103B)
74823	Philadelphia Zoo Intermodal Transportation Center	92376	Walnut Lane Bridge Over Wissahickon Creek Restoration
74824	Walnut Street Gateway Improvements (TIGER)	92554	Ridge Ave Over Amtrak (Bridge)
74828	American Cities/Safe Routes to School - Phase 3	93106	Philadelphia Traffic Operations Center
74841	PRPA Access Project	95450	Woodland Ave Transit Signal Priority Upgrades (TSP)-TIGER
76870	Willow Grove Avenue Bridge Over SEPTA R8 Rail Line (CB)	95451	Bustleton Ave North Transit Signal Priority Upgrades (TSP)-TIGER
77452	Manayunk Canal Restoration - Phase 3 (TE)	95452	Bustleton Ave South Transit Signal Priority Upgrades (TSP)-TIGER
77467	Fox Chase/Rockledge Streetscape, Philadelphia - Phase III (TE)		
77475	Philadelphia School Zone Safety Improvements (HTSSRS) - Phase 2		
77485	Mill Creek Safe Routes to School (TE)		
78758	JFK Boulevard Bridges (3) Over 21st/22nd/23rd Street		
78764	W Girard Ave O/CSX (Bridge)		
79685	I-95: Cottman-Princeton Main Line and Ramps (CP2) (IMP)		

FY 2013 - 2016 Transportation Improvement Program

Highway Program

- Bicycle/Pedestrian Improvement
- Bridge Repair/Replacement
- Roadway New Capacity
- Roadway Rehabilitation
- Signal/ITS Improvement
- Streetscape
- Transit Improvement
- Other
- Interstate Management Program



Center City Projects

17816	74824	70014
69828	79743	
75804	85059	
78758	87124	89180
80054		
88767		
88768		



projects not mapped

57902	74828	77475
68072	74841	92809

July 2012

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DVRPC FY 2013-2016 TIP for PA Correspondence Index

Projects below and those listed in the TIP document are ordered by MPMS ID

MPMS# Project

SEPTA

Transit Project

15407 Villanova Intermodal Station Accessibility
59966 Capital Asset Lease Program
59973 Utility Fleet Renewal Program - Non Revenue Vehicle:
60255 Regional Rail Signal Modernization Program
60271 Station Accessibility Program - ADA Compliance
60275 Debt Service
60317 Federal Preventive Maintenance
60335 City Hall Station / 15th Street Station Rehabilitation
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
60638 Regional Rail Car, Locomotive, and Trolley Acquisitior
60651 Substation Improvement Program
60655 Levittown Intermodal Facility Improvements (B)
73214 Ardmore Station
77180 State of Good Repair
87176 69th Street Intermodal Parking Garage
90497 Infrastructure Safety and Renewal Program
90512 SEPTA Bus Purchase Program
95402 Bridge Improvement Program

Montgomery

Transit Project

90680 Ardmore Transit Center Line Item

Pottstown


Transit Project

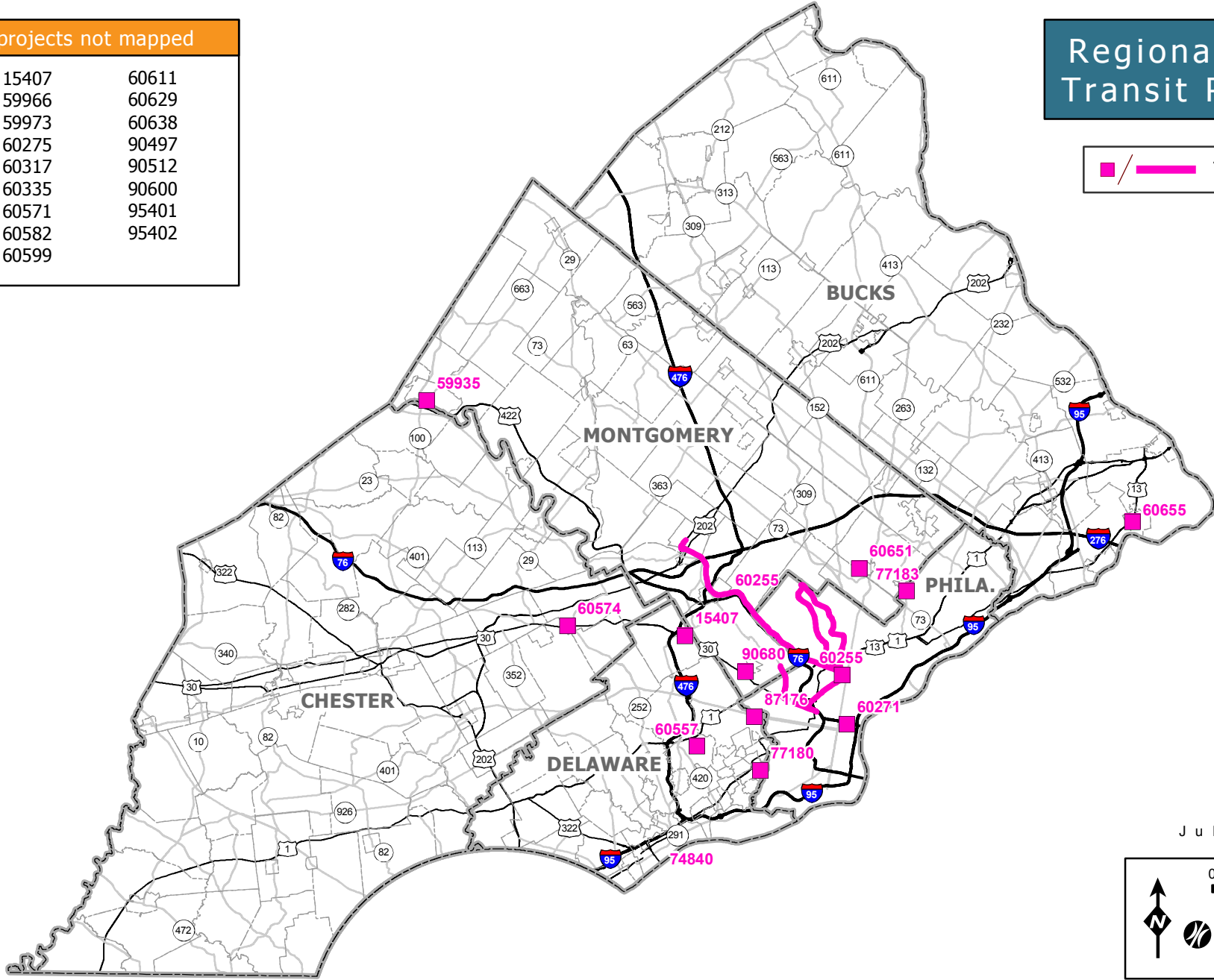
59935 Capital Operating Assistance - Pottstown Area Rapid Transit (PART)
95739 Transportation Capital Improvements

FY 2013 - 2016 Transportation Improvement Program

Regional Public Transit Program

projects not mapped	
15407	60611
59966	60629
59973	60638
60275	90497
60317	90512
60335	90600
60571	95401
60582	95402
60599	

 Transit Project



July 2012

0 2 4 6 Miles



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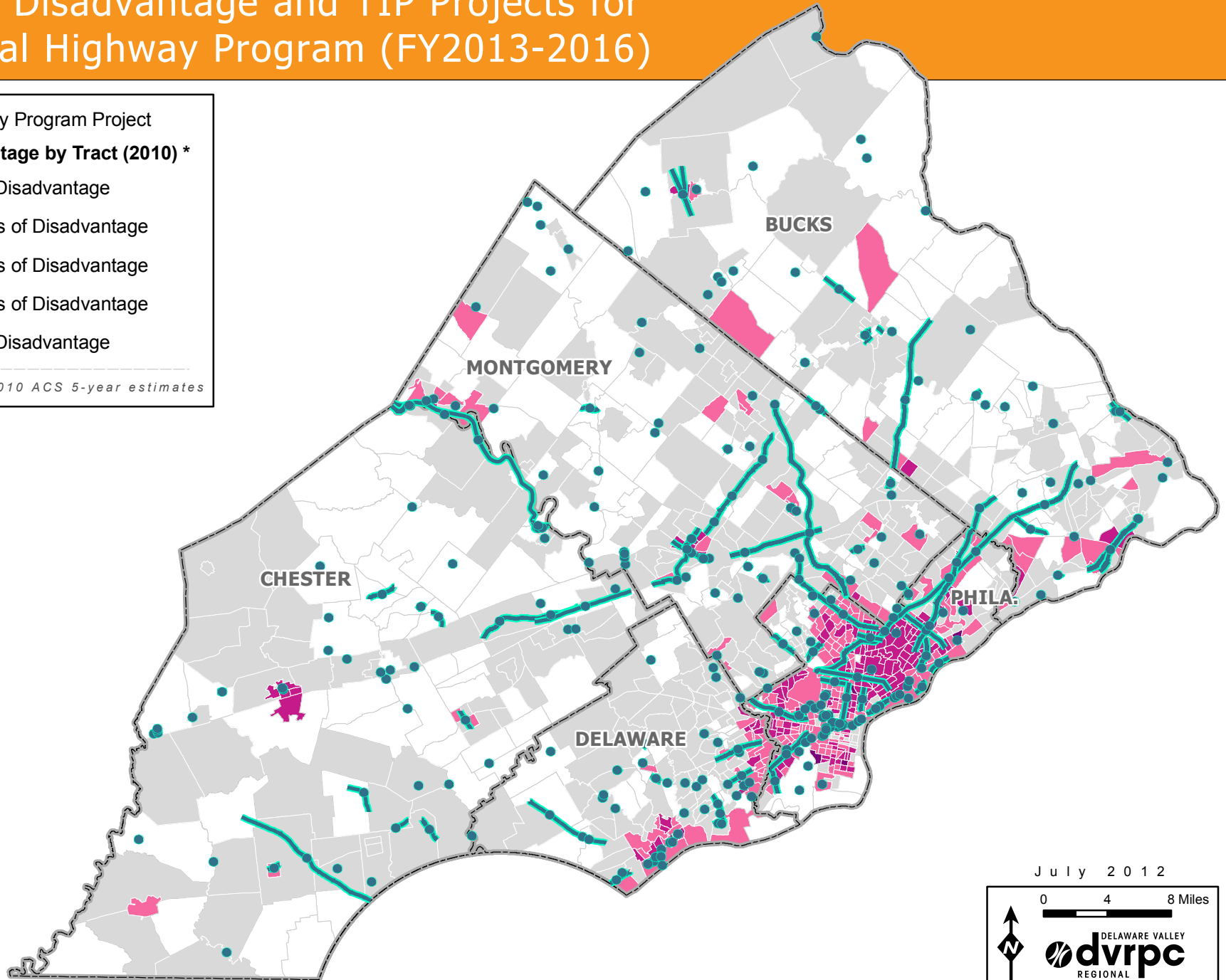
Degrees of Disadvantage and TIP Projects for the Regional Highway Program (FY2013-2016)

● / — TIP Highway Program Project

Degrees of Disadvantage by Tract (2010) *

- 0 Degrees of Disadvantage
- 1 or 2 Degrees of Disadvantage
- 3 or 4 Degrees of Disadvantage
- 5 or 6 Degrees of Disadvantage
- 7 Degrees of Disadvantage

* based on the 2006-2010 ACS 5-year estimates









July 2012

0 4 8 Miles

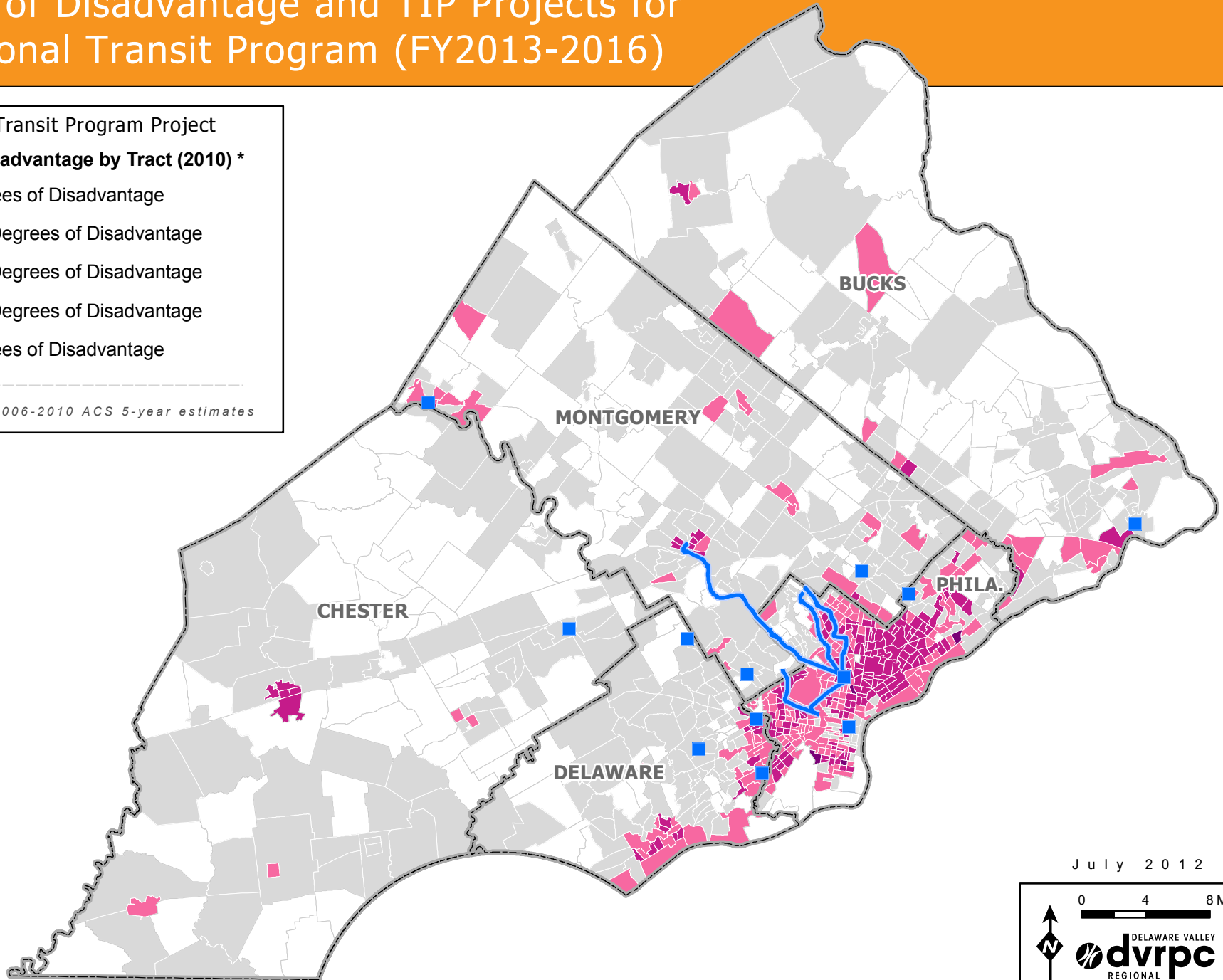
DELAWARE VALLEY
dvrpc
REGIONAL
PLANNING COMMISSION

Sources: U.S. Census, PennDOT, DVRPC.

Degrees of Disadvantage and TIP Projects for the Regional Transit Program (FY2013-2016)

-  TIP Transit Program Project
- Degrees of Disadvantage by Tract (2010) ***
-  0 Degrees of Disadvantage
-  1 or 2 Degrees of Disadvantage
-  3 or 4 Degrees of Disadvantage
-  5 or 6 Degrees of Disadvantage
-  7 Degrees of Disadvantage

* based on the 2006-2010 ACS 5-year estimates



July 2012

0 4 8 Miles



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Sources: U.S. Census, PennDOT, DVRPC.

Disadvantaged Census Tracts with or without TIP Highway Program Projects (FY2013-2016)

● / — TIP Highway Program Project

□ Census Tract Boundary (2010)

Tracts with 1 - 4 Degrees of Disadvantage **

■ Have a TIP Project (237) *

■ Without a TIP Project (368) *

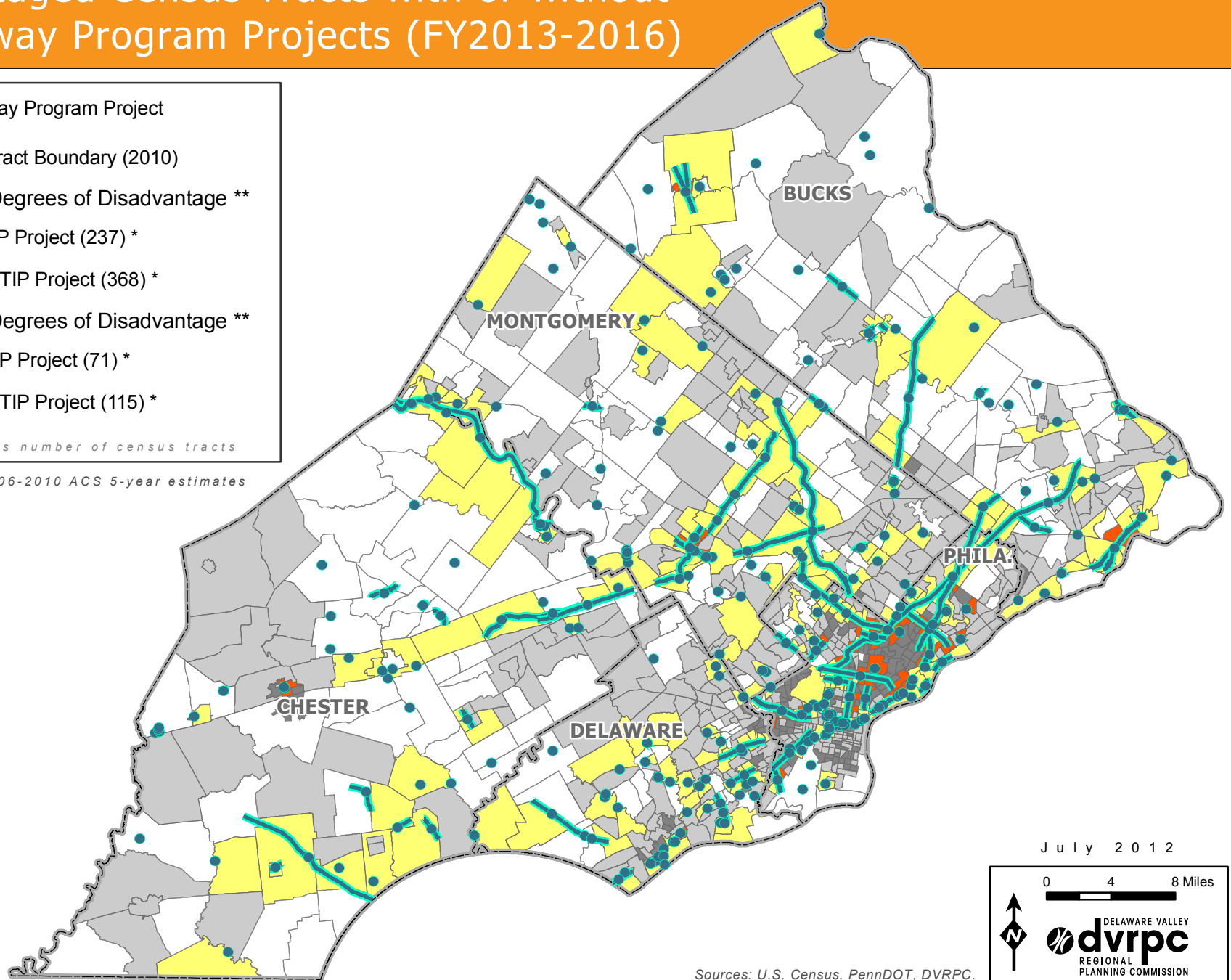
Tracts with 5 - 7 Degrees of Disadvantage **

■ Have a TIP Project (71) *

■ Without a TIP Project (115) *

* (###) indicates number of census tracts

** based on the 2006-2010 ACS 5-year estimates





July 2012

0 4 8 Miles



Sources: U.S. Census, PennDOT, DVRPC.

Disadvantaged Census Tracts with or without TIP Transit Program Projects (FY2013-2016)

  TIP Transit Program Project

 Census Tract Boundary (2010)

Tracts with 1 - 4 Degrees of Disadvantage **

 Have a TIP Project (47) *

 Without a TIP Project (558) *

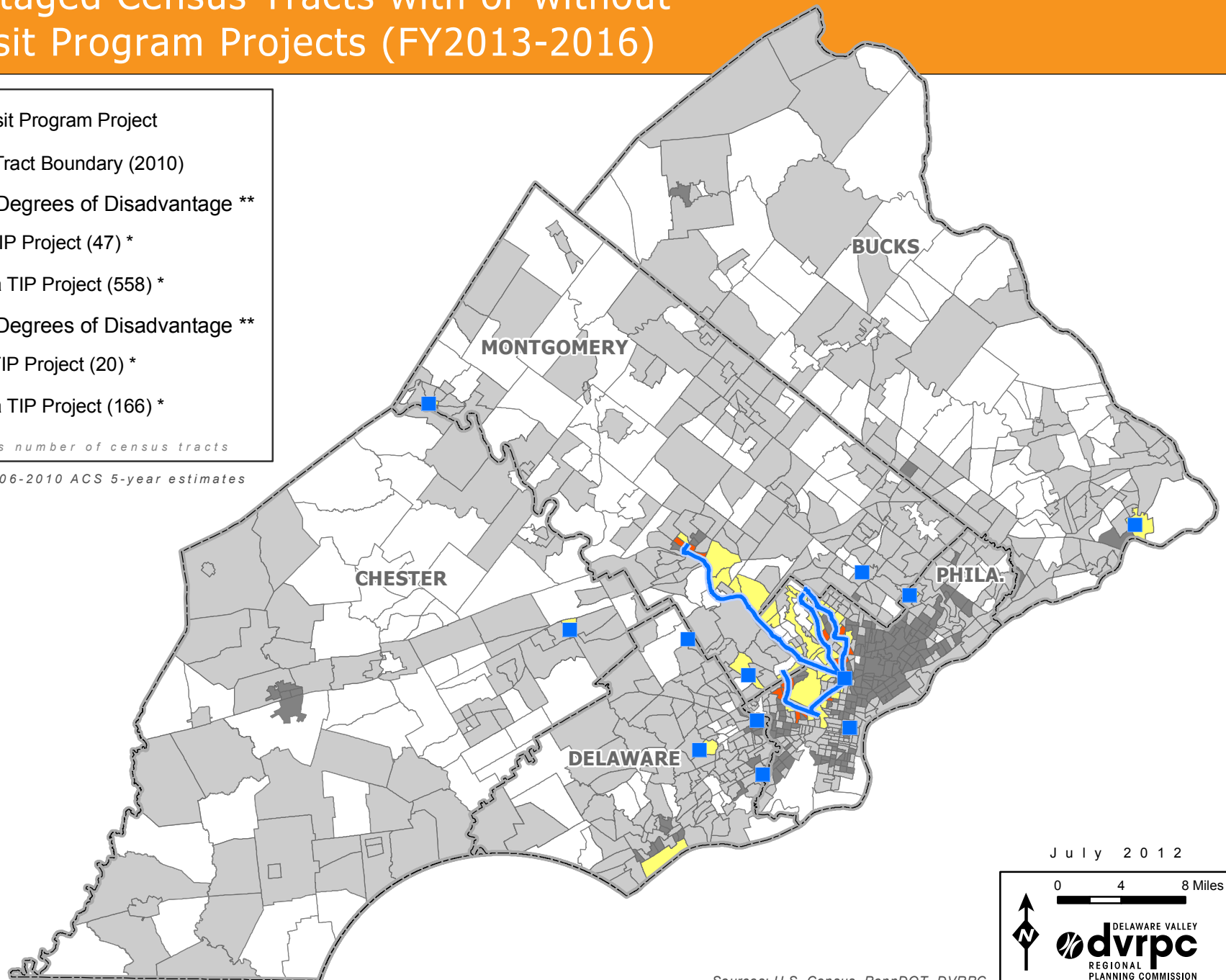
Tracts with 5 - 7 Degrees of Disadvantage **

 Have a TIP Project (20) *

 Without a TIP Project (166) *

* (###) indicates number of census tracts

** based on the 2006-2010 ACS 5-year estimates



July 2012








0 4 8 Miles

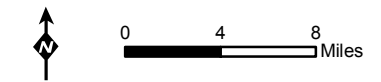
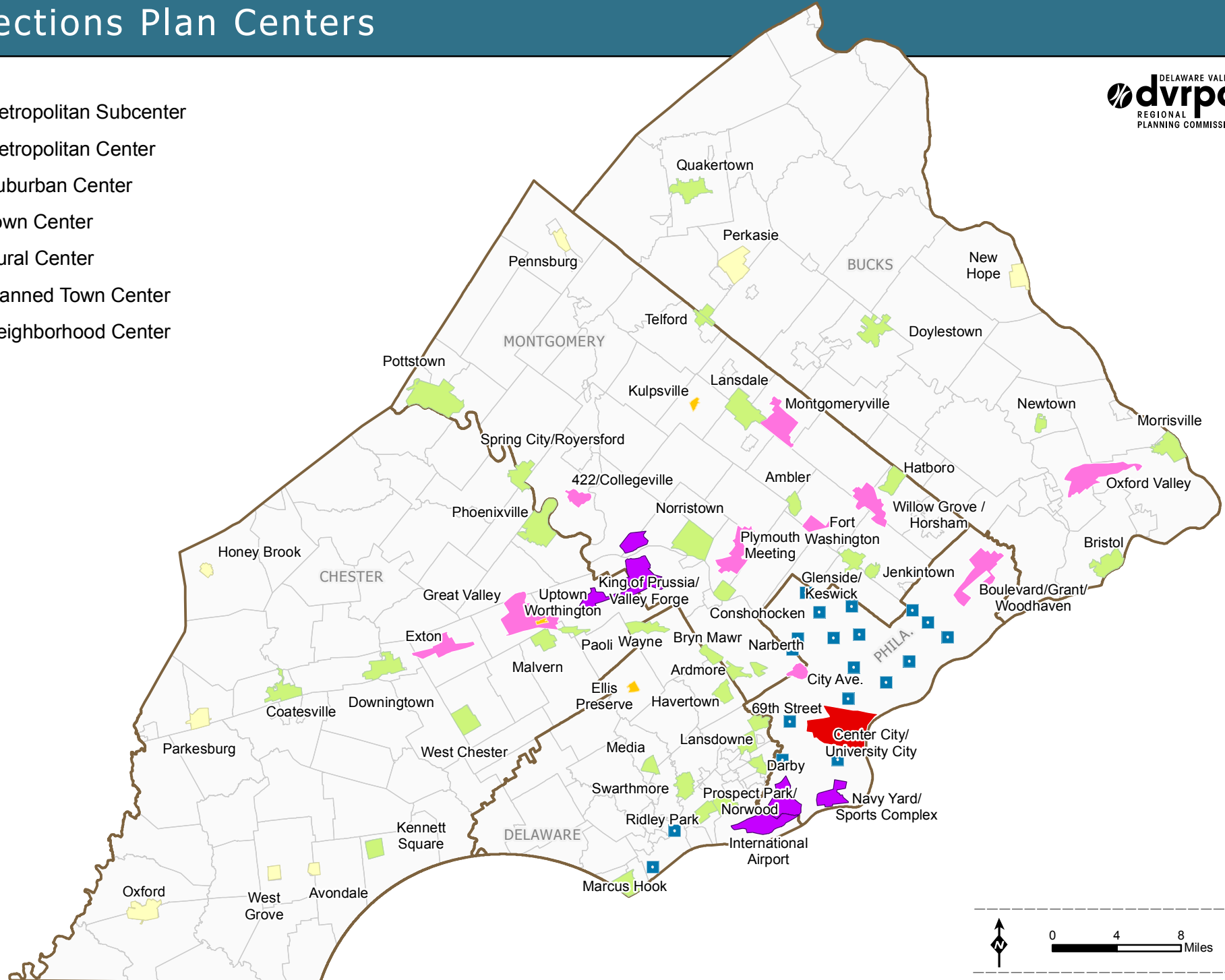


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Sources: U.S. Census, PennDOT, DVRPC.

Connections Plan Centers

-  Metropolitan Subcenter
-  Metropolitan Center
-  Suburban Center
-  Town Center
-  Rural Center
-  Planned Town Center
-  Neighborhood Center



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Highway Program
for the
FY2013 Transportation Improvement Program (TIP)
for
Pennsylvania



Project Listing Index

Projects listed below are ordered alphabetically.

MPMS#	County/Agency	Project Name	Page #
47147	Delaware	3rd Street Dam Over Broomall Lake	69
56768	Philadelphia	41st Street Bridge Over Amtrak's Harrisburg Line (CB)	155
47993	Delaware	7th Street Bridge Over Chester Creek	70
82395	Various	916 Approp. Reserve Line Item	237
17622	Philadelphia	Adams Avenue Bridge Over Tacony Creek	148
72906	Bucks	Afton Avenue Streetscape (HTSSRS)	21
85417	Philadelphia	Allegheny Avenue Safety Improvements	184
48193	Philadelphia	Allen's Lane Bridge Over SEPTA R8 Rail Line	154
13440	Bucks	Allentown Road and PA 663 Bridges (2) Over Licking Creek	7
74813	Montgomery	Ambler Pedestrian Sidewalk Improvements	132
65910	Montgomery	Ambler Streetscape/Station Landscaping (TE)	124
74828	Philadelphia	American Cities/Safe Routes to School - Phase 3	172
70243	Philadelphia	American Street Streetscape	168
16400	Montgomery	Arcola Road Bridge Over Perkiomen Creek (CB# 155)	107
15225	Delaware	Ardmore Avenue Bridge Over SEPTA and Cobbs Creek	66
16610	Montgomery	Ashmead Road Bridge Over Tookany Creek (CB)	109
87937	Philadelphia	Avenue of the Arts Revitalization and Streetscape (TCSP)	186
48168	Delaware	Baltimore Pike Signals	70
72597	Philadelphia	Ben Franklin Bridge Philadelphia Operational Improvement	169
87938	Montgomery	Bethlehem Pike Roadway Streetscape Improvements (TCSP)	145
83710	Chester	Boot Road Extension Bridge Over Brandywine Creek	56
90612	Chester	Boot Road o/ Amtrak (Bridge)	62
78516	Bucks	Bridge Replacement Brownsville Road	25
79929	Various	Bridge Reserve Line Item	234
13727	Bucks	Bristol Road Intersection Improvements	11
77455	Bucks	Broad/Main/Front Streets Streetscape - Phase 3 (TE)	23
95451	Philadelphia	Bustleton Ave North Transit Signal Priority Upgrades (TSP)-TIGER	201
95452	Philadelphia	Bustleton Ave South Transit Signal Priority Upgrades (TSP)-TIGER	202
57641	Bucks	Bustleton/Bridgetown Pike Closed Loop Signal System	17
72977	Montgomery	Butler Pike Pedestrian Walkway Improvements (HTSSRS)	130
88085	Philadelphia	Byberry Road Bridge Replacement	187
16099	Montgomery	Camp Road Bridge Over East Branch of Perkiomen Creek	102
70014	Philadelphia	Center City Signal Improvements (North) - Phase 3	167
87088	Bucks	Chalfont Pedestrian Facilities (SRTS) - Round 1	27
14251	Chester	Chandler Mill Road Bridge Over West Branch of Red Clay Creek	32
70245	Delaware	Chester City Access Improvements II	83
72913	Delaware	Chester Commercial Business District (HTSSRS)	85
14675	Chester	Chester Valley Trail (Sec 2/3) - Phase 2	37
16705	Montgomery	Chester Valley Trail Extension (C036)	112
14354	Chester	Chestnut Street Bridge Over Amtrak/SEPTA R5 Rail Line	35
17816	Philadelphia	Chestnut Street Bridges (4) at 30th Street	150

Projects listed below are ordered alphabetically.

MPMS#	County/Agency	Project Name	Page #
16396	Montgomery	Church Road Bridge Over Norristown High Speed Line (CB)	106
14261	Chester	Church Road Bridge Over Valley Creek	33
77457	Chester	Church Street Streetscape (TE)	51
17511	Philadelphia	City Ave o/ SEPTA (Bridge)	148
57902	Philadelphia	City Wide 3R Betterments	158
91837	Philadelphia	City Wide Resurfacing (# 103B)	197
13014	Bucks	Clay Ridge Road Bridge Over Beaver Creek (CB #30)	1
66461	Various	CMAQ Project Engineering and Management - DVRPC	229
84318	Various	CMAQ Reserve Line Item	238
72910	Chester	Coatesville Third Avenue Train Station - Streetscape (HTSSRS)	50
71195	Chester	Coatesville Train Station Rehabilitation (TE)	48
75800	Delaware	College Avenue Bridge Over SEPTA Norristown High Speed Line	86
77462	Montgomery	Collegeville Main Street Revitalization - Phase 3 (HTSSRS)	134
74840	Delaware	Commodore Barry Bridge Security Improvements - DRPA	85
86336	Montgomery	Congo Road Bridge Replacement	140
57772	Delaware	Convent Road Bridge Over Chester Creek (CB# 6)	72
50634	Bucks	County Line Road Restoration (M04)(3R)	14
64779	Bucks	County Line Road Widening	18
57864	Montgomery	Cowpath Road/Godshall Road/Broad Street Improvements	117
81286	Chester	Creek Rd o/ E Brandywine (Bridge)	55
48197	Various	CSX Trenton Line Clearance Project	222
14891	Delaware	Darby Road/Paoli Road Bridges (2) Over Little Darby Creek and Wigwam Run	64
74827	Bucks	Delaware Canal Enhancement	22
70218	Bucks	Delaware Canal Pedestrian Tunnel	20
75767	Various	District Bridge Design Program	231
75854	Various	District Program Management Services "A"	232
75855	Various	District Program Management Services "B"	232
77469	Bucks	Doylestown Borough Safe Routes to School (TE)	24
48201	Various	DVRPC Competitive CMAQ Program	224
92733	Chester	Dwnngtwn Pk o/EBr Brndywn (Bridge)	62
78736	Montgomery	E King St O/Manatawney Cr (Bridge)	134
90180	Philadelphia	East Coast Greenway/58th Street Connector Greenway (TIGER)	194
71202	Delaware	East Coast Greenway/Chester Riverfront Improvements, Phase II (TE)	84
57865	Montgomery	Edge Hill Road Reconstruction	118
16484	Montgomery	Edgehill Road Bridge Over Old York Road	109
16191	Montgomery	Elm Street Bridge Over Plymouth Creek	103
94909	Delaware	Engle Street Grade Crossing	99
85419	Philadelphia	Erie Av: Broad St. - K St	184
91490	Philadelphia	Expressway Service Patrol - Philadelphia	196
61717	Philadelphia	Fairmount Water Works Dock (TE)	161
80052	Montgomery	Fettters Mill Bridge Over Pennypack Circle	139
71203	Montgomery	Flourtown-Erdenheim Community Gateways (TE)	128
90477	Delaware	Flower Street Grade Crossing	95

Projects listed below are ordered alphabetically.

MPMS#	County/Agency	Project Name	Page #
15008	Delaware	Folcroft Avenue Bridge Over Amtrak/SEPTA R2 Rail Line	64
77467	Philadelphia	Fox Chase/Rockledge Streetscape, Philadelphia - Phase III (TE)	175
57659	Chester	French Creek Parkway - Phase 1	39
16408	Montgomery	Fruitville Road Bridge Over Perkiomen Creek (CB #232)	108
73134	Philadelphia	Gateway Revitalization/Torresdale Av Strscpe Im Pr	170
57770	Delaware	Grant Avenue Bridge Over Muckinipates Creek	72
69913	Philadelphia	Grays Ferry Avenue Bridge Over Schuylkill River	167
86064	Chester	Hadfield Road Bridge Over Beaver Creek (CB #244)	59
17659	Philadelphia	Harbison Avenue/Aramingo Avenue Safety Improvements (C048)	149
57897	Philadelphia	Haverford Avenue Signal Modernization	157
13716	Bucks	Headquarters Road Bridge Over Tinicum Creek	10
80104	Philadelphia	Henry Ave Corridor Safety Improvements	182
90473	Delaware	Highland Avenue Grade Crossing	94
79927	Various	Highway Reserve Line Item-STP	233
64984	Various	Highway Transportation Enhancements Line Item	227
80055	Philadelphia	Holme Avenue Bridges (2) Over Roosevelt Boulevard	181
13606	Bucks	Hulmeville Avenue Bridge Over Conrail	8
70228	Delaware	I-476, MacDade Boulevard Ramp Improvements	82
59522	Montgomery	I-476, PA Turnpike Northeast Extension/PA 309 Corridor Incident Traffic Mana	118
87522	Montgomery	I-76 Mudslide Improvements	144
80093	Various	I-76, Regional Travel Information	235
79686	Philadelphia	I-95, Columbia Street to Ann Street (GR1)	178
13347	Bucks	I-95, PA Turnpike Interchange (TPK)- STAGE 1	5
17821	Philadelphia	I-95, Shackamaxon Street to Ann Street (GIR) - Design	151
17918	Bucks	I-95, Transit Improvements/FLEX (Cornwells Heights)	12
79912	Philadelphia	I-95: Allegheny Ave Inter (AF2)	216
79911	Philadelphia	I-95: Allegheny Ave Interchange (AFI)	215
47813	Philadelphia	I-95: Ann Street to Wheatsheaf Lane (AFC)	205
79903	Philadelphia	I-95: Betsy Ross Bridge Ramps Construction (BR0) (IMP)	210
47812	Philadelphia	I-95: Betsy Ross Interchange (BRI) - Design(IMP)	204
79685	Philadelphia	I-95: Cottman-Princeton Main Line and Ramps (CP2) (IMP)	206
79908	Philadelphia	I-95: North of Bridge Street Interchange Construction (BS1) (IMP)	213
47811	Philadelphia	I-95: Orthodox Street to Levick Street (BSR) - Design(IMP)	203
79828	Philadelphia	I-95: Race - Shackamaxon (GR5)	209
83640	Philadelphia	I-95: Shackamaxon Street to Columbia Avenue (GR2) (IMP)	217
79904	Philadelphia	I-95N: Betsy Ross Inter (BR2)	211
79826	Philadelphia	I-95N: Columbia-Ann St N (GR3)	207
79905	Philadelphia	I-95S: Betsy Ross Inter (BR3)	212
79910	Philadelphia	I-95S: Bridge St Inter (BS2)	214
79827	Philadelphia	I-95S: Columbia-Ann St N (GR4)	208
72738	Various	Intelligent Transportation Systems (ITS) Including RIMIS - DVRPC	230
17697	Philadelphia	Island Avenue Signal Upgrade	149
78758	Philadelphia	JFK Boulevard Bridges (3) Over 21st/22nd/23rd Streets	176

Projects listed below are ordered alphabetically.

MPMS#	County/Agency	Project Name	Page #
83742	Montgomery	Keim Street Bridge Over Schuylkill River	140
77476	Chester	Kennett Pike Bikeway	52
80053	Montgomery	Knight Road Bridge Over Green Lane Reservoir	139
77472	Delaware	Knowles Avenue Sidewalk and Underpass (TE)	88
57858	Montgomery	Lafayette Street Extension (MG1)	116
87392	Montgomery	Lafayette Street Extension (MGL)	143
79864	Montgomery	Lafayette Street, Barbados Street to Ford Street Widening (MGN)	136
79863	Montgomery	Lafayette Street, Ford Street to Conshohocken Road Extension (MGP)	135
77450	Delaware	Lansdowne Gateway Park & Pedestrian/Bike Trail (TE)	87
62717	Philadelphia	Lehigh Avenue West Signal Modernization	162
77460	Delaware	Lincoln Avenue Renaissance Project (TE)	87
57901	Philadelphia	Lincoln Drive (3R)	158
14236	Chester	Little Washington Road Bridge Over Culbertson Road	31
57773	Delaware	Lloyd Street Bridge Over Amtrak/SEPTA Wilmington Newark Rail Line (CB)	73
79743	Philadelphia	Logan Square, 20th/Winter/Parkway Improvements	179
95449	Bucks	Lower Bucks County Waterfront Redevelopment/Access Project	30
64790	Delaware	MacDade Boulevard Closed Loop Signal System	75
92741	Bucks	Main St o/Br Perkiomen Cr (Bridge)	29
13377	Bucks	Main St over SEPTA (Bridge)	6
61714	Philadelphia	Manayunk Canal Restoration	161
77452	Philadelphia	Manayunk Canal Restoration - Phase 3 (TE)	174
15368	Delaware	MANOA RD:BRG OVER CK (Bridge)	68
65911	Delaware	Marcus Hook Streetscape (TE)	77
69828	Philadelphia	Market Street Bridges (2) Over Schuylkill River and CSX Railroad (MSB)	165
77485	Philadelphia	Mill Creek Safe Routes to School (TE)	176
80056	Bucks	Mill Road Bridge Over Neshaminy Creek	25
17900	Various	Mobility Alternatives Program (MAP)/Share a Ride Program (SAR)/(HER)	219
57276	Philadelphia	Montgomery Avenue Bridge over Amtrak at 30th Street (CB)	156
57757	Delaware	Morton Avenue / Swarthmore Avenue Intersection Improvements and Morto	71
86368	Delaware	Mount Alverno Road Bridge Over Chester Creek (CB #9)	90
50520	Delaware	Nether Providence Sidewalks and Trail (TE)	71
87119	Delaware	Nether Providence Township Sidewalks (SRTS) - Round 1	93
47992	Delaware	New Road Over West Branch of Chester Creek (Crozierville Bridge)	69
57664	Chester	Newark Road Intersection Improvements	39
57639	Bucks	Newtown-Yardley Road Intersection Improvements	17
82216	Various	NHS Reserve Line Item	236
90478	Delaware	Norris Street East Grade Crossing	95
90480	Delaware	Norris Street West Grade Crossing	96
72978	Montgomery	Norristown Main Street Streetscape - Phase III (HTSSRS)	130
74807	Montgomery	North Broad Streetscape Improvements	131
46956	Philadelphia	North Delaware Avenue Extension	152
90482	Philadelphia	North Delaware Riverfront Greenway (TIGER)	195
61712	Philadelphia	North Delaware Riverfront Greenway/Heritage Trail/K&T Line Item	160

Projects listed below are ordered alphabetically.

MPMS#	County/Agency	Project Name	Page #
64798	Montgomery	North Narberth Avenue Bridge Over Amtrak/SEPTA (CB)	124
13240	Bucks	Old Bethlehem Road Bridge Over Kimples Creek	2
16703	Montgomery	Old Betzwood Bridge Bicycle/Pedestrian Trail (C047) - Part 5 of River Crossing	111
16658	Montgomery	Old Forty Foot/Skipack (Bridge)	110
57683	Chester	Old Gap/Newport Pike Bridge Over Valley Creek	40
85415	Philadelphia	Olney Ave Safety Improvements	183
86698	Chester	Osborne Road Bridge Over Beaver Creek	61
13635	Bucks	Oxford Valley Road/Lincoln Highway Intersection Improvements	10
17928	Various	Ozone Action Program	220
80042	Chester	PA 100, Corridor Safety Improvements	53
14515	Chester	PA 100, Shoen Road to Gordon Drive (02L)	36
66952	Montgomery	PA 23/Valley Forge Road and North Gulph Road Relocation (2NG) - Part 1 of Ri	125
85062	Chester	PA 252 Underpass/US 30 Intersection	58
15345	Delaware	PA 252, Providence Road Widening	67
50633	Bucks	PA 263, Old York Road Concrete Rehabilitation and Overlay	13
72994	Montgomery	PA 263, York Road Hatboro Revitalization (HTSSRS)	131
74817	Montgomery	PA 263, York Road Hatboro Revitalization (TE)	133
16086	Montgomery	PA 29, Gravel Pike Bridge Over East Branch of Perkiomen Creek	102
16085	Montgomery	PA 29, Gravel Pike Bridge Over Hosensack Creek	101
57849	Montgomery	PA 29, Main Street Bridge Over Reading Railroad Tracks (Removal)	114
70219	Delaware	PA 291, East Coast Greenway	82
71200	Delaware	PA 291, East Coast Greenway/Industrial Heritage Highway (TE)	84
57904	Philadelphia	PA 291, Platt Bridge Over Schuylkill River	159
69799	Montgomery	PA 309, ITS Integration	126
86923	Bucks	PA 309, Sellersville Bypass, Resurfacing (PM1)	26
13609	Bucks	PA 313/US 202, East State Street to Mechanics Road Intersection Improvemen	9
69919	Chester	PA 372, Lower Valley Road Bridge Over Officers Run	48
14484	Chester	PA 41 Study	35
69918	Chester	PA 41, Gap Newport Pike Bridge Over Officers Run	47
69917	Chester	PA 41, Gap Newport Pike Bridge Over Valley Creek	47
77468	Bucks	PA 413, Langhorne Borough Streetscape - Phase I (HTSSRS)	24
64791	Delaware	PA 420, Kedron Avenue	76
86924	Montgomery	PA 422, Resurfacing (PM2)	141
15406	Delaware	PA 452, Market Street Bridge Over Amtrak/SEPTA Wilmington Newark Rail Lin	68
80101	Chester	PA 52, Wawaset/Unionville Road South Roundabout	54
86860	Bucks	PA 611 Bridge Over Cooks Creek	26
16214	Montgomery	PA 611, Old York Road Over SEPTA R3	104
50646	Montgomery	PA 63 Bridges (3) Over Unami Creek and East Branch of Perkiomen	114
16334	Montgomery	PA 73, Church Road Intersection and Signal Improvements	105
57684	Chester	PA 82 Bicycle/Pedestrian Trail	40
14327	Chester	PA 926 Bridge Over Brandywine Creek	33
47979	Chester	Paoli Transportation Center Road Improvements	38
71198	Chester	Park Road Trail (TE)	49

Projects listed below are ordered alphabetically.

MPMS#	County/Agency	Project Name	Page #
84649	Philadelphia	Parkway Streetscape Improvements	182
62694	Philadelphia	Passyunk Avenue Drawbridge Over the Schuylkill River	162
68072	Philadelphia	PATCO Directional Signage, Philadelphia	164
16216	Montgomery	Pennswood Road Bridge Over Amtrak/SEPTA R5 Rail Lines	105
65915	Philadelphia	Pennsylvania Ave. Bicycle/Pedestrian Improvements (TE)	163
89180	Philadelphia	Philadelphia Art Museum Improvements	190
46958	Philadelphia	Philadelphia Naval Shipyard Access	153
77475	Philadelphia	Philadelphia School Zone Safety Improvements (HTSSRS) - Phase 2	175
93106	Philadelphia	Philadelphia Traffic Operations Center	199
74823	Philadelphia	Philadelphia Zoo Intermodal Transportation Center	171
77459	Chester	Phoenixville Streetscape (HTSSRS)	52
72911	Chester	Phoenixville Streetscape (HTSSRS)	50
13242	Bucks	Pineville Road Bridge Over Pidcock Creek	3
57851	Montgomery	Plank Road/Otts Road/Meyers Road/Seitz Road Intersection Improvements	115
48186	Montgomery	Pottstown Area Signal System Upgrade	113
87097	Montgomery	Pottstown Borough Improvements (SRTS) - Round 1	141
74841	Philadelphia	PRPA Access Project	173
80050	Chester	Pusey Mill Road Bridge Over Big Elk Creek (Quimbry's Bridge)	54
57635	Bucks	Quakertown Joint Closed Loop Signal System	16
36927	Various	Railroad/Highway Grade Crossings	221
57927	Various	Regional Safety Initiatives (HSIP)	225
13296	Bucks	Rickert Road Bridge Over Morris Run Creek (CB #21)	4
92554	Philadelphia	Ridge Ave Over Amtrak (Bridge)	198
92839	Montgomery	Ridge Pike/two RR Bridges	147
69912	Bucks	River Road Bridge Over Tohickon Creek	20
15992	Montgomery	Rockland Avenue Bridge Over Amtrak's Harrisburg Line (Removal)	101
80051	Delaware	Rosemont Avenue Bridge Over Darby Creek (CB #73)	89
77449	Bucks	Route 13, East Coast Greenway Bicycle/Pedestrian Bridge (South) - Phase 2 (TE)	22
71159	Bucks	Route 13, East Coast Greenway Bicycle/Pedestrian Bridge (TE)	21
65922	Bucks	Route 13, East Coast Greenway Bke/Ped Bridge (North) - Phase 1 (TE)	19
77456	Bucks	Route 13, Redevelopment Project, Croydon (TE)	23
47392	Bucks	Route 13/Bristol Pike, PA 413 to Levittown Parkway Restoration	12
57625	Bucks	Route 232, Swamp Road Safety Improvements	15
57619	Bucks	Route 313 Corridor Improvements	14
57780	Delaware	Rt. 322/Comm Barry Bridge/I-95 2nd St. Interchange	74
14351	Chester	Rudolph and Arthur Covered Bridge On Camp Bonsul Road over Big Elk Creek	34
92315	Delaware	Ruth Bennett Electrical	97
77085	Delaware	Ruth Bennett House	86
92316	Delaware	Ruth Bennett HVAC	97
92317	Delaware	Ruth Bennett Plumbing	98
71197	Chester	Sadsburyville Village Enhancement Plan (HTSSRS)	49
87107	Philadelphia	School District of Philadelphia Improvement (SRTS) - Round 1	185
59434	Chester	Schuylkill River Trail (Q20)	41

Projects listed below are ordered alphabetically.

MPMS#	County/Agency	Project Name	Page #
61885	Chester	Schuylkill River Trail (Q42)	42
90141	Philadelphia	Schuylkill River Trail at Bartram's Garden (ECG) (TIGER)	193
15306	Delaware	Sellers Avenue Bridge Over Amtrak and SEPTA Wilmington Newark Rail Line	67
85059	Philadelphia	Shakespeare Park Renovation	183
65914	Delaware	Sharon Hill Train Station Rehabilitation (TE)	77
84457	Various	Signal Retiming Program	238
87124	Philadelphia	Sister Cities Plaza Renovation - Phase I	185
92807	Montgomery	Skippack Pike Bridge Replacement	146
69665	Delaware	South Creek Road Bridge Over Brandywine Creek	78
91573	Philadelphia	South Street Pedestrian Ramp - Phase II	196
90097	Philadelphia	Spring Garden St. o/ I-76 (Bridge)	192
90096	Philadelphia	Spring GardenO/Schuylkill (Bridge)	191
15183	Delaware	Station Road Bridge Over Chester Creek (CB #234)	65
57894	Philadelphia	Stenton Avenue and Godfrey Avenue Signal Modernization	157
88083	Bucks	Stoopville Road Improvements - Phase 2	28
79980	Various	STU Reserve Line Item	235
64781	Bucks	Swamp Road/Pennswood Road Bridge Over Branch of Neshaminy Creek	19
87109	Delaware	Swarthmore Borough Pedestrian Access Upgrade (SRTS) - Round 1	92
66460	Various	TE Project Engineering and Management - DVRPC	229
68067	Philadelphia	Tidal Schuylkill River Greenway & Trail/Boardwalk (TIGER)	163
16150	Montgomery	Tookany Creek Parkway Bridge Over Tookany Creek (CB)	103
90620	Delaware	Townsend Avenue Grade Crossing	96
65109	Various	Transit Flex - SEPTA	228
17891	Various	TransitChek Mass Marketing Efforts	218
64652	Various	Transportation Community Development Initiative (TCDI)	226
48199	Various	Transportation Management Associations (TMA)	223
86370	Delaware	Tribbitt Avenue Bridge Over Hermesprota Creek (CB #237)	91
90006	Montgomery	Trooper Road Closed Loop (TCSP)	146
90197	Bucks	Tyburn Road Bridges (1) Over Amtrak/Conrail	29
48195	Philadelphia	Tyson Avenue Signal Improvement	154
86077	Various	Update Travel Simulation - DVRPC	239
87120	Delaware	Upper Darby Township Sidewalks (SRTS) - Round 1	94
74815	Montgomery	Upper Gwynedd Streetscape Improvements	132
87099	Montgomery	Upper Gwynedd Township Improvements (SRTS) - Round 1	142
13607	Bucks	Upper Ridge Road Bridge Over Unami Creek	9
15251	Delaware	US 1, Baltimore Pike Interchange Improvements	66
14541	Chester	US 1, Baltimore Pike Widening	37
95429	Delaware	US 202 and US 1 Loop Roads	99
95430	Chester	US 202 at SR 926 Intersection Improvement	63
63493	Montgomery	US 202, 5-Points Intersection Improvements (71A)	122
64498	Chester	US 202, Exton Bypass to Route 29 (Section 330-Mainline)	45
63486	Montgomery	US 202, Johnson Highway to Township Line Road (61S)	119
80021	Montgomery	US 202, Markley Street Improvements (Section 510)	137

Projects listed below are ordered alphabetically.

MPMS#	County/Agency	Project Name	Page #
80022	Montgomery	US 202, Markley Street Improvements (Section 520)	138
16665	Montgomery	US 202, Markley Street Southbound (Section 500)	110
63491	Montgomery	US 202, Morris Road to Swedesford Road (65S)	121
84410	Chester	US 202, Section 300 CMP Commitments (Transit)	57
64494	Chester	US 202, Swedesford Road to PA 29 (Section 320)	44
63490	Montgomery	US 202, Township Line Road to Morris Road (61N)	120
69647	Chester	US 322, Brandywine Creek Avenue Bridge Over Brandywine Creek	46
69815	Delaware	US 322, Environmental Mitigation (MIT)	79
69817	Delaware	US 322, Featherbed Lane to I-95 (Section 102)	81
69816	Delaware	US 322, US 1 to Featherbed Lane (Section 101)	80
64222	Chester	US 422 Expressway Reconstruction, Chester and Montgomery (M1A)	43
70197	Montgomery	US 422, (New) Expressway Bridge Over Schuylkill River (SRB) - Part 3 of River Cr	127
89715	Montgomery	US 422, Sanatoga Interchange Ramp Improvements	145
66986	Montgomery	US 422, Schuylkill River Bridge Over Schuylkill River (M2A-Stowe))	126
64796	Montgomery	US 422/PA 363 Interchange Reconstruction (4TR) - Part 2 of River Crossing Co	123
61690	Chester	Uwchlan Township Trails - Phase II	41
72355	Montgomery	Valley Green Road Bridge Over Wissahickon Creek	129
88767	Philadelphia	Vine Street Expressway Bridges (2) Over I-676 Expressway (PAA) - Part 1	188
88768	Philadelphia	Vine Street Expressway Bridges (3) Over I-676 Expressway (PAC) - Part 3	189
80054	Philadelphia	Vine Street Expressway Bridges Over I-676 Expressway (PAB) - Part 2	180
78764	Philadelphia	W Girard Ave O/CSX (Bridge)	177
80049	Chester	Walker Road Bridge Over Trout Run Creek (Thompson's Bridge)	53
92376	Philadelphia	Walnut Lane Bridge Over Wissahickon Creek Restoration	198
13248	Bucks	Walnut Street Bridge Over Perkiomen Creek (CB #13)	4
74824	Philadelphia	Walnut Street Gateway Improvements (TIGER)	172
92323	Delaware	Wanamaker Ave o/ Darby Ck (Bridge)	98
16726	Montgomery	WarminsterRd/Pennypack Ck (Bridge)	113
86696	Chester	Watermark Road Bridge Over Muddy Run (CB #21)	60
71210	Philadelphia	West Bank Greenway/Philadelphia Zoo Multipurpose Trail (TE)	168
14134	Chester	West Bridge Street Bridge Over Amtrak	31
72912	Chester	West Grove Community Streetscape (HTSSRS)	51
74937	Montgomery	Whitemarsh Township Street Improvements (TE)	133
69909	Philadelphia	Willits Road Bridge Over Wooden Bridge Run	166
76870	Philadelphia	Willow Grove Avenue Bridge Over SEPTA R8 Rail Line (CB)	174
57624	Bucks	Woodbourne Road/Lincoln Highway Intersection Improvements	15
95450	Philadelphia	Woodland Ave Transit Signal Priority Upgrades (TSP)-TIGER	200
12931	Bucks	Worthington Mill Rd Br (Bridge)	1
84961	Chester	Yellow Springs Parking & Street Enhancement (TCSP)	57

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 12931 *Worthington Mill Rd Br (Bridge)*

New-B

LIMITS NORTHAMPTON & WRIGHTSTOWN TWPS

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Northampton Township; Wrightstown Borough

AQ Code:S19

PLANNING AREA: Developed Community

DOD: 0

PROJECT MANAGER: EE/JA

CMP: Not SOV Capacity Adding

This project involves bridge rehabilitation or replacement of state bridge over the Neshaminy Creek on Worthington Mill Road between Swamp Road and Twinning Bridge Road in Northampton and Wrightstown Townships. It is a Structurally Deficient bridge breakout project from MPMS #88706. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)														
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024			
FD	185							557								
ROW	185							348								
UTL	185								359							
CON	185									2,217						
		0	0	0	0	0	0	905	359	2,217	0	0	0			
		Total FY2013-2016				0	Total FY2017-2020				1,264	Total FY2021-2024				2,217

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

No Let Date

LIMITS Over Beaver Creek

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Tinicum Township

AQ Code:S19

PLANNING AREA: Rural Area

DOD: 0

PROJECT MANAGER: TSS/GANNETT

CMP: Not SOV Capacity Adding

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

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)														
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024			
PE	BOO*	100														
ROW	BOO		46													
ROW	183		9													
ROW	LOCAL		2													
UTL	BOO		46													
UTL	183		9													
UTL	LOCAL		2													
CON	BOO							2,150								
CON	183							403								
CON	LOCAL							134								
		100	114	0	0	0	0	2,687	0	0	0	0	0			
		Total FY2013-2016				214	Total FY2017-2020				2,687	Total FY2021-2024				0

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

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

LIMITS Over Kimples Creek

Est Let Date: 6/7/2014

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Haycock Township

AQ Code:S19

PLANNING AREA: Rural Area

DOD: 0

PROJECT MANAGER: P/CNV

CMP: Not SOV Capacity Adding

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.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024		
CON	BOO		937												
CON	185		235												
CON	BOO			1,707											
CON	185			426											
		0	1,172	2,133	0	0	0	0	0	0	0	0	0		
		Total FY2013-2016			3,305	Total FY2017-2020				0	Total FY2021-2024				0

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

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

LIMITS Over Pidcock Creek

Est Let Date: 12/6/2012

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Buckingham Township

AQ Code:S19

PLANNING AREA: Growing Suburb

DOD: 1

PROJECT MANAGER: TSS/SPF

CMP: Not SOV Capacity Adding

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

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024		
CON	BOO	1,120													
CON	185	280													
		1,400	0	0	0	0	0	0	0	0	0	0	0		
		Total FY2013-2016			1,400			Total FY2017-2020				0			
										Total FY2021-2024				0	

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

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

LIMITS Over Perkiomen Creek

Est Let Date: 3/6/2014

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Perkasio Borough

AQ Code:S19

PLANNING AREA: Developed Community

DOD: 0

PROJECT MANAGER: TSS/GANNETT

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing 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.

A final alternative for bridge rehabilitation or replacement is determined upon National Environmental Policy Act (NEPA) clearance.

		TIP Program Years (\$ 000)														
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024			
CON	BOO						4,329									
CON	183						812									
CON	LOCAL						271									
		0	0	0	0	0	5,412	0	0	0	0	0	0			
		Total FY2013-2016				0	Total FY2017-2020				5,412	Total FY2021-2024				0

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

LIMITS Over Morris Run Creek

Est Let Date: 1/2/2014

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Hilltown Township

AQ Code:S19

PLANNING AREA: Growing Suburb

DOD: 0

PROJECT MANAGER: TSS/GANNETT

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing the existing two lane bridge without shoulders with a two lane bridge with shoulders. The bicycle and pedestrian checklists will be incorporated into the project. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)														
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024			
ROW	183	42														
ROW	LOCAL	11														
CON	183			720												
CON	LOCAL			180												
		53	0	900	0	0	0	0	0	0	0	0	0			
		Total FY2013-2016				953	Total FY2017-2020				0	Total FY2021-2024				0

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 13347 **I-95, PA Turnpike Interchange (TPK)- STAGE 1 SR:0095**

LIMITS Exit 28 to 29 and parts of I-95

No Let Date

IMPROVEMENT Roadway New Capacity

LRPID:35

MUNICIPALITIES: Bensalem Township; Bristol Township; Middletown Township

AQ Code:2020M

PLANNING AREA: Developed Community

DOD: 2

PROJECT MANAGER: AECOM/MG

CMP: Major SOV Capacity

Adding Subcorr(s): 1A, 4A, 12A

The interstate completion project will connect I-95 and I-276 in Pennsylvania, facilitate a revised routing of I-95 in PA and NJ, and make I-95 continuous along the east Coast from Florida to Maine.

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, replacement of the existing River Bridge toll plaza with an all-electronic (AET) on road toll facility in the westbound direction, and removal of the existing US13 interchange toll facility. This project is integral to the Delaware Valley Freight Corridors initiative.

Stage 1 construction has been broken down into several contracts and expected completion is in 2018. Completed work includes the overhead bridges carrying Galloway and Bristol-Oxford Valley Roads over the Turnpike. Additional Stage 1 work includes the overhead bridge carrying Richlieu Road, the PA Turnpike's Northwest Quadrant Wetland Mitigation Site construction, advanced Intelligent Transportation System deployment, and construction of the new mainline toll plaza between Richlieu and Galloway Roads. The toll plaza will feature Express E-Z Pass lanes which will allow motorists to pass through the plaza at highway speeds. Conventional toll booths will be provided in the outside lanes of the plaza for cash paying customers. This toll plaza phase will also include the construction of an All Electronic Toll (AET) tolling area at the Delaware River Bridge in the westbound direction and the removal of the Route 13 Interchange toll plaza. The I-95 mainline flyover connections of the Interchange will be constructed so that I-95 can be redesignated onto the existing PA Turnpike to the NJ Turnpike. At that time, I-95 north of the Turnpike would become I-195. Signing, lighting and traffic operations work will be done in phases throughout the construction period in order to manage traffic during and after construction. Stage 1 will operate independently until future stages are completed. No additional through lanes are being constructed on I-95 as part of Stage 1. Funding noted below provides for Phase 1 improvements only, and the total estimated cost of Phase 1 (all phases) is \$424 million.

A future Stage 2 will include construction of the remaining six new interchange ramp movements which do not have the I-95 designation, and completion of the mainline widening from 2 lanes in each direction to three lanes in each direction in addition to reconstruction work on the Turnpike and I-95. Construction of Stage 2 is not anticipated to begin until 2020. A future Stage 3 will include a new parallel bridge over the Delaware River.

This is a partnership project of the Pennsylvania Turnpike Commission (PTC), PennDOT and FHWA. PennDOT is providing a total of \$186,800,000 in federal "spike" funding for the project, cash-flowed over Federal Fiscal Years (FFYs) 2013 – 2019. The funds are provided from a Statewide Line Item, and are additional funds to the DVRPC region. Use of toll credits was approved by PENNDOT in 2003. The entire project is eligible for federal funds. The PTC is committed to the advancement of the I-95 project to its completion utilizing a combination of all sources of funds, however, the PTC is not seeking any additional regionally allocated federal or state DVRPC TIP funds in order to complete the project. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users and drivers on the existing road network (operations). See DVRPC's 2009 annual memoranda on supplemental strategies for details related to this project.

Remaining DEMO funds: \$1,189,135 (PA ID #s 227

TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	SXF	1,189											
CON	SPK-NH	20,000											
CON	TPK	1,000											
CON	SPK-NH		20,000										
CON	TPK		64,380										
CON	SPK-NH			20,000									
CON	TPK			69,050									
CON	SPK-NH				20,000								
CON	TPK				71,610								
CON	SPK-NH					30,000							
CON	TPK					12,340							
CON	SPK-NH						31,500						
CON	TPK						4,070						

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks													
CON	SPK-NH	45,300											
		22,189	84,380	89,050	91,610	42,340	35,570	45,300	0	0	0	0	
Total FY2013-2016				287,229		Total FY2017-2020			123,210		Total FY2021-2024		0

MPMS# 13377 Main St over SEPTA (Bridge)

New-B

LIMITS Sellersville Borough

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Sellersville Borough

AQ Code:S19

PLANNING AREA: Developed Community

DOD: 0

PROJECT MANAGER: TSS/SPF

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing the state bridge over the SEPTA rail line on Main Street between Noble and East Church Streets in Sellersville Borough. Structurally Deficient bridge breakout project from MPMS #88706. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
FD	185							418						
ROW	185							209						
UTL	185								359					
CON	185									3,696				
		0	0	0	0	0	0	627	359	3,696	0	0	0	
Total FY2013-2016				0		Total FY2017-2020				986		Total FY2021-2024		3,696

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

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

LIMITS Over Licking Creek

Est Let Date: 2/6/2014

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Milford Township

AQ Code:S19

PLANNING AREA: Rural Area

DOD: 0

PROJECT MANAGER: TSS/HPF

CMP: Minor SOV Capacity

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.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024		
ROW	581	584													
ROW	581		583												
UTL	581	175													
CON	STP		3,414												
CON	BOO		3,414												
CON	581		852												
CON	185		852												
		759	9,115	0	0	0	0	0	0	0	0	0	0		
		Total FY2013-2016			9,874	Total FY2017-2020				0	Total FY2021-2024				0

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

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

LIMITS Over Conrail

Est Let Date: 3/6/2014

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Middletown Township

AQ Code:S19

PLANNING AREA: Developed Community

DOD: 0

PROJECT MANAGER: TSS/DMB

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 4A, 5I

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.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
FD	BOO*	400												
ROW	BOO*	500												
CON	BOO		4,810											
CON	185		1,202											
CON	BOO			1,921										
CON	185			481										
		900	6,012	2,402	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			9,314	Total FY2017-2020				0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

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

LIMITS Over Unami Creek

Est Let Date: 9/12/2014

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Milford Township

AQ Code:S19

PLANNING AREA: Rural Area

DOD: 0

PROJECT MANAGER: P/CNV

CMP: Not SOV Capacity Adding

This project involves removing and replacing the existing 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.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)													
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
FD	185	420											
ROW	185		143										
UTL	185		18										
CON	916D		2,475										
		420	2,636	0	0	0	0	0	0	0	0	0	0
		Total FY2013-2016		3,056		Total FY2017-2020				0			
										Total FY2021-2024			
										0			

MPMS# 13609 *PA 313/US 202, East State Street to Mechanics Road Intersection Improvements SR:0202*

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

Est Let Date: 7/11/2013

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Buckingham Township; Doylestown Borough; Doylestown Township

AQ Code:R3

PLANNING AREA: Growing Suburb; Developed Community

DOD: 0

PROJECT MANAGER: HNTB/MR

CMP: Minor SOV Capacity

Adding Subcorr(s): 8G, 8H

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	STU	4,509											
		4,509	0	0	0	0	0	0	0	0	0	0	0
		Total FY2013-2016		4,509		Total FY2017-2020				0			
										Total FY2021-2024			
										0			

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

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

LIMITS At US 1 and Bristol/Levittown Parkway

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Falls Township; Middletown Township

AQ Code:R1

PLANNING AREA: Developed Community

DOD: 1

PROJECT MANAGER: EE/

CMP: Minor SOV Capacity

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024				
CON	STU									5,942							
CON	581									1,485							
		0	0	0	0	0	0	0	0	7,427	0	0	0				
Total FY2013-2016		0				Total FY2017-2020				0				Total FY2021-2024		7,427	

MPMS# 13716 *Headquarters Road Bridge Over Tinicum Creek SR:1012*

LIMITS Over Tinicum Creek

Est Let Date: 4/15/2014

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Tinicum Township

AQ Code:S19

PLANNING AREA: Rural Area

DOD: 0

PROJECT MANAGER: HNTB/PAM

CMP: Not SOV Capacity Adding

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 Tinicum 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 Tinicum 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.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)															
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024				
CON	916		2,704														
		0	2,704	0	0	0	0	0	0	0	0	0	0				
Total FY2013-2016		2,704				Total FY2017-2020				0				Total FY2021-2024		0	

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 13727 *Bristol Road Intersection Improvements SR:2025*

LIMITS PA 513/Hulmeville Road to Old Lincoln Highway

Est Let Date: 7/15/2016

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Bensalem Township

AQ Code:2020M

PLANNING AREA: Developed Community

DOD: 2

PROJECT MANAGER: HNTB/JA

CMP: Minor SOV Capacity

Adding Subcorr(s): 4A, 5I, 12A

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, 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. Future traffic volumes were considered during the Preliminary Engineering of this project.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	STU				7,152									
CON	581				1,788									
		0	0	0	8,940	0	0	0	0	0	0	0	0	
		Total FY2013-2016			8,940	Total FY2017-2020				0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

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

LIMITS Cornwells Heights Shuttle Bus Operations

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Various

AQ Code:M1

PLANNING AREA:

DOD:

PROJECT MANAGER: GB/FLEX

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 4B, 12A

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	STP	424												
CON	LOCAL	106												
CON	STU		270											
CON	LOCAL		68											
CON	CAQ			154										
CON	LOCAL			39										
		530	338	193	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			1,061		Total FY2017-2020			0	Total FY2021-2024			0

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

LIMITS PA 413 to Levittown Parkway

Est Let Date: 9/27/2012

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Bristol Borough; Bristol Township; Tullytown Borough

AQ Code:2015M

PLANNING AREA: Developed Community

DOD: 4

PROJECT MANAGER: EE/MDH

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 4A, 5I

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# 65922, 71159, and 77449.

TOLL CREDIT

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

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	STP*	15,000												
		15,000	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			15,000		Total FY2017-2020			0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 50633 PA 263, Old York Road Concrete Rehabilitation and Overlay SR:0263

LIMITS Bristol Road to PA 413

Est Let Date: 6/20/2013

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Buckingham Township; Warminster Township; Warwick Township

AQ Code:2020M

PLANNING AREA: Growing Suburb; Developed Community

DOD: 3

PROJECT MANAGER: EE/MDH

CMP: Minor SOV Capacity

Adding Subcorr(s): 8H, 12A

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	STU	8,000												
CON	STP	14,000												
CON	STU		3,500											
CON	STP		6,500											
CON	STP			10,945										
		22,000	10,000	10,945	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			42,945	Total FY2017-2020				0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 50634 County Line Road Restoration (M04)(3R) SR:2038

LIMITS Kulp Road to PA 611

Est Let Date: 2/18/2016

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Horsham Township; Warrington Township

AQ Code:S10

PLANNING AREA: Growing Suburb

DOD: 0

PROJECT MANAGER: Gannett/BPM

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 8G

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024		
PE	STP*	100													
ROW	581		348												
UTL	581			358											
CON	STU				4,919										
CON	581				1,230										
CON	STP					5,067									
CON	581					1,267									
		100	348	358	6,149	6,334	0	0	0	0	0	0	0		
Total FY2013-2016		6,955			Total FY2017-2020				6,334				Total FY2021-2024		0

MPMS# 57619 Route 313 Corridor Improvements SR:0313

LIMITS Ferry Road to Broad Street

Est Let Date: 10/17/2019

IMPROVEMENT Intersection/Interchange Improvements

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

AQ Code:2030M

PLANNING AREA: Developed Community; Growing Suburb

DOD: 0

PROJECT MANAGER: AECOM/JN

CMP: Minor SOV Capacity

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024		
FD	STP	570													
FD	581	143													
ROW	STP					6,440									
ROW	581					1,610									
CON	STU								12,526						
CON	581								3,131						
		713	0	0	0	8,050	0	0	15,657	0	0	0	0		
Total FY2013-2016		713			Total FY2017-2020				23,707				Total FY2021-2024		0

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

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

LIMITS Terrace Road to First Street at Old Lincoln Highwa

Est Let Date: 6/15/2015

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Middletown Township

AQ Code:2020M

PLANNING AREA: Developed Community

DOD: 2

PROJECT MANAGER: TSS/SPF

CMP: Minor SOV Capacity

Adding Subcorr(s): 4A, 5I

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	STP			2,476										
CON	581			619										
		0	0	3,095	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			3,095	Total FY2017-2020				0	Total FY2021-2024			0

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

LIMITS Neshaminy Creek to PECO Right-of-Way

Est Let Date: 3/27/2014

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Wrightstown Township

AQ Code:R2

PLANNING AREA: Rural Area

DOD: 0

PROJECT MANAGER: EE/JMD

CMP: Minor SOV Capacity

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
ROW	HSIP	265												
CON	STU	2,207												
CON	HSIP	1,294												
		3,766	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			3,766	Total FY2017-2020				0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 57635 **Quakertown Joint Closed Loop Signal System SR:0309**

LIMITS PA 309/California Road/Main Street

Est Let Date: 1/15/2015

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Quakertown Borough; Richland Township

AQ Code:2020M

PLANNING AREA: Developed Community; Growing Suburb

DOD: 4

PROJECT MANAGER: AECOM/ER

CMP: Minor SOV Capacity

Adding Subcorr(s): 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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
UTL	CAQ		1,594										
CON	CAQ			2,468									
CON	CAQ				1,015								
		0	1,594	2,468	1,015	0	0	0	0	0	0	0	0
		Total FY2013-2016			5,077	Total FY2017-2020			0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 57639 *Newtown-Yardley Road Intersection Improvements SR:0000*

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

Est Let Date: 6/5/2014

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Newtown Borough; Newtown Township

AQ Code:2020M

PLANNING AREA: Developed Community; Growing Suburb

DOD: 1

PROJECT MANAGER: AECOM/ER

CMP: Minor SOV Capacity

Adding Subcorr(s): 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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	STU		865										
CON	LOCAL		216										
		0	1,081	0	0	0	0	0	0	0	0	0	0
		Total FY2013-2016		1,081		Total FY2017-2020		0		Total FY2021-2024		0	

MPMS# 57641 *Bustleton/Bridgetown Pike Closed Loop Signal System SR:0213*

LIMITS At Buck Road/Jay Street/Bristol Road

Est Let Date: 4/4/2013

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Lower Southampton Township

AQ Code:2015M

PLANNING AREA: Developed Community

DOD: 2

PROJECT MANAGER: Gannett/SAN

CMP: Minor SOV Capacity

Adding Subcorr(s): 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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
UTL	LOCAL		191										
CON	CAQ		1,485										
		1,676	0	0	0	0	0	0	0	0	0	0	0
		Total FY2013-2016		1,676		Total FY2017-2020		0		Total FY2021-2024		0	

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 64779 County Line Road Widening SR:2038

LIMITS Stump Road to Lower State Road/Kulp Road

Est Let Date: 7/15/2014

IMPROVEMENT Roadway New Capacity

LRPID:34

MUNICIPALITIES: Horsham Township; Warrington Township; Montgomery Township

AQ Code:2020M

PLANNING AREA: Growing Suburb

DOD: 0

PROJECT MANAGER: Gannett/BPM

CMP: Major SOV Capacity

Adding Subcorr(s): 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 bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2008 annual memoranda on supplemental strategies for details related to this project.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024		
CON	STP	277													
CON	STU	570													
CON	581	69													
CON	581	143													
CON	STU		6,539												
CON	581		1,634												
CON	STP			3,255											
CON	581			814											
		1,059	8,173	4,069	0	0	0	0	0	0	0	0	0		
		Total FY2013-2016			13,301	Total FY2017-2020				0	Total FY2021-2024				0

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 64781 *Swamp Road/Pennswood Road Bridge Over Branch of Neshaminy Creek SR:2036*

LIMITS Over Branch of Neshaminy Creek

Est Let Date: 7/15/2016

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Newtown Township

AQ Code:S19

PLANNING AREA: Growing Suburb

DOD: 0

PROJECT MANAGER: EE/JMD

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing the structurally deficient simple span concrete adjacent box beam bridge carrying SR 2036 (Swamp Rd.) over an unnamed tributary to Neshaminy Creek. The bridge is located just west of the western entrance of the Bucks County Community College in Newtown Township. The bridge is bordered to the north by the historic Temora Farm Property and to the south by Tyler State Park. Stone retaining walls extend east and west of the existing bridge along the north side of the roadway. The superstructure of the existing bridge was replaced under an emergency contract in 2004. The existing structure is a single 28 foot span with a clear roadway width of 23.5 feet. The proposed structure will be a single 35 foot span with a clear roadway width of 28 feet (12 foot lanes and 2 foot shoulders). Traffic will be maintained using a detour during construction.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)														
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
FD	916	1,400												
ROW	916		541											
UTL	916		271											
CON	916				3,678									
		1,400	812	0	3,678	0	0	0	0	0	0	0	0	
		Total FY2013-2016			5,890	Total FY2017-2020				0	Total FY2021-2024			0

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

LIMITS Bucks County to Delaware Street Lane

Est Let Date: 9/27/2012

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Tullytown Borough

AQ Code:A2

PLANNING AREA: Developed Community

DOD: 1

PROJECT MANAGER: EE/DVRPC/JB

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 13A

This project provides a component of the East Coast Greenway for a pedestrian crossing via construction of a 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 #47392, 71159, and 77449. A total of \$1.690 million TE funds have been recommended for this project.

TIP Program Years (\$ 000)														
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	SXF	600												
CON	STE													
		600	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			600	Total FY2017-2020				0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

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

LIMITS Over Tohickon Creek

Est Let Date: 12/20/2012

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Plumstead Township; Tincum Township

AQ Code:S19

PLANNING AREA: Growing Suburb; Rural Area

DOD: 0

PROJECT MANAGER: HNTB/NV

CMP: Not SOV Capacity Adding

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 Tincum 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.

A final alternative for bridge rehabilitation or replacement is determined upon National Environmental Policy Act (NEPA) clearance.

TIP Program Years (\$ 000)														
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	TOLL													
CON	BOO	5,000												
CON	TOLL													
CON	BOO		1,000											
		5,000	1,000	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			6,000	Total FY2017-2020				0	Total FY2021-2024			0

MPMS# 70218 *Delaware Canal Pedestrian Tunnel*

LIMITS Under CSX Spur Line

Est Let Date: 10/4/2012

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Falls Township

AQ Code:A2

PLANNING AREA: Developed Community

DOD: 1

PROJECT MANAGER: EE/DVRPC/LS

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 51

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	SXF	700												
CON	CAQ	1,314												
		2,014	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			2,014	Total FY2017-2020				0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 71159 **Route 13, East Coast Greenway Bicycle/Pedestrian Bridge (TE) SR:0013**

LIMITS North/South of Levittown Parkway to I-95/PA Tpk. (TE)

Est Let Date: 9/27/2012

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Tullytown Borough

AQ Code:A2

PLANNING AREA: Developed Community

DOD: 1

PROJECT MANAGER: EE/DVRPC/JB

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 13A

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 #47392, 65922 and 77449. A total of \$1.690 million TE funds have been recommended for this crossing project.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	STE												
		0	0	0	0	0	0	0	0	0	0	0	0
Total FY2013-2016		0				Total FY2017-2020				0			
										Total FY2021-2024			
										0			

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

LIMITS Delaware River to Lake Afton

No Let Date

IMPROVEMENT Streetscape

MUNICIPALITIES: Yardley Borough

AQ Code:A2

PLANNING AREA: Developed Community

DOD: 1

PROJECT MANAGER: EE/DVRPC/LS

CMP: Not SOV Capacity Adding

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	STE												
		0	0	0	0	0	0	0	0	0	0	0	0
Total FY2013-2016		0				Total FY2017-2020				0			
										Total FY2021-2024			
										0			

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 74827 *Delaware Canal Enhancement*

LIMITS Over Brock Creek, Yardley to Bristol Boroughs

Est Let Date: 5/1/2014

IMPROVEMENT Streetscape

MUNICIPALITIES: Bristol Borough; Yardley Borough

AQ Code:X12

PLANNING AREA: Developed Community

DOD: 1

PROJECT MANAGER: AECOM/JD

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 4A

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	SXF		1,100											
CON	LOCAL		275											
		0	1,375	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016		1,375		Total FY2017-2020			0			Total FY2021-2024		0

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

LIMITS North of Route 1 to Philadelphia

Est Let Date: 9/27/2012

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Tullytown Borough

AQ Code:A2

PLANNING AREA: Developed Community

DOD: 1

PROJECT MANAGER: EE/DVRPC/JB

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 5I

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 #47392, 65922 and 71159. A total of \$1.690 million TE funds have been recommended for this project.

The \$471,000 is made available by William Penn Foundation via DVRPC Regional Trails Program.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	STE													
CON	LOCAL	471												
		471	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016		471		Total FY2017-2020			0			Total FY2021-2024		0

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 77455 *Broad/Main/Front Streets Streetscape - Phase 3 (TE)*

LIMITS At Broad/Main/Front Streets No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Quakertown Borough AQ Code:A2

PLANNING AREA: Developed Community DOD: 3

PROJECT MANAGER: EE/DVRPC/JC **CMP:** Not SOV Capacity Adding Adding Subcorr(s): 14C

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	STE												
		0	0	0	0	0	0	0	0	0	0	0	0
Total FY2013-2016		0				Total FY2017-2020				0			
										Total FY2021-2024			
										0			

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

LIMITS Street Road to Levittown Parkway No Let Date

IMPROVEMENT Streetscape

MUNICIPALITIES: Bristol Township AQ Code:X12

PLANNING AREA: Developed Community DOD: 2

PROJECT MANAGER: EE/DVRPC/JB **CMP:** Not SOV Capacity Adding Adding Subcorr(s): 4A

This project, in the Croydon area of Bristol Township, provides rehabilitation of a 2 block section of S.R. 0013, from the Walnut/Cedar Roads signalized intersection to the Newportville Road signalized intersection, in the immediate vicinity of the SEPTA Regional Rail station. The project includes new sidewalks/curbs, pedestrian scale lighting, street trees, trash receptacles, benches, and crosswalks

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	STE												
		0	0	0	0	0	0	0	0	0	0	0	0
Total FY2013-2016		0				Total FY2017-2020				0			
										Total FY2021-2024			
										0			

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

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

LIMITS PA 413 and Pine Street No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Langhorne Borough AQ Code:A2

PLANNING AREA: Developed Community DOD: 0

PROJECT MANAGER: AECOM/JD **CMP:** Not SOV Capacity Adding Adding Subcorr(s): 4A, 5I

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	STE													
		0	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			0	Total FY2017-2020				0	Total FY2021-2024			0

MPMS# 77469 Doylestown Borough Safe Routes to School (TE)

LIMITS Vicinity of Linden Elementary School No Let Date

IMPROVEMENT Streetscape

MUNICIPALITIES: Doylestown Borough AQ Code:A2

PLANNING AREA: Developed Community DOD: 2

PROJECT MANAGER: CONSTR **CMP:** Not SOV Capacity Adding

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	STE													
		0	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			0	Total FY2017-2020				0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 78516 **Bridge Replacement Brownsville Road**

LIMITS Brownsville Road over Neshaminy Creek

Est Let Date: 10/15/2015

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES:

AQ Code:S19

PLANNING AREA:

DOD: 0

PROJECT MANAGER: **CMP:** Not SOV Capacity Adding

This project involves rehabilitating or replacing the Bridge at Brownsville Road over Neshaminy Creek. The improvement is a breakout of MPMS# 88706 for Bridge Rehabilitation in order to process federal authorization.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
PE	BOO					630							
PE	185					158							
FD	BOO						98						
FD	185						25						
CON	BOO								313				
CON	185								78				
		0	0	0	0	788	123	0	391	0	0	0	0
		Total FY2013-2016				Total FY2017-2020				Total FY2021-2024			
		0				1,302				0			

MPMS# 80056 **Mill Road Bridge Over Neshaminy Creek**

LIMITS Over Neshaminy Creek

Est Let Date: 3/15/2016

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Hilltown Township

AQ Code:S19

PLANNING AREA: Growing Suburb

DOD: 0

PROJECT MANAGER: TSS/GANNETT **CMP:** Not SOV Capacity Adding

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.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
UTL	BOO	47											
UTL	183	8											
UTL	LOCAL	3											
CON	BOO				1,067								
CON	183				199								
CON	LOCAL				66								
		58	0	0	1,332	0	0	0	0	0	0	0	0
		Total FY2013-2016				Total FY2017-2020				Total FY2021-2024			
		1,390				0				0			

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 86860 PA 611 Bridge Over Cooks Creek

LIMITS Over Cooks Creek

Est Let Date: 12/15/2015

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Durham Township

AQ Code:S19

PLANNING AREA: Rural Area

DOD: 1

PROJECT MANAGER: Gannett/PTL

CMP: Not SOV Capacity Adding

This project involves rehabilitating or 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

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024		
FD	185	1,167													
ROW	185	58													
UTL	185	58													
CON	BOO														
CON	185														
CON	BOO					5,072									
CON	185					1,268									
		1,283	0	0	0	6,340	0	0	0	0	0	0	0		
Total FY2013-2016		1,283			Total FY2017-2020				6,340				Total FY2021-2024		0

MPMS# 86923 PA 309, Sellersville Bypass, Resurfacing (PM1)

LIMITS Church Road to Tollgate Road

Est Let Date: 10/15/2015

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Hatfield Township; Hilltown Township; Richland Township; West Rockhill Township

AQ Code:S10

PLANNING AREA: Growing Suburb; Rural Area

DOD: 1

PROJECT MANAGER: TSS/DMB

CMP: Not SOV Capacity Adding

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024		
FD	STU	796													
CON	STP														
CON	581														
CON	STP				4,502										
CON	581				1,126										
CON	STP					4,502									
CON	581					1,126									
CON	STP							4,908							
		796	0	0	5,628	5,628	0	4,908	0	0	0	0	0		
Total FY2013-2016		6,424			Total FY2017-2020				10,536				Total FY2021-2024		0

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 87088 Chalfont Pedestrian Facilities (SRTS) - Round 1

LIMITS US 202, Chalfont to New Britain Borough

Est Let Date: 6/15/2015

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Chalfont Borough; New Britain Borough

AQ Code:A2

PLANNING AREA: Developed Community

DOD: 0

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

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 (SRTSF) funding in May of 2009.

Federal Safe Routes to School Program

TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
PE	SRTSF	107												
CON	SRTSF			768										
		107	0	768	0	0	0	0	0	0	0	0	0	
Total FY2013-2016		875			Total FY2017-2020				0	Total FY2021-2024				0

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 88083 **Stoopville Road Improvements - Phase 2**

LIMITS SR 532 to SR 413

Est Let Date: 3/15/2015

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES:

AQ Code:R2

PLANNING AREA:

DOD: 0

PROJECT MANAGER: Gannett/CS

CMP: Minor SOV Capacity

This project involves construction of improvements at multiple locations along Durham Road (S.R. 0413), Stoopville Road (S.R. 2028), Eagle Road (a Township Road), Washington Crossing Road (S.R. 0532), and Highland Road (a Township Road), in Upper Makefield, Lower Makefield, Newtown, and Wrightstown Townships, Bucks County, PA. The project extends from the Stoopville Road/Durham Road (S.R. 0413) intersection to the village of Dolington along S.R. 0532.

Proposed improvements include:

- (1) New traffic signal at Durham Rd. (S.R. 0413) and Stoopville Rd. (S.R. 2028) intersection
- (2) Traffic control and gateway signs and painting of stop bars on pavement along Washington Crossing Rd. through village of Dolington, including multi-way stop at intersection of Washington Crossing Rd. and Dolington Rd.
- (3) 6' wide Pedestrian walkway along sections of northern and southern side of Stoopville Rd., western side of Eagle Rd. to Marigold Dr.; and northern side of Washington Crossing Road to Highland Park. Along with this construction will include: decorative crosswalks, new ADA-compliant curb ramps for walking path crossings at the Eagleton Farms Rd. and Stoopville Rd. intersection, and a 12 ft. extension of existing pipe culvert to carry tributary to Hough's Creek beneath Stoopville Rd. between Highland Rd. and Creamery Rd.
- (4) New turn lane to two intersections: 200' turn lane from southbound Durham Road onto eastbound Stoopville Road, including installation of a new traffic signal at Durham Rd. (S.R. 0413) and Stoopville Rd (S.R. 2028) intersection, and a new 150' turn lane from South Bound Highland Road onto westbound 532 at Durham Rd. (S.R. 0413) and Stoopville Rd (S.R. 2028) intersection.
- (5) Widening west side of Highland Rd. at Washington Crossing Rd. to provide exclusive right-turn lane from southbound Highland Road to westbound Washington Crossing Road, and (6) relocation of utility poles to directly behind edge of new pavement to accommodate the widened highway.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
FD	SXF	75												
ROW	SXF		100											
UTL	SXF		100											
CON	STP			200										
CON	FHA			950										
		75	200	1,150	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			1,425	Total FY2017-2020				0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

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

LIMITS Over Amtrak/Conrail

Est Let Date: 9/13/2012

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Falls Township

AQ Code:S19

PLANNING AREA: Developed Community

DOD: 1

PROJECT MANAGER: **CMP:** Not SOV Capacity Adding

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. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024		
UTL	185	2,732													
CON	916	8,742													
CON	916		8,742												
		11,474	8,742	0	0	0	0	0	0	0	0	0	0		
		Total FY2013-2016			20,216	Total FY2017-2020				0	Total FY2021-2024				0

MPMS# 92741 *Main St o/Br Perkiomen Cr (Bridge)*

New-B

LIMITS Sellersville Borough, North of Park ave Intersection

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Sellersville Borough

AQ Code:S19

PLANNING AREA: Developed Community

DOD: 0

PROJECT MANAGER: TSS/SPF **CMP:** Not SOV Capacity Adding

This project involves rehabilitating or replacing state bridge over the Perkiomen Creek on Main Street between Maple Avenue and Diamond Street in Sellersville Borough. Structurally Deficient bridge breakout project from MPMS #88706. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024		
FD	185							418							
ROW	185								215						
UTL	185								144						
CON	185								3,588						
		0	0	0	0	0	0	418	3,947	0	0	0	0		
		Total FY2013-2016			0	Total FY2017-2020				4,365	Total FY2021-2024				0

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 95449 Lower Bucks County Waterfront Redevelopment/Access Project

New

LIMITS

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Bensalem Township

AQ Code:NRS

PLANNING AREA: Developed Community

DOD: 1

PROJECT MANAGER: **CMP:** Not SOV Capacity Adding

The extension of Street Road in Bensalem Township, Bucks County, Pennsylvania will begin at the existing terminus at State Road and will continue 0.2 miles toward the Delaware River. Private property parcels will be assembled and redeveloped to newly create a two-way public boulevard ending at a cul de sac loop near the Delaware River. The extension of Street Road will provide public access to the Delaware River waterfront, new ADA compliant sidewalks and curbs ramps, public parking with striping, and enhancements including plantings and dedicated pedestrian and bicycle features.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	TCS	472												
CON	LOCAL	125												
		597	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			597	Total FY2017-2020				0	Total FY2021-2024			0

Total For Bucks	2013	2014	2015	2016	2013-2016	2017-2020	2021-2024
	\$99,049	\$139,796	\$117,531	\$118,352	\$474,728	\$186,143	\$13,340

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 14134 West Bridge Street Bridge Over Amtrak

LIMITS Over Amtrak

Est Let Date: 7/16/2015

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Parkesburg Borough

AQ Code:S19

PLANNING AREA: Developed Community

DOD: 1

PROJECT MANAGER: TSS/GANNETT

CMP: Not SOV Capacity Adding

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.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
ROW	BOO	80												
ROW	183	15												
ROW	LOCAL	5												
UTL	BOO	1,774												
UTL	183	333												
UTL	LOCAL	111												
CON	BOO	3,975												
CON	183	746												
CON	LOCAL	248												
		7,287	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			7,287	Total FY2017-2020				0	Total FY2021-2024			0

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

LIMITS Over Culbertson Road

Est Let Date: 6/16/2014

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: East Brandywine Township

AQ Code:S19

PLANNING AREA: Growing Suburb

DOD: 0

PROJECT MANAGER: P/CNV

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing a bridge; reconstruct approach roadway; and minor realignment of roadway to avoid wetlands. This road/bridge is part of the Chester County Planning Commission recommended bikeway network. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	916D	900												
CON	916D		1,300											
		900	1,300	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			2,200	Total FY2017-2020				0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

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

LIMITS Over West Branch of Red Clay Creek

Est Let Date: 2/4/2016

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Kennett Township

AQ Code:S19

PLANNING AREA: Growing Suburb

DOD: 2

PROJECT MANAGER: TSS/GANNETT

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing the Chandler Mill Road Bridge over the West Branch of the Red Clay Creek in Kennett Township. This County-owned bridge (#236) is structurally deficient, functionally obsolete, and closed to traffic. The bridge is on the National Register of Historic Places and is part of the Chester County Planning Commission's recommended bikeway network. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024		
PE	BOO	60													
PE	183	12													
PE	LOCAL	3													
FD	BOO		288												
FD	183		55												
FD	LOCAL		17												
ROW	BOO			50											
ROW	183			7											
ROW	LOCAL			2											
CON	BOO					1,219									
CON	183					228									
CON	LOCAL					76									
		75	360	59	0	1,523	0	0	0	0	0	0	0		
		Total FY2013-2016			494	Total FY2017-2020				1,523	Total FY2021-2024				0

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 14261 *Church Road Bridge Over Valley Creek*

LIMITS Over Valley Creek

Est Let Date: 6/15/2015

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Tredyffrin Township

AQ Code:S19

PLANNING AREA: Growing Suburb

DOD: 0

PROJECT MANAGER: TSS/GANNETT

CMP: Not SOV Capacity Adding

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. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
ROW	BOO		48											
ROW	183		10											
ROW	LOCAL		2											
CON	BOO			1,149										
CON	183			215										
CON	LOCAL			72										
		0	60	1,436	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			1,496	Total FY2017-2020				0	Total FY2021-2024			0

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

LIMITS Over Brandywine Creek

Est Let Date: 3/20/2014

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Birmingham Township; Pocopson Township

AQ Code:S19

PLANNING AREA: Growing Suburb

DOD: 1

PROJECT MANAGER: DAVIES/LEF

CMP: Not SOV Capacity Adding

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

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
UTL	BOO	40												
UTL	185	10												
CON	916		2,057											
CON	916			2,057										
CON	916				2,057									
		50	2,057	2,057	2,057	0	0	0	0	0	0	0	0	
		Total FY2013-2016			6,221	Total FY2017-2020				0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 14351 *Rudolph and Arthur Covered Bridge On Camp Bonsul Road over Big Elk Creek*

LIMITS On Camp Bonsul Road over Big Elk Creek

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Elk Township; New London Township

AQ Code:S19

PLANNING AREA: Rural Area

DOD: 1

PROJECT MANAGER: **CMP:** Not SOV Capacity Adding

This project involves rehabilitating or replacing 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).

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
FD	HCB		252										
FD	179		63										
ROW	HCB			16									
ROW	179			4									
CON	HCB			1,084									
CON	179			271									
		0	315	1,375	0	0	0	0	0	0	0	0	0
		Total FY2013-2016				Total FY2017-2020				Total FY2021-2024			
		1,690				0				0			

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

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

LIMITS Over Amtrak/SEPTA R5 Rail Line

Est Let Date: 2/4/2016

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Downingtown Borough

AQ Code:S19

PLANNING AREA: Developed Community

DOD: 0

PROJECT MANAGER: TSS/GANNETT

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 7E

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.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	BOO				5,544									
CON	183				1,039									
CON	LOCAL				346									
		0	0	0	6,929	0	0	0	0	0	0	0	0	
		Total FY2013-2016			6,929	Total FY2017-2020				0	Total FY2021-2024			0

MPMS# 14484 *PA 41 Study SR:0041*

LIMITS Delaware State Line to PA 926

No Let Date

IMPROVEMENT Roadway New Capacity

MUNICIPALITIES: Londonderry Township; Avondale Borough; London Grove Township; New Garden Township

AQ Code:X1

PLANNING AREA: Rural Area; Developed Community; Growing Suburb

DOD: 2

PROJECT MANAGER: HNTB/MR

CMP: Major SOV Capacity

Adding Subcorr(s): 5A

Safety, operational, mobility, and infrastructure improvements at priority locations based on the PA 41 Corridor Revised Preliminary Alternatives Analysis (2010) may be identified and advanced if they are eligible improvements for the remaining earmarks.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
PE	SXF	2,615												
		2,615	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			2,615	Total FY2017-2020				0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

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

LIMITS Shoen Road to Gordon Drive

Est Let Date: 11/14/2013

IMPROVEMENT Roadway New Capacity

LRPID:42

MUNICIPALITIES: Uwchlan Township; West Whiteland Township

AQ Code:2020M

PLANNING AREA: Growing Suburb

DOD: 1

PROJECT MANAGER: TSS/DMB

CMP: Major SOV Capacity

Adding Subcorr(s): 16A

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 installation of dedicated left and right turn lanes; and 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 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.

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 2011 annual memoranda on supplemental strategies for details related to this project. 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, and contained in the PENNDOT Strategic Safety Plan.

ITS Treatments are complete.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024		
UTL	NHS	80													
UTL	581	20													
CON	NHS	4,680													
CON	581	1,170													
CON	NHS		4,761												
CON	581		1,190												
CON	NHS			4,761											
CON	581			1,190											
		5,950	5,951	5,951	0	0	0	0	0	0	0	0	0		
		Total FY2013-2016			17,852	Total FY2017-2020				0	Total FY2021-2024				0

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

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

LIMITS Kennett Square Bypass to Greenwood Road

Est Let Date: 12/15/2015

IMPROVEMENT Roadway New Capacity

MUNICIPALITIES: East Marlborough Township

AQ Code:2020M

PLANNING AREA: Growing Suburb

DOD: 2

PROJECT MANAGER: EE/JB

CMP: Major SOV Capacity

Adding Subcorr(s): 5A

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.

Project CMP (Congestion Management Process) commitments include strategies such as improvements to the existing road network (safety and operations). See DVRPC's 2009 annual memoranda on supplemental strategies for details related to this project.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
FD	581	80												
CON	STP				4,591									
CON	581				1,148									
		80	0	0	5,739	0	0	0	0	0	0	0	0	
		Total FY2013-2016			5,819	Total FY2017-2020				0	Total FY2021-2024			0

MPMS# 14675 *Chester Valley Trail (Sec 2/3) - Phase 2*

LIMITS Old Eagle School Road to Route 29

Est Let Date: 12/15/2011

IMPROVEMENT Bicycle/Pedestrian Improvement

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

AQ Code:A2

PLANNING AREA: Growing Suburb; Developed Community

DOD: 1

PROJECT MANAGER: EE/DVRPC/RG

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 7E

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	CAQ*	4,000												
		4,000	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			4,000	Total FY2017-2020				0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 47979 Paoli Transportation Center Road Improvements SR:0030

LIMITS US 30, Lancaster Avenue/North Valley Road/Central

Est Let Date: 10/6/2022

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Tredyffrin Township; Willistown Township

AQ Code:R1

PLANNING AREA: Growing Suburb

DOD: 1

PROJECT MANAGER: TSS/

CMP: Minor SOV Capacity

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. Study underway.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
PE	STU				1,159								
FD	STU					2,409							
CON	581					5,000							
CON	CAQ						10,000						
CON	581						5,000						
		0	0	0	1,159	7,409	15,000	0	0	0	0	0	0
		Total FY2013-2016			1,159	Total FY2017-2020			22,409	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

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

LIMITS Main Street to Taylor Alley

Est Let Date: 1/15/2016

IMPROVEMENT Roadway New Capacity

LRPID:41

MUNICIPALITIES: Phoenixville Borough

AQ Code:2020M

PLANNING AREA: Developed Community

DOD: 0

PROJECT MANAGER: TSS/HPF

CMP: Major SOV Capacity

Adding Subcorr(s): 9B

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.

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 2012 annual memoranda on supplemental strategies for details related to this project.

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
FD	SXF	325												
ROW	SXF		40											
UTL	SXF		25											
CON	SXF				3,672									
CON	STP				1,987									
		325	65	0	5,659	0	0	0	0	0	0	0	0	
		Total FY2013-2016			6,049	Total FY2017-2020				0	Total FY2021-2024			0

MPMS# 57664 *Newark Road Intersection Improvements SR:3033*

LIMITS At Hillendale Road

Est Let Date: 6/19/2014

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: New Garden Township

AQ Code:R1

PLANNING AREA: Growing Suburb

DOD: 2

PROJECT MANAGER: EE/JA

CMP: Minor SOV Capacity

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	STU		1,346											
CON	581		337											
		0	1,683	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			1,683	Total FY2017-2020				0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

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

LIMITS Over Valley Creek

Actl Let Date: 2/9/2012

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Atglen Borough

AQ Code:S19

PLANNING AREA: Growing Suburb

DOD: 0

PROJECT MANAGER: HNTB/GCG

CMP: Not SOV Capacity Adding

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. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	BOO*	813												
		813	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			813	Total FY2017-2020				0	Total FY2021-2024			0

MPMS# 57684 *PA 82 Bicycle/Pedestrian Trail*

LIMITS PA 926 to Mill Road

Est Let Date: 5/15/2015

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: East Marlborough Township

AQ Code:A2

PLANNING AREA: Growing Suburb

DOD: 1

PROJECT MANAGER: EE/DVRPC/LS

CMP: Not SOV Capacity Adding

Unionville Road will be widened to provide bike lanes in the northbound and southbound directions between Route 926 to the south and Doe Run Road to the north. The proposed bicycle lanes are intended principally for transportation purposes, including trips to work, school, shops, and services, especially the Unionville High School and Charles F. Patton Middle School which are within the project limits.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
ROW	CAQ	88												
UTL	CAQ	292												
CON	CAQ			1,664										
		380	0	1,664	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			2,044	Total FY2017-2020				0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 59434 *Schuylkill River Trail (Q20)*

LIMITS Township Line Road to US 422 over Schuylkill River

Est Let Date: 2/15/2016

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Spring City Borough; East Coventry Township; East Pikeland Township; East Vincent Township;

AQ Code:A2

PLANNING AREA: Developed Community; Growing Suburb

DOD: 3

PROJECT MANAGER: EE/DVRPC/RG

CMP: Not SOV Capacity Adding

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	CAQ												
					8,115								
		0	0	0	8,115	0	0	0	0	0	0	0	0
		Total FY2013-2016			8,115	Total FY2017-2020			0	Total FY2021-2024			0

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

LIMITS Along Sheree Boulevard

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Uwchlan Township

AQ Code:A2

PLANNING AREA: Growing Suburb

DOD: 0

PROJECT MANAGER: EE/DVRPC/RG

CMP: Not SOV Capacity Adding

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	STE												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2013-2016			0	Total FY2017-2020			0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 61885 *Schuylkill River Trail (Q42) SR:0000*

LIMITS Along South Bank of French Creek

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Phoenixville Borough

AQ Code:A2

PLANNING AREA: Developed Community

DOD: 1

PROJECT MANAGER: TSS/HPF

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 8B, 9A

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024		
ROW	LOCAL	233													
UTL	LOCAL		60												
CON	CAQ			495											
CON	LOCAL			124											
		233	60	619	0	0	0	0	0	0	0	0	0		
		Total FY2013-2016			912	Total FY2017-2020				0	Total FY2021-2024				0

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

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

LIMITS Schuylkill River Bridge to East of Norfolk Souther

Actl Let Date: 6/28/2012

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Lower Pottsgrove Township; North Coventry Township

AQ Code:S19

PLANNING AREA: Growing Suburb

DOD: 1

PROJECT MANAGER: EE/LJL

CMP: Minor SOV Capacity

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	SPK-NH	8,762											
CON	SPK-FB	8,762											
CON	SPK-NH		5,831										
CON	SPK-FB		5,831										
CON	BOO*		15,000										
CON	SPK-NH			4,851									
CON	SPK-FB			4,852									
CON	SPK-NH				1,844								
CON	SPK-FB				1,844								
CON	NHS*				15,000								
		17,524	26,662	9,703	18,688	0	0	0	0	0	0	0	0
		Total FY2013-2016		72,577		Total FY2017-2020			0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

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

LIMITS Little Valley Creek Bridge to North Valley Road

Actl Let Date: 12/9/2010

IMPROVEMENT Roadway New Capacity

LRPID:43

MUNICIPALITIES: Tredyffrin Township; East Whiteland Township

AQ Code:2020M

PLANNING AREA: Growing Suburb

DOD: 1

PROJECT MANAGER: TSS/MCF

CMP: Major SOV Capacity

Adding Subcorr(s): 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 2007 and 2011 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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	STP*			2,800										
CON	NHS*			11,200										
		0	0	14,000	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			14,000	Total FY2017-2020				0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 64498 **US 202, Exton Bypass to Route 29 (Section 330-Mainline) SR:0202**

LIMITS Exton Bypass to Little Valley Creek Bridge

Est Let Date: 10/18/2012

IMPROVEMENT Roadway New Capacity

LRPID:43

MUNICIPALITIES: East Whiteland Township

AQ Code:2020M

PLANNING AREA: Growing Suburb

DOD: 1

PROJECT MANAGER: TSS/MCF

CMP: Major SOV Capacity

Adding Subcorr(s): 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 2007 and 2011 annual memoranda on supplemental strategies for details related to this project. (Many CMP commitments are also relevant for US 202 Section 400.) Also see MPMS 84410 for the CMP package of transit services for this project.

TOLL CREDIT

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	STU	5,675												
CON	NHS	7,685												
CON	NHS		19,386											
CON	NHS			20,246										
CON	NHS				24,147									
		13,360	19,386	20,246	24,147	0	0	0	0	0	0	0	0	
		Total FY2013-2016			77,139	Total FY2017-2020				0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

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

LIMITS Over Brandywine Creek

Est Let Date: 10/18/2012

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: West Bradford Township; East Caln Township

AQ Code:S19

PLANNING AREA: Growing Suburb

DOD: 0

PROJECT MANAGER: DAVIES/LEF

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 7E

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.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	916D	6,900												
		6,900	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			6,900	Total FY2017-2020				0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

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

LIMITS Over Valley Creek

Est Let Date: 3/27/2014

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Atglen Borough

AQ Code:S19

PLANNING AREA: Growing Suburb

DOD: 0

PROJECT MANAGER: EE/JB

CMP: Not SOV Capacity Adding

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 ½ 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. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	BOO	5,508											
CON	183	1,032											
CON	LOCAL	344											
		6,884	0	0	0	0	0	0	0	0	0	0	0
		Total FY2013-2016		6,884		Total FY2017-2020			0	Total FY2021-2024			0

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

LIMITS Over Officers Run

Est Let Date: 3/27/2014

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Atglen Borough

AQ Code:S19

PLANNING AREA: Growing Suburb

DOD: 0

PROJECT MANAGER: EE/JB

CMP: Not SOV Capacity Adding

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 ½"). The larger shoulder is required for traffic control during construction. Approach roadway work will be approximately ½ 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. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	916			3,039									
CON	916				3,039								
		0	0	3,039	3,039	0	0	0	0	0	0	0	0
		Total FY2013-2016		6,078		Total FY2017-2020			0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 69919 PA 372, Lower Valley Road Bridge Over Officers Run SR:0372

LIMITS Over Officers Run

Est Let Date: 3/27/2014

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Atglen Borough

AQ Code:S19

PLANNING AREA: Growing Suburb

DOD: 0

PROJECT MANAGER: EE/JB

CMP: Not SOV Capacity Adding

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. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	BOO			1,801										
CON	185			450										
		0	0	2,251	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			2,251	Total FY2017-2020				0	Total FY2021-2024			0

MPMS# 71195 Coatesville Train Station Rehabilitation (TE) SR:0030

LIMITS 3rd Avenue at Fleetwood Street

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Coatesville City

AQ Code:M8

PLANNING AREA: Developed Community

DOD: 5

PROJECT MANAGER: EE/DVRPC/LS

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 7E

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	STE													
		0	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			0	Total FY2017-2020				0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

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

LIMITS Lincoln Highway at Old Wilmington Road

No Let Date

IMPROVEMENT Streetscape

MUNICIPALITIES: Sadsbury Township

AQ Code:A2

PLANNING AREA: Rural Area

DOD: 0

PROJECT MANAGER: EE/DVRPC/JB

CMP: Not SOV Capacity Adding

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	STE	0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2013-2016				Total FY2017-2020				Total FY2021-2024			
		0				0				0			

MPMS# 71198 **Park Road Trail (TE) SR:0100**

LIMITS PA 100 to Marsh Creek State Park

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Upper Uwchlan Township

AQ Code:A2

PLANNING AREA: Growing Suburb

DOD: 0

PROJECT MANAGER: Gannett/CS

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 16A

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	STE	0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2013-2016				Total FY2017-2020				Total FY2021-2024			
		0				0				0			

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 72910 *Coatesville Third Avenue Train Station - Streetscape (HTSSRS)*

LIMITS 3rd Avenue, Coatesville Train Station to Lincoln H

No Let Date

IMPROVEMENT Streetscape

MUNICIPALITIES: Coatesville City

AQ Code:A2

PLANNING AREA: Developed Community

DOD: 5

PROJECT MANAGER: EE/DVRPC/LS

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 7E

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.

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. \$977,500 funding will be drawn down at the appropriate time.

Also note that the Coatesville Train Station was approved for \$300,323 TE funds (See MPMS# 71195 for the Highway funded TE project) as well as a \$1 million Transit (FTA Section 5309) earmark (MPMS #87534).

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	STE												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2013-2016			0	Total FY2017-2020			0	Total FY2021-2024			0

MPMS# 72911 *Phoenixville Streetscape (HTSSRS) SR:1040*

LIMITS Bridge Street, Franklin Avenue to PA 23

No Let Date

IMPROVEMENT Streetscape

MUNICIPALITIES: Phoenixville Borough

AQ Code:A2

PLANNING AREA: Developed Community

DOD: 1

PROJECT MANAGER: EE/DVRPC/JC

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 9B

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 lighting 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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	STE												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2013-2016			0	Total FY2017-2020			0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 72912 **West Grove Community Streetscape (HTSSRS)**

LIMITS Evergreen Avenue/Prospect Avenue/Exchange Place

No Let Date

IMPROVEMENT Streetscape

MUNICIPALITIES: West Grove Borough

AQ Code:A2

PLANNING AREA: Developed Community

DOD: 3

PROJECT MANAGER: EE/DVRPC/LS

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 3A, 10A

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	STE												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2013-2016			0	Total FY2017-2020			0	Total FY2021-2024			0

MPMS# 77457 **Church Street Streetscape (TE)**

LIMITS Chestnut Street to Miner Street

No Let Date

IMPROVEMENT Streetscape

MUNICIPALITIES: West Chester Borough

AQ Code:X12

PLANNING AREA: Developed Community

DOD: 3

PROJECT MANAGER: EE/DVRPC/RG

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 8B

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	STE												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2013-2016			0	Total FY2017-2020			0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 77459 *Phoenixville Streetscape (HTSSRS)*

LIMITS PA 29/PA 23/PA 113

No Let Date

IMPROVEMENT Streetscape

MUNICIPALITIES: Phoenixville Borough

AQ Code:X12

PLANNING AREA: Developed Community

DOD: 1

PROJECT MANAGER: EE/DVRPC/JC

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 9A, 9B

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	STE												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2013-2016			0	Total FY2017-2020			0	Total FY2021-2024			0

MPMS# 77476 *Kennett Pike Bikeway SR:0052*

LIMITS PA 52, High Street to Burnt Mill Road

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Kennett Township

AQ Code:A2

PLANNING AREA: Growing Suburb

DOD: 1

PROJECT MANAGER: EE/DVRPC/RG

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 5A

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	STE												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2013-2016			0	Total FY2017-2020			0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

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

LIMITS Hanover Street to Font Road

Est Let Date: 1/15/2015

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: South Coventry Township; Upper Uwchlan Township; West Vincent Township; East Nantmeal T

AQ Code:S6

PLANNING AREA: Rural Area; Growing Suburb

DOD: 0

PROJECT MANAGER: TSS/DMB

CMP: Not SOV Capacity Adding

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
FD	HSIP	477												
ROW	HSIP		151											
CON	HSIP			3,658										
		477	151	3,658	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			4,286	Total FY2017-2020				0	Total FY2021-2024			0

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

LIMITS Over Trout Run Creek

Est Let Date: 4/15/2015

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Tredyffrin Township

AQ Code:S19

PLANNING AREA: Growing Suburb

DOD: 1

PROJECT MANAGER: TSS/GANNETT

CMP: Not SOV Capacity Adding

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.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)														
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
ROW	BOO		96											
ROW	183		17											
ROW	LOCAL		7											
CON	BOO			1,553										
CON	183			292										
CON	LOCAL			97										
		0	120	1,942	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			2,062	Total FY2017-2020				0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

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

LIMITS Over Big Elk Creek

Est Let Date: 6/16/2014

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Penn Township

AQ Code:S19

PLANNING AREA: Growing Suburb

DOD: 1

PROJECT MANAGER: TSS/GANNETT

CMP: Not SOV Capacity Adding

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.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	BOO		1,154											
CON	183		216											
CON	LOCAL		72											
		0	1,442	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			1,442	Total FY2017-2020				0	Total FY2021-2024			0

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

LIMITS At Wawaset Road and Lenape Unionville Road

Est Let Date: 3/28/2013

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Pocopson Township

AQ Code:R1

PLANNING AREA: Growing Suburb

DOD: 1

PROJECT MANAGER: HNTB/MR

CMP: Minor SOV Capacity

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	STP	1,791												
		1,791	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			1,791	Total FY2017-2020				0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 81286 Creek Rd o/ E Brandywine (Bridge)

New-B

LIMITS Chester County

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Wallace Township

AQ Code:S19

PLANNING AREA: Rural Area

DOD: 0

PROJECT MANAGER: HNTB/NV

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing the state bridge over the East Brandywine Creek on Creek Road north of Fairview and Indiantown Roads in Wallace Township. Structurally Deficient bridge breakout project from MPMS #88706. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024		
FD	916							328							
ROW	916								73						
UTL	916									15					
CON	BOO										1,145				
CON	185										286				
		0	0	0	0	0	0	328	73	15	1,431	0	0		
		Total FY2013-2016				0	Total FY2017-2020				401	Total FY2021-2024			1,446

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

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

LIMITS Over Brandywine Creek

Est Let Date: 3/2/2017

IMPROVEMENT Roadway New Capacity

MUNICIPALITIES: Downingtown Borough

AQ Code:2020M

PLANNING AREA: Developed Community

DOD: 2

PROJECT MANAGER: Gannett/BPM

CMP: Major SOV Capacity

Adding Subcorr(s): 7E

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 \$700,000 2008 Appropriations Earmark (PAID #719) and \$499,915 2010 Appropriations Earmark (PA ID# 730). \$667,000 FY2009 TCSP funds have also 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.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, and pedestrians. See DVRPC's 2012 annual memoranda on supplemental strategies for details related to this project.

TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
FD	LOCAL			371									
ROW	LOCAL				96								
UTL	LOCAL					263							
CON	TCS					3,024							
CON	LOCAL					756							
		0	0	371	96	4,043	0	0	0	0	0	0	0
		Total FY2013-2016			467	Total FY2017-2020			4,043	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

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

LIMITS R5/Paoli - Thorndale

No Let Date

IMPROVEMENT Other

MUNICIPALITIES:

AQ Code:M1

PLANNING AREA:

DOD:

PROJECT MANAGER: TSS/MCF

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 8B, 8C, 16A

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
PE	STP	2,233												
PE	CAQ		1,747											
PE	CAQ			486										
		2,233	1,747	486	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			4,466	Total FY2017-2020				0	Total FY2021-2024			0

MPMS# 84961 *Yellow Springs Parking & Street Enhancement (TCSP)*

LIMITS Historic Yellow Springs

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: West Pikeland Township

AQ Code:S6

PLANNING AREA: Growing Suburb

DOD: 0

PROJECT MANAGER: AECOM/CC

CMP: Not SOV Capacity Adding

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 with 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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	TCS	134												
CON	SXF	20												
		154	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			154	Total FY2017-2020				0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 85062 PA 252 Underpass/US 30 Intersection

LIMITS PA 252 at US 30

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES:

AQ Code:R2

PLANNING AREA:

DOD: 1

PROJECT MANAGER: TSS/SPF

CMP: Minor SOV Capacity

Adding Subcorr(s): 7D

PE in FY11, FD in FY12, UTL in FY12, and CON in FY12 . This project is a component of the Paoli Transportation Center Road Improvements project (MPMS #47979) and implements some of the short term solutions recommended by the Feasibility Study for the PA 252 Underpass and US 30 Intersection undertaken using DEMO funds for that location. The long term improvement of a new railroad bridge at the intersection to address the safety, congestion, and bottleneck approaching the intersection is beyond the fiscal capabilities of the region at this time, but the available earmark for the location is described as "Bridge reconstruction and road widening on Route 252 and Route 30 in Tredyffrin Twp., PA". The proposed short term improvements to improve the pedestrian crossings signal timing, and lane configurations are ineligible for the remaining earmark funding (noted as \$1,200,000 DEMO/\$300,000 Local Match in FY12). To that end, FY11 and FY12 CMAQ funding will be shifted from Paoli Transportation Center Road Improvements project MPMS #47979 to this MPMS #85062 as the first breakout improvements for the Paoli Transportation Center Roadway improvements. A working group comprised of stakeholders for the Paoli Transportation Center has been meeting to work to develop a plan for implementing improvements in the area. This project includes improvements that will help to reduce congestion and increase safety near the intersection of PA 252 and US 30 and include upgrades to the traffic signal to provide a left turn phase, signal timing, pedestrian improvements, lane reconfigurations, and striping.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
FD	CAQ	149											
FD	581	37											
UTL	CAQ	42											
UTL	581	11											
CON	CAQ		1,393										
		239	1,393	0	0	0	0	0	0	0	0	0	0
		Total FY2013-2016		1,632		Total FY2017-2020				0			
					Total FY2021-2024			0					

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

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

LIMITS Over Beaver Creek

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: East Brandywine Township

AQ Code:S19

PLANNING AREA: Growing Suburb

DOD: 0

PROJECT MANAGER: TSS/GANNETT

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing 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. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
FD	BOO		306											
FD	183		57											
FD	LOCAL		20											
ROW	BOO				46									
ROW	183				9									
ROW	LOCAL				3									
CON	BOO							2,027						
CON	183							380						
CON	LOCAL							127						
		0	383	0	58	0	0	2,534	0	0	0	0	0	
		Total FY2013-2016			441	Total FY2017-2020			2,534	Total FY2021-2024				0

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

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

LIMITS Over Muddy Run

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Upper Oxford Township

AQ Code:S19

PLANNING AREA: Rural Area

DOD: 0

PROJECT MANAGER: TSS/GANNETT

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing 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.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
FD	BOO		280											
FD	183		52											
FD	LOCAL		17											
ROW	BOO			45										
ROW	183			9										
ROW	LOCAL			2										
CON	BOO				1,855									
CON	183				348									
CON	LOCAL				116									
		0	349	56	2,319	0	0	0	0	0	0	0	0	
		Total FY2013-2016			2,724	Total FY2017-2020				0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 86698 *Osborne Road Bridge Over Beaver Creek*

LIMITS Over Beaver Creek

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Caln Township

AQ Code:S19

PLANNING AREA: Growing Suburb

DOD: 1

PROJECT MANAGER: TSS/GANNETT

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing the 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. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024		
FD	BOO	297													
FD	183	55													
FD	LOCAL	19													
ROW	BOO		44												
ROW	183		9												
ROW	LOCAL		2												
UTL	BOO			40											
UTL	183			8											
UTL	LOCAL			2											
CON	BOO					2,066									
CON	183					387									
CON	LOCAL					129									
		371	55	50	0	0	2,582	0	0	0	0	0	0		
		Total FY2013-2016			476	Total FY2017-2020				2,582	Total FY2021-2024				0

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 90612 *Boot Road o/ Amtrak (Bridge)*

New-B

LIMITS East Caln Township, West of Quarry Rd intersection

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: East Caln Township

AQ Code:S19

PLANNING AREA: Growing Suburb

DOD: 1

PROJECT MANAGER: TSS/SPF

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing the state bridge over Amtrak on Boot Road near Quarry Road in East Caln Township. Structurally Deficient bridge breakout project from MPMS #88706. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)													
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
FD	185		361										
ROW	185						203						
UTL	185							348					
CON	185								2,871				
		0	361	0	0	0	203	348	2,871	0	0	0	0
		Total FY2013-2016			361	Total FY2017-2020			3,422	Total FY2021-2024			0

MPMS# 92733 *Dwnngtwn Pk o/EBr Brndywn (Bridge)*

New-B

LIMITS East Bradford Township, west of Sugar Bridge Road

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: East Bradford Township

AQ Code:S19

PLANNING AREA: Growing Suburb

DOD: 0

PROJECT MANAGER: TSS/SPF

CMP: Not SOV Capacity Adding

Bridge rehabilitation or replacement of state bridge over the East Branch of the Brandywine Creek on Downingtown Pike between Sugar Bridge Road and Skelp Level Road in Townships. Structurally Deficient bridge breakout project from MPMS #88706.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)													
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
FD	185							418					
ROW	185								359				
UTL	185									148			
CON	185										4,568		
		0	0	0	0	0	0	418	359	148	4,568	0	0
		Total FY2013-2016			0	Total FY2017-2020			777	Total FY2021-2024			4,716

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 95430 US 202 at SR 926 Intersection Improvement

New-B

LIMITS

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

LRPID:39

MUNICIPALITIES: Various

AQ Code:R1

PLANNING AREA:

DOD: 0

PROJECT MANAGER: Gannett/VAG

CMP: Minor SOV Capacity

Adding Subcorr(s): 8A

This project includes improvements that will help reduce congestion and increase safety at the intersection of US 202 and SR 926 through lane reconfigurations, striping, upgrades to the traffic signal, signal timing, and bicycle and pedestrian improvements. The roadway improvements for this intersection include installation of a southbound right-turn deceleration lane on US 202 and an additional eastbound left-turn lane on SR 926, creating a double left-turn configuration along the eastbound approach onto Route 202 NB. Pedestrian and bicycle intersection improvements would include physical upgrades such as high-visibility crosswalks, ADA ramps, and pedestrian landings, sidewalk extension from intersection east to Dalmally Dr as well signal equipment upgrades including pedestrian push buttons, countdown signal heads, and lighting.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
PE	STU	212											
PE	581	53											
FD	STU					287							
FD	581					72							
ROW	STU							49					
ROW	581							12					
UTL	STU							98					
UTL	581							24					
CON	STU							1,181					
CON	581							295					
		265	0	0	0	359	1,659	0	0	0	0	0	0
		Total FY2013-2016			265	Total FY2017-2020			2,018	Total FY2021-2024			0

Total For	2013	2014	2015	2016	2013-2016	2017-2020	2021-2024
Chester	\$72,906	\$63,900	\$68,963	\$78,005	\$283,774	\$39,709	\$6,162

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 14891 *Darby Road/Paoli Road Bridges (2) Over Little Darby Creek and Wigwam Run SR:1015*

LIMITS Over Little Darby Creek and Wigwam Run

Est Let Date: 10/2/2014

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Radnor Township

AQ Code:S19

PLANNING AREA: Developed Community

DOD: 0

PROJECT MANAGER: AECOM/CC

CMP: Not SOV Capacity Adding

This project involves rehabilitating or 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. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
FD	185		800										
ROW	185		288										
UTL	185		144										
CON	BOO						8,334						
CON	185						2,083						
		0	1,232	0	0	0	10,417	0	0	0	0	0	0
		Total FY2013-2016			1,232	Total FY2017-2020			10,417	Total FY2021-2024			0

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

LIMITS Over Amtrak/SEPTA R2 Rail Line

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Folcroft Borough; Sharon Hill Borough

AQ Code:S19

PLANNING AREA: Developed Community

DOD: 3

PROJECT MANAGER: TSS/GANNETT

CMP: Not SOV Capacity Adding

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.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	BOO							4,358					
CON	183							817					
CON	LOCAL							272					
		0	0	0	0	0	0	5,447	0	0	0	0	0
		Total FY2013-2016			0	Total FY2017-2020			5,447	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

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

LIMITS Over Chester Creek

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Thornbury Township

AQ Code:S19

PLANNING AREA: Growing Suburb

DOD: 0

PROJECT MANAGER: TSS/GANNETT

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing Station Road over Chester Creek in Thornbury Township, a single span bridge. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
FD	BOO			315										
FD	179A			79										
ROW	BOO				46									
ROW	179A				12									
UTL	BOO						49							
UTL	183						10							
UTL	LOCAL						2							
CON	BOO							2,027						
CON	183							380						
CON	LOCAL							127						
		0	0	394	58	0	61	2,534	0	0	0	0	0	
		Total FY2013-2016			452	Total FY2017-2020			2,595	Total FY2021-2024				0

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 15225 *Ardmore Avenue Bridge Over SEPTA and Cobbs Creek SR:1018*

LIMITS Over SEPTA and Cobbs Creek

Est Let Date: 6/15/2015

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Haverford Township

AQ Code:S19

PLANNING AREA: Developed Community

DOD: 1

PROJECT MANAGER: AECOM/CC

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 7B

This project involves rehabilitating or replacing two bridges on Ardmore Avenue between Harvest Lane and Haverford Road. 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. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.
TOLL CREDIT

TIP Program Years (\$ 000)															
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024		
FD	BOO	875													
ROW	BOO		433												
UTL	BOO		288												
CON	BOO			4,061											
CON	185			1,015											
CON	BOO				4,061										
CON	185				1,015										
		875	721	5,076	5,076	0	0	0	0	0	0	0	0		
		Total FY2013-2016			11,748	Total FY2017-2020				0	Total FY2021-2024				0

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

LIMITS At PA 352/Middletown Road

Est Let Date: 3/15/2019

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Middletown Township

AQ Code:R3

PLANNING AREA: Developed Community

DOD: 1

PROJECT MANAGER: TSS/DMB

CMP: Minor SOV Capacity

Adding Subcorr(s): 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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024		
FD	STP				2,346										
FD	581				587										
ROW	STP					22,457									
UTL	STU								660						
UTL	STP								2,641						
CON	STP									15,000					
CON	STP										27,000				
CON	STP											68,873			
		0	0	0	2,933	0	22,457	0	3,301	15,000	27,000	68,873	0		
		Total FY2013-2016			2,933	Total FY2017-2020				25,758	Total FY2021-2024				110,873

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 15306 *Sellers Avenue Bridge Over Amtrak and SEPTA Wilmington Newark Rail Line SR:2031*

LIMITS Over Amtrak/SEPTA Wilmington Newark Rail Line

Est Let Date: 1/15/2015

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Ridley Park Borough

AQ Code:S19

PLANNING AREA: Developed Community

DOD: 1

PROJECT MANAGER: AECOM/KS

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing the superstructure of the Sellers Avenue Bridge over Amtrak 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. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	BOO			5,348										
CON	185			1,337										
		0	0	6,685	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			6,685	Total FY2017-2020				0	Total FY2021-2024			0

MPMS# 15345 *PA 252, Providence Road Widening SR:0252*

LIMITS Palmer's Mill Road to Kirk Lane

Est Let Date: 7/15/2013

IMPROVEMENT Roadway New Capacity

MUNICIPALITIES: Upper Providence Township

AQ Code:2020M

PLANNING AREA: Developed Community

DOD: 1

PROJECT MANAGER: Gannett/SAN

CMP: Major SOV Capacity

Adding Subcorr(s): 5C

This project is full-depth pavement construction and widening from Palmers Mill Road to Kirk Lane in Upper Providence Township. The northern 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 bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2008 annual memoranda on supplemental strategies for details related to this project.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	NHS*		4,040											
		0	4,040	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			4,040	Total FY2017-2020				0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 15368 MANOA RD:BRG OVER CK (Bridge)

New-B

LIMITS OVER COBBS CREEK : HAVERFORD TOWNSHIP :

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Haverford Township

AQ Code:S19

PLANNING AREA: Developed Community

DOD: 1

PROJECT MANAGER: HNTB/NV

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing state bridge over Cobbs Creek on Manoa Road between Powder Mill Lane and Karakung Drive in Haverford Township. It is a breakout project from MPMS #88706. This road segment is included in the Delaware County Bicycle Plan. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
FD	BOO							65					
FD	185							7					
ROW	BOO								67				
ROW	185								7				
CON	BOO									690			
CON	185									77			
		0	0	0	0	0	0	72	74	767	0	0	0
		Total FY2013-2016			0	Total FY2017-2020			146	Total FY2021-2024			767

MPMS# 15406 PA 452, Market Street Bridge Over Amtrak/SEPTA Wilmington Newark Rail Line SR:0452

LIMITS Over Amtrak/SEPTA Wilmington Newark Rail Line

Est Let Date: 4/24/2014

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Lower Chichester Township; Marcus Hook Borough

AQ Code:S19

PLANNING AREA: Developed Community

DOD: 2

PROJECT MANAGER: EE/LJL

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 4D, 6A, 8A

The existing two lane bridge (built in 1925) with shoulders and 8' sidewalks will be replaced in kind. This road segment is included in the Delaware County Bicycle Plan. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TOLL CREDIT

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	BOO	6,172											
CON	BOO		6,172										
CON	BOO			6,172									
		6,172	6,172	6,172	0	0	0	0	0	0	0	0	0
		Total FY2013-2016			18,516	Total FY2017-2020			0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 47147 **3rd Street Dam Over Broomall Lake**

LIMITS Over Broomall Lake/tributary to Ridley Creek

Est Let Date: 1/8/2015

IMPROVEMENT Other

MUNICIPALITIES: Media Borough

AQ Code:S2

PLANNING AREA: Developed Community

DOD: 1

PROJECT MANAGER: TSS/GANNETT

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 5C, 5D

This project involves rehabilitating or replacing the Broomall Lake dam carrying 3rd St., which is currently closed to traffic due to the dam's deterioration. The project also includes roadway reconstruction and stormwater management improvements. A final alternative for bridge rehabilitation or replacement is determined upon National Environmental Policy Act (NEPA) clearance.

TIP Program Years (\$ 000)														
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	183			1,189										
CON	LOCAL			297										
		0	0	1,486	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			1,486	Total FY2017-2020				0	Total FY2021-2024			0

MPMS# 47992 **New Road Over West Branch of Chester Creek (Crozierville Bridge) SR:7023**

LIMITS Over West Branch of Chester Creek

Est Let Date: 3/5/2015

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Aston Township

AQ Code:S19

PLANNING AREA: Developed Community

DOD: 1

PROJECT MANAGER: TSS/GANNETT

CMP: Not SOV Capacity Adding

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.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)														
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
UTL	BOO	47												
UTL	179A	11												
CON	BOO			1,733										
CON	179A			346										
CON	BOO				1,733									
CON	179A				346									
		58	0	2,079	2,079	0	0	0	0	0	0	0	0	
		Total FY2013-2016			4,216	Total FY2017-2020				0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 47993 **7th Street Bridge Over Chester Creek SR:7023**

LIMITS Over Chester Creek

Est Let Date: 6/20/2013

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Chester City

AQ Code:S19

PLANNING AREA: Core City

DOD: 4

PROJECT MANAGER: TSS/GANNETT

CMP: Not SOV Capacity Adding

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

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.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	BOO	2,852												
CON	179A	713												
		3,565	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			3,565	Total FY2017-2020				0	Total FY2021-2024			0

MPMS# 48168 **Baltimore Pike Signals SR:2016**

LIMITS PA 420/Woodland/Bishop Avenue/US 13/Church Lane

Est Let Date: 4/15/2014

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: East Lansdowne Borough; Lansdowne Borough; Springfield Township; Upper Darby Township;

AQ Code:2020M

PLANNING AREA: Developed Community

DOD: 3

PROJECT MANAGER: HNTB/GCG

CMP: 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.

Intersections in the project are Baltimore and the following cross streets: Bishop, Delmar/Home Depot, Oak, Church Street, Springfield, Diamond, SEPTA Route 102, Marple, Jackson/K-Mart, Scottsdale/Burmout, Martin/Mansfield, Lansdowne, Wycombe, Union, Giant, Penn/Fourth, and Church Lane. Also, on Springfield the following cross streets: Broadway, West Madison and Woodlawn.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
UTL	HSIP	563												
CON	HSIP		4,057											
		563	4,057	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			4,620	Total FY2017-2020				0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 50520 *Nether Providence Sidewalks and Trail (TE) SR:3003*

LIMITS Turner Road/Rogers Lane/Possum Hollow Road

Actl Let Date: 5/24/2012

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Nether Providence Township

AQ Code:A2

PLANNING AREA: Developed Community

DOD: 1

PROJECT MANAGER: EE/DVRPC/LS

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 2C, 5C

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	STE	0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2013-2016				Total FY2017-2020				Total FY2021-2024			
		0				0				0			

MPMS# 57757 *Morton Avenue / Swarthmore Avenue Intersection Improvements and Morton Avenue Sidewalk SR:2025*

LIMITS Morton Avenue from Swarthmore Avenue and 9th Avenue

Est Let Date: 3/13/2014

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Ridley Township; Rutledge Borough

AQ Code:R1

PLANNING AREA: Developed Community

DOD: 1

PROJECT MANAGER: Gannett/BPM

CMP: Minor SOV Capacity

Adding Subcorr(s): 5C

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	CAQ		1,755										
CON	LOCAL		439										
		0	2,194	0	0	0	0	0	0	0	0	0	0
		Total FY2013-2016				Total FY2017-2020				Total FY2021-2024			
		2,194				0				0			

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 57770 *Grant Avenue Bridge Over Muckinipates Creek SR:7023*

LIMITS Over Muckinipates Creek

Actl Let Date: 1/12/2012

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Folcroft Borough; Glenolden Borough

AQ Code:S19

PLANNING AREA: Developed Community

DOD: 1

PROJECT MANAGER: TSS/GANNETT

CMP: Not SOV Capacity Adding

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. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	BOO*	500												
		500	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			500	Total FY2017-2020				0	Total FY2021-2024			0

MPMS# 57772 *Convent Road Bridge Over Chester Creek (CB# 6) SR:7023*

LIMITS Over Chester Creek

Est Let Date: 2/5/2016

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Aston Township

AQ Code:S19

PLANNING AREA: Developed Community

DOD: 1

PROJECT MANAGER: TSS/GANNETT

CMP: Not SOV Capacity Adding

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. This project is subject to standard PennDOT design procedure as defined in the Bicycle/Pedestrian Facilities checklist.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	BOO			3,033										
CON	179A			759										
		0	0	3,792	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			3,792	Total FY2017-2020				0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 57773 *Lloyd Street Bridge Over Amtrak/SEPTA Wilmington Newark Rail Line (CB) SR:7301*

LIMITS Over Amtrak/SEPTA R2 Rail Line between 5th Street and 6th Streets

Est Let Date: 5/2/2019

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Chester City

AQ Code:S19

PLANNING AREA: Core City

DOD: 3

PROJECT MANAGER: TSS/GANNETT

CMP: Not SOV Capacity Adding

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

Due to structural defects, this project involves rehabilitating or replacing the Lloyd Street bridge, which was constructed in 1899. It is currently posted for five tons that is inadequate since it serves the industrial waterfront. The pedestrian walkways have been closed due to holes in the decking. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
FD	BOO	980											
FD	183	184											
FD	LOCAL	61											
ROW	BOO					1,219							
ROW	183					228							
ROW	LOCAL					76							
UTL	BOO						2,262						
UTL	183						424						
UTL	LOCAL						141						
CON	BOO								4,799				
CON	183								900				
CON	LOCAL								300				
		1,225	0	0	0	1,523	2,827	0	5,999	0	0	0	0
		Total FY2013-2016			1,225	Total FY2017-2020			10,349	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 57780 Rt. 322/Comm Barry Bridge/I-95 2nd St. Interchange SR:8018

LIMITS Rt 322 Comm. Barry Brdge Ramps to Rt.291

No Let Date

IMPROVEMENT Roadway New Capacity

MUNICIPALITIES: Chester City

AQ Code:2015M

PLANNING AREA: Core City

DOD: 3

PROJECT MANAGER: TSS/PWB

CMP: Major SOV Capacity

Adding Subcorr(s): 4D, 6A, 8A

This project is geared at improving access to and from the City of Chester and the waterfront area from I-95 and the Commodore Barry Bridge/US 322. The project will involve the partial widening of the Commodore Barry associated with the construction of a new on ramp and a new off ramp from the Commodore Barry Bridge/US 322 to S.R. 0291, Second Street, in the City of Chester. A new westbound on ramp from the intersection of S.R. 0291 & Tilghman Street to the Commodore Barry Bridge/US 322 will be provided. A new eastbound off ramp from the Commodore Barry Bridge/US 322 to S.R. 0291 & Jeffrey Street will be provided. Full depth joint replacements and bearing replacements will be constructed on the bridge through the limits of the bridge widening. Also included in the project are safety and drainage improvements, ramp lighting, guide signing upgrades and new traffic signals at the ramp termini with S.R. 0291. Amtrak involvement in the project due to the partial widening of the Commodore Barry Bridge over Amtrak includes the relocation of two catenary structures and the jacking of a new DRPA storm drain pipe under the railroad. Recently added to this project is the inclusion of a new DELCORA storm drainage outfall pipe from the intersection of S.R. 0291 & Tilghman Streets to the Delaware River.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2009 and 2010 annual memoranda on supplemental strategies for details related to this project.

SAFETEA DEMO #4813, PA ID# 623 - \$1 MILLION

SAFETEA DEMO #4735, PA ID# 545 - \$5 MILLION

SAFETEA DEMO #868, PA ID# 358 - \$2.4 MILLION IS ON MPMS #70245

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	NHS*	2,000												
		2,000	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			2,000	Total FY2017-2020				0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 64790 *MacDade Boulevard Closed Loop Signal System SR:2006*

LIMITS Ashland Avenue to Cherry Street

Est Let Date: 7/15/2015

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Glenolden Borough; Collingdale Borough

AQ Code:2020M

PLANNING AREA: Developed Community

DOD: 3

PROJECT MANAGER: TSS/DMB

CMP: Minor SOV Capacity

The project limits are along MacDade Boulevard from Ashland Avenue to Cherry Street. The following nine 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 & Felton Avenue,
8. MacDade Boulevard & Roberta Avenue, and
9. MacDade Boulevard & Cherry Street.

New Intersections added:

- MacDade Boulevard & South Avenue
- MacDade Boulevard & Knowles Avenue

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
UTL	CAQ	875												
CON	CAQ			4,457										
		875	0	4,457	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			5,332	Total FY2017-2020				0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 64791 PA 420, Kedron Avenue SR:0420

LIMITS At Franklin Avenue

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Ridley Township

AQ Code:R1

PLANNING AREA: Developed Community

DOD: 1

PROJECT MANAGER: P/CNV

CMP: Minor SOV Capacity

Adding Subcorr(s): 5C

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024		
FD	LOCAL			56											
ROW	LOCAL				116										
CON	CAQ							863							
		0	0	56	116	0	0	863	0	0	0	0	0		
		Total FY2013-2016			172	Total FY2017-2020				863	Total FY2021-2024				0

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 65911 **Marcus Hook Streetscape (TE) SR:0013**

LIMITS US 13, Delaware State Line to Trainer Borough

No Let Date

IMPROVEMENT Streetscape

MUNICIPALITIES: Marcus Hook Borough

AQ Code:X12

PLANNING AREA: Developed Community

DOD: 2

PROJECT MANAGER: EE/DVRPC/JB

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 6A

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's 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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	STE												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2013-2016			0	Total FY2017-2020			0	Total FY2021-2024			0

MPMS# 65914 **Sharon Hill Train Station Rehabilitation (TE)**

LIMITS At SEPTA R2 Sharon Hill Station

No Let Date

IMPROVEMENT Streetscape

MUNICIPALITIES: Sharon Hill Borough

AQ Code:M8

PLANNING AREA: Developed Community

DOD: 3

PROJECT MANAGER: EE/DVRPC/LS

CMP: Not SOV Capacity Adding

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	STE												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2013-2016			0	Total FY2017-2020			0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 69665 **South Creek Road Bridge Over Brandywine Creek SR:3101**

LIMITS Over Brandywine Creek

Est Let Date: 10/2/2015

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Chadds Ford Township; Pennsbury Township

AQ Code:S19

PLANNING AREA: Growing Suburb

DOD: 1

PROJECT MANAGER: TSS/SPF

CMP: Not SOV Capacity Adding

SR 3101, Section DRB, South Creek Road over Brandywine Creek in Chadds Ford Township, Delaware County. The project involves rehabilitating or replacing 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.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TOLL CREDIT

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
FD	BOO	583												
ROW	BOO		240											
UTL	BOO		180											
CON	BOO								18,658					
		583	420	0	0	0	0	0	18,658	0	0	0	0	
		Total FY2013-2016			1,003	Total FY2017-2020				18,658	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 69815 US 322, Environmental Mitigation (MIT) SR:0322

LIMITS US 1 to West of CSX Railroad bridge

Est Let Date: 9/25/2014

IMPROVEMENT Other

LRPID:50

MUNICIPALITIES: Upper Chichester Township; Bethel Township; Concord Township

AQ Code:S2

PLANNING AREA: Developed Community; Growing Suburb

DOD: 0

PROJECT MANAGER: TSS/PWB

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 5B, 8A

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, including jug handles, left turn lanes, in addition to other necessary revisions. 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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	STU	1,500											
CON	581	375											
CON	STU		7,652										
CON	581		1,913										
CON	STU			7,652									
CON	581			1,913									
		1,875	9,565	9,565	0	0	0	0	0	0	0	0	0
		Total FY2013-2016		21,005		Total FY2017-2020				0			
										Total FY2021-2024			
										0			

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 69816 *US 322, US 1 to Featherbed Lane (Section 101) SR:0322*

LIMITS US 1 to Featherbed Lane

Est Let Date: 1/5/2017

IMPROVEMENT Roadway New Capacity

LRPID:50

MUNICIPALITIES: Concord Township

AQ Code:2020M

PLANNING AREA: Growing Suburb

DOD: 1

PROJECT MANAGER: TSS/PWB

CMP: Major SOV Capacity

Adding Subcorr(s): 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. This project may include other revisions as necessary.

See MPMS #14747 for design funding.

This project includes ROW and UTL work for MPMS# 69815.

MPMS #'s 69815, 69816, and 69817 contain construction phases for the US 322 project.

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 2009 annual memoranda on supplemental strategies for details related to this project.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	STU					34,839							
CON	NHS					43,901							
CON	NHS						3,313						
		0	0	0	0	78,740	3,313	0	0	0	0	0	0
		Total FY2013-2016			0	Total FY2017-2020		82,053	Total FY2021-2024			0	

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 69817 **US 322, Featherbed Lane to I-95 (Section 102) SR:0322**

LIMITS East Mattson Road/Featherbed Lane to just West of CSX bridge in Upper Chichester Township

Est Let Date: 1/10/2019

IMPROVEMENT Roadway New Capacity

LRPID:50

MUNICIPALITIES: Upper Chichester Township; Bethel Township; Concord Township

AQ Code:2030M

PLANNING AREA: Developed Community; Growing Suburb

DOD: 2

PROJECT MANAGER: TSS/PWB

CMP: Major SOV Capacity

Adding Subcorr(s): 8A

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. This project may include other revisions as necessary.

See MPMS #14747 for design funding. MPMS #'s 69815, 69816, and 69817 contain construction phases for the US 322 project TEA-21 DEMO 0486 - PA ID #116 - \$13,220,615

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 2009 annual memoranda on supplemental strategies for details related to this project.

TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
ROW	NHS	6,038											
ROW	581	1,509											
UTL	SXF	920											
UTL	581	244											
CON	NHS						26,760						
CON	581						6,690						
CON	NHS							14,000					
CON	581							3,500					
CON	NHS									34,027			
CON	581									3,000			
CON	NHS										30,000		
CON	581										7,500		
CON	581											5,506	
		8,711	0	0	0	0	0	33,450	17,500	37,027	37,500	5,506	0
		Total FY2013-2016			8,711	Total FY2017-2020			50,950	Total FY2021-2024			80,033

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 70219 PA 291, East Coast Greenway

LIMITS Darby Creek to Wanamaker Avenue

Est Let Date: 8/28/2014

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Tincum Township

AQ Code:A2

PLANNING AREA: Developed Community

DOD: 2

PROJECT MANAGER: EE/DVRPC/LS

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 4C

Construction of the East Coast Greenway in Tincum 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. Once fully connected to adjacent segments of the East Coast Greenway, this trail is intended principally for transportation purposes, including trips to work, school, shops and services. Also included in the project is construction of the Tincum-Fort Mifflin trail, which is approximately 3200 feet of multi-use hard surface trail along the southerly side of 2nd Street, which will connect the main trail proposed through Tincum Township to the Fort Mifflin National Park site. Additional funding is included in project MPMS# 71200. This project is proposed for inclusion in the Delaware County Bicycle Plan.

TOLL CREDIT

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	CAQ	1,111												
		1,111	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			1,111	Total FY2017-2020				0	Total FY2021-2024			0

MPMS# 70228 I-476, MacDade Boulevard Ramp Improvements SR:2006

LIMITS I-476 to Fairview Road

Est Let Date: 12/15/2015

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Ridley Township

AQ Code:R3

PLANNING AREA: Developed Community

DOD: 1

PROJECT MANAGER: AECOM/MMP

CMP: Minor SOV Capacity

Adding Subcorr(s): 2D, 6A

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
FD	STP	200												
CON	STP				5,165									
CON	581				574									
		200	0	0	5,739	0	0	0	0	0	0	0	0	
		Total FY2013-2016			5,939	Total FY2017-2020				0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 70245 *Chester City Access Improvements II SR:2028*

LIMITS Chestnut Street/Morton Avenue, 10th Street to 12th

Est Let Date: 2/27/2014

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Chester City

AQ Code:R1

PLANNING AREA: Core City

DOD: 5

PROJECT MANAGER: HNTB/GCG

CMP: Not SOV Capacity Adding

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

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 I-95 to 5th 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.

A final alternative for bridge rehabilitation or replacement is determined upon National Environmental Policy Act (NEPA) clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
FD	STP	714											
FD	581	179											
ROW	STP			257									
ROW	581			64									
UTL	STP			152									
UTL	581			38									
CON	STP					7,094							
CON	581					1,773							
		893	0	511	0	8,867	0	0	0	0	0	0	0
		Total FY2013-2016				Total FY2017-2020				Total FY2021-2024			
		1,404				8,867				0			

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 71200 PA 291, East Coast Greenway/Industrial Heritage Highway (TE) SR:0291

LIMITS 2nd Street, Poolsen Avenue to 4th Avenue

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Tinicum Township

AQ Code:A2

PLANNING AREA: Developed Community

DOD: 2

PROJECT MANAGER: EE/DVRPC/LS

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 4C, 6B

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	STE												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2013-2016			0	Total FY2017-2020			0	Total FY2021-2024			0

MPMS# 71202 East Coast Greenway/Chester Riverfront Improvements, Phase II (TE) SR:0291

LIMITS Flower Street and Highland Avenue, PA 291 to River

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Chester City

AQ Code:X12

PLANNING AREA: Core City

DOD: 3

PROJECT MANAGER: W/DVRPC/RG

CMP: Not SOV Capacity Adding

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	STE												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2013-2016			0	Total FY2017-2020			0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 72913 *Chester Commercial Business District (HTSSRS)*

LIMITS Avenue of the States/Welsh Street/East 6th Street

No Let Date

IMPROVEMENT Streetscape

MUNICIPALITIES: Chester City

AQ Code:A2

PLANNING AREA: Core City

DOD: 4

PROJECT MANAGER: EE/DVRPC/LS

CMP: Not SOV Capacity Adding

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

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	STE												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2013-2016			0	Total FY2017-2020			0	Total FY2021-2024			0

MPMS# 74840 *Commodore Barry Bridge Security Improvements - DRPA*

LIMITS Commodore Barry Bridge

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Philadelphia City

AQ Code:NRS

PLANNING AREA: Core City

DOD: 3

PROJECT MANAGER: HNTB/NV

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 4D

This project will include several security improvements to the Commodore Barry Bridge; including electronic surveillance and detection, increased lighting, bridge hardening, and construction inspection. Funds will also be used for eligible operating expenses including traffic monitoring, traffic management, and system maintenance. Funded by SAFETEA-LU earmark in the amount of \$1,000,000 (ID #4816/PA ID#626).

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	SXF												
		1,000											
		1,000	0	0	0	0	0	0	0	0	0	0	0
		Total FY2013-2016			1,000	Total FY2017-2020			0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 75800 *College Avenue Bridge Over SEPTA Norristown High Speed Line*

LIMITS Over SEPTA Norristown High Speed Line

Est Let Date: 2/15/2016

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Haverford Township

AQ Code:S19

PLANNING AREA: Developed Community

DOD: 1

PROJECT MANAGER: HNTB/NV

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 7B

This project involves rehabilitating or replacing the College Avenue (SR 1026) bridge over SEPTA. The current bridge is on a substandard vertical curve in order to provide clearance for SEPTA. This road segment is included in the Delaware County Bicycle Plan. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)														
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
FD	916		1,202											
UTL	916			1,238										
CON	916				6,763									
		0	1,202	1,238	6,763	0	0	0	0	0	0	0	0	
		Total FY2013-2016			9,203	Total FY2017-2020				0	Total FY2021-2024			0

MPMS# 77085 *Ruth Bennett House*

LIMITS At 2nd Street and Reaney Street

Est Let Date: 3/16/2015

IMPROVEMENT Other

MUNICIPALITIES: Chester City

AQ Code:NRS

PLANNING AREA: Core City

DOD: 3

PROJECT MANAGER: TSS/PWB

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 2D, 4D, 6A, 8A

This project provides for the rehabilitation of the historic Ruth Bennett House in the City of Chester. This project serves as a mitigation for impacts of MPMS #57780. Projects MPMS #'s 77085, 92315, 92316, and 92317 all contain components of required mitigation activities for this structure.

TIP Program Years (\$ 000)														
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	STP			176										
CON	581			2,301										
		0	0	2,477	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			2,477	Total FY2017-2020				0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 77450 *Lansdowne Gateway Park & Pedestrian/Bike Trail (TE)*

LIMITS Darby Creek, Gateway Park to Hoffman Park

Est Let Date: 8/9/2012

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Lansdowne Borough

AQ Code:A2

PLANNING AREA: Developed Community

DOD: 2

PROJECT MANAGER: EE/DVRPC/RG

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 5E

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	STE												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2013-2016			0	Total FY2017-2020			0	Total FY2021-2024			0

MPMS# 77460 *Lincoln Avenue Renaissance Project (TE) SR:0420*

LIMITS Lincoln Avenue, Maryland Avenue to Chester Pike

No Let Date

IMPROVEMENT Streetscape

MUNICIPALITIES: Prospect Park Borough

AQ Code:X12

PLANNING AREA: Developed Community

DOD: 3

PROJECT MANAGER: EE/DVRPC/JB

CMP: Not SOV Capacity Adding

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	STE												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2013-2016			0	Total FY2017-2020			0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 77472 **Knowles Avenue Sidewalk and Underpass (TE)**

LIMITS Macdade Boulevard to Llanwellyn Avenue

Actl Let Date: 7/21/2011

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Glenolden Borough

AQ Code:A2

PLANNING AREA: Developed Community

DOD: 1

PROJECT MANAGER: AECOM/KS

CMP: Not SOV Capacity Adding

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	STE*	250												
		250	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			250	Total FY2017-2020				0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 80051 **Rosemont Avenue Bridge Over Darby Creek (CB #73)**

LIMITS Over Darby Creek

Est Let Date: 7/15/2015

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Springfield Township; Upper Darby Township

AQ Code:S19

PLANNING AREA: Developed Community

DOD: 2

PROJECT MANAGER: TSS/GANNETT

CMP: Not SOV Capacity Adding

This project includes the complete replacement of the 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.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024		
FD	BOO	327													
FD	179A	82													
ROW	BOO		96												
ROW	179A		24												
UTL	BOO		38												
UTL	179A		10												
CON	BOO			1,238											
CON	179A			309											
CON	BOO				1,238										
CON	179A				309										
		409	168	1,547	1,547	0	0	0	0	0	0	0	0		
		Total FY2013-2016			3,671	Total FY2017-2020				0	Total FY2021-2024				0

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 86368 **Mount Alverno Road Bridge Over Chester Creek (CB #9)**

LIMITS Over Chester Creek

Est Let Date: 1/7/2016

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Middletown Township; Aston Township

AQ Code:S19

PLANNING AREA: Developed Community

DOD: 1

PROJECT MANAGER: TSS/GANNETT

CMP: Not SOV Capacity Adding

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

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024		
FD	BOO	327													
FD	179A	82													
ROW	BOO			50											
ROW	179A			12											
UTL	BOO			50											
UTL	179A			12											
CON	BOO					2,102									
CON	185					394									
CON	LOCAL					131									
		409	0	124	0	2,627	0	0	0	0	0	0	0		
		Total FY2013-2016			533	Total FY2017-2020				2,627	Total FY2021-2024				0

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 86370 *Tribbitt Avenue Bridge Over Hermesprota Creek (CB #237)*

LIMITS Over Hermesprota Creek

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Darby Township; Folcroft Borough

AQ Code:S19

PLANNING AREA: Developed Community

DOD: 0

PROJECT MANAGER: TSS/GANNETT

CMP: Not SOV Capacity Adding

This project involves replacing or rehabilitating 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

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
FD	BOO	297												
FD	179A	75												
ROW	BOO				46									
ROW	179A				12									
UTL	BOO					48								
UTL	183					9								
UTL	LOCAL					3								
CON	BOO							2,027						
CON	183							380						
CON	LOCAL							127						
		372	0	0	58	60	0	2,534	0	0	0	0	0	
		Total FY2013-2016			430	Total FY2017-2020			2,594	Total FY2021-2024				0

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 87120 *Upper Darby Township Sidewalks (SRTS) - Round 1*

LIMITS Township Line Road

Est Let Date: 8/15/2014

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Upper Darby Township

AQ Code:A2

PLANNING AREA: Developed Community

DOD: 1

PROJECT MANAGER: **CMP:** Not SOV Capacity Adding

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 (SRTSF) funding in May of 2009.

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

Federal Safe Routes to School Program

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	SRTSF	190											
		0	190	0	0	0	0	0	0	0	0	0	0
		Total FY2013-2016			190	Total FY2017-2020			0	Total FY2021-2024			0

MPMS# 90473 *Highland Avenue Grade Crossing*

Return

LIMITS

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Chester City

AQ Code:S1

PLANNING AREA: Core City

DOD: 3

PROJECT MANAGER: MAL **CMP:** Not SOV Capacity Adding

This rail crossing improvement is part of the Chester Waterfront Rail Redevelopment project, and will include pavement embedded repairs, upgraded vehicular gates and flashers, pedestrian gates and access points and curbing and roadway markings.

As part of the off-site infrastructure improvements necessary to facilitate the Chester waterfront redevelopment project, the City of Chester is applying for \$700,000 in Rail Freight Assistance Program (RFAP) funding to upgrade four existing rail crossings, which includes: Highland Ave Grade Crossing.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	STP-D	310											
		310	0	0	0	0	0	0	0	0	0	0	0
		Total FY2013-2016			310	Total FY2017-2020			0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 90477 *Flower Street Grade Crossing*

Return

LIMITS

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Chester City

AQ Code:S1

PLANNING AREA: Core City

DOD: 3

PROJECT MANAGER: MAL CMP: Not SOV Capacity Adding

This rail crossing improvement is part of the Chester Waterfront Rail Redevelopment project, and will include pavements embedded repairs, upgraded vehicular gates and flashers, pedestrain gates and access points and curbing and roadway markings.

As part of the off-site infrastructure improvements necessary to facilitate the Chester waterfront redevelopment project, the City of Chester is applying for \$700,000 in Rail Freight Assistance Program (RFAP) funding to upgrade four existing rail crossings, which includes: Flower Street Grade Crossing.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	STP-D	310												
		310	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			310	Total FY2017-2020				0	Total FY2021-2024			0

MPMS# 90478 *Norris Street East Grade Crossing*

Return

LIMITS

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Chester City

AQ Code:S1

PLANNING AREA: Core City

DOD: 3

PROJECT MANAGER: MAL CMP: Not SOV Capacity Adding

This rail crossing improvement is part of the Chester Waterfront Rail Redevelopment project, and will include pavement embedded repairs, upgraded vehicular gates, flashers, pedestrian gates, access points, curbing and roadway markings.

As part of the off-site infrastructure improvements necessary to facilitate the Chester waterfront redevelopment project, the City of Chester is applying for \$700,000 in Rail Freight Assistance Program (RFAP) funding to upgrade four existing rail crossings, which includes: Norris Street Grade Crossing.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	STP-D	270												
		270	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			270	Total FY2017-2020				0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 90480 Norris Street West Grade Crossing

Return

LIMITS

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Chester City

AQ Code:S1

PLANNING AREA: Core City

DOD: 3

PROJECT MANAGER: MAL CMP: Not SOV Capacity Adding

This rail crossing improvement is part of the Chester Waterfront Rail Redevelopment project, and will include pavement embedded repairs, upgraded vehicular gates, flashers, pedestrian gates, access points, curbing and roadway markings.

As part of the off-site infrastructure improvements necessary to facilitate the Chester waterfront redevelopment project, the City of Chester is applying for \$700,000 in Rail Freight Assistance Program (RFAP) funding to upgrade four existing rail crossings, which includes: Norris Street Grade Crossing.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	STP-D	344												
		344	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			344	Total FY2017-2020				0	Total FY2021-2024			0

MPMS# 90620 Townsend Avenue Grade Crossing

Return

LIMITS

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Chester City

AQ Code:S1

PLANNING AREA: Core City

DOD: 3

PROJECT MANAGER: MAL CMP: Not SOV Capacity Adding

This rail crossing improvement is part of the Chester Waterfront Rail Redevelopment project, and will include pavement embedded repairs, upgraded vehicular gates, flashers, pedestrian gates, access points, curbing and roadway markings.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	STP-D	13												
		13	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			13	Total FY2017-2020				0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 92315 *Ruth Bennett Electrical*

New-B

LIMITS City of Chester

No Let Date

IMPROVEMENT Other

MUNICIPALITIES:

AQ Code:NRS

PLANNING AREA:

DOD: 3

PROJECT MANAGER: TSS/PWB

CMP: Not SOV Capacity Adding

This project provides for the electrical work required for rehabilitation of the historic Ruth Bennett House in the City of Chester. This project serves as a mitigation for impacts of MPMS #57780. Projects MPMS #'s 77085, 92315, 92316, and 92317 all contain components of required mitigation activities for this structure.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	581	87												
		87	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			87	Total FY2017-2020				0	Total FY2021-2024			0

MPMS# 92316 *Ruth Bennett HVAC*

New-B

LIMITS City of Chester

No Let Date

IMPROVEMENT Other

MUNICIPALITIES:

AQ Code:NRS

PLANNING AREA:

DOD: 3

PROJECT MANAGER: TSS/PWB

CMP: Not SOV Capacity Adding

This project provides for the HVAC work of the rehabilitation of the historic Ruth Bennett House in the City of Chester. This project serves as a mitigation for impacts of MPMS #57780. Projects MPMS #'s 77085, 92315, 92316, and 92317 all contain components of required mitigation activities for this structure.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	581	117												
		117	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			117	Total FY2017-2020				0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 92317 Ruth Bennett Plumbing

New-B

LIMITS City of Chester

No Let Date

IMPROVEMENT Other

MUNICIPALITIES:

AQ Code:NRS

PLANNING AREA:

DOD: 3

PROJECT MANAGER: TSS/PWB

CMP: Not SOV Capacity Adding

This project provides for the plumbing work of the rehabilitation of the historic Ruth Bennett House in the City of Chester. This project serves as a mitigation for impacts of MPMS #57780. Projects MPMS #'s 77085, 92315, 92316, and 92317 all contain components of required mitigation activities for this structure.

TIP Program Years (\$ 000)													
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	581	117											
		117	0	0	0	0	0	0	0	0	0	0	0
		Total FY2013-2016			117	Total FY2017-2020			0	Total FY2021-2024			0

MPMS# 92323 Wanamaker Ave o/ Darby Ck (Bridge)

New-B

LIMITS Delaware County - Darby Ck is border between Tinicum Township and Prospect Park Boro

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Prospect Park Borough; Tinicum Township

AQ Code:S19

PLANNING AREA: Developed Community; Rural Area

DOD: 3

PROJECT MANAGER: TSS/DMB

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing the state bridge over the Darby Creek on Wanamaker Avenue between US 13 and I-95 in Tinicum Township and Prospect park Borough. Structurally Deficient bridge breakout project from MPMS #88706. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)													
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
PE	STP						295						
PE	581						74						
FD	STP							405					
FD	581							101					
ROW	STP								209				
ROW	581								52				
UTL	STP									215			
UTL	581									54			
CON	BOO										5,133		
CON	185										1,283		
		0	0	0	0	0	369	506	261	269	6,416	0	0
		Total FY2013-2016			0	Total FY2017-2020			1,136	Total FY2021-2024			6,685

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 94909 *Engle Street Grade Crossing*

LIMITS No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Chester City AQ Code:S1

PLANNING AREA: Core City DOD: 3

PROJECT MANAGER: MAL CMP: Not SOV Capacity Adding

This rail crossing improvement is part of the Chester Waterfront Rail Redevelopment project, and will include pavement embedded repairs, upgraded vehicular gates, flashers, pedestrian gates, access points, curbing and roadway markings.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	STP	47											
CON	STP-D	253											
		300	0	0	0	0	0	0	0	0	0	0	0
Total FY2013-2016		300				Total FY2017-2020				0			
						Total FY2017-2020				0			
										Total FY2021-2024			
										0			

MPMS# 95429 *US 202 and US 1 Loop Roads*

New-B

LIMITS Completion of Hillman Drive andn Applied Card Way No Let Date

IMPROVEMENT Roadway New Capacity LRPID:39

MUNICIPALITIES: Chadds Ford Township; Concord Township AQ Code:2020M

PLANNING AREA: Growing Suburb DOD: 1

PROJECT MANAGER: Gannett/VAG CMP: Major SOV Capacity Adding Subcorr(s): 5B, 8A

The project completes the loop roads on the southeast and southwest corners, connecting Applied Card Way to Hillman Drive at the existing Route 202/Hillman Drive signalized intersection in the southeast quadrant, and connecting Hillman Drive to Painters Crossing/Brandywine Drive in the southwest quadrant. These new connections constitute a minor roadway extension, but will not widen existing roads. The northeast and northwest quadrants have the existing completed loop roads, State Farm Drive and Brandywine Drive, respectively. Turning movements will be made at the intersections (i.e., no jug handles) for the proposed loop road connections, and at the Route 202/US 1 intersection. A completed loop road system will divert traffic from the Route 202/US 1 intersection. Roadway will include sidewalks, crosswalks, enhanced bus stop areas in consultation with SEPTA, and bicycle lanes or paved shoulders.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
PE	STU	255											
PE	581	64											
FD	STU						344						
FD	581						86						
ROW	STU						98						
ROW	581						24						
UTL	STU						148						
UTL	581						37						
CON	STU						2,755						
CON	581						689						
Total FY2013-2016		319				Total FY2017-2020				0			
						Total FY2017-2020				4,181			
										Total FY2021-2024			
										0			

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

Total For	2013	2014	2015	2016	2013-2016	2017-2020	2021-2024
Delaware	\$34,495	\$30,265	\$45,659	\$24,369	\$134,788	\$226,641	\$198,358

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 15992 *Rockland Avenue Bridge Over Amtrak's Harrisburg Line (Removal)*

LIMITS Over Amtrak's Harrisburg Line

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Narberth Borough

AQ Code:NRS

PLANNING AREA: Developed Community

DOD: 1

PROJECT MANAGER: DEL02

CMP: Not SOV Capacity Adding

This bridge is currently closed to both vehicular and pedestrian traffic and will not be replaced.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	BOO	886												
CON	183	222												
		1,108	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			1,108	Total FY2017-2020				0	Total FY2021-2024			0

MPMS# 16085 *PA 29, Gravel Pike Bridge Over Hosensack Creek SR:0029*

LIMITS Over Hosensack Creek

Est Let Date: 12/15/2016

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Upper Hanover Township

AQ Code:S19

PLANNING AREA: Rural Area

DOD: 0

PROJECT MANAGER: DAVIES/LEF

CMP: Not SOV Capacity Adding

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).

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
ROW	185	66												
UTL	185		27											
CON	185				2,091									
		66	27	0	2,091	0	0	0	0	0	0	0	0	
		Total FY2013-2016			2,184	Total FY2017-2020				0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 16086 PA 29, Gravel Pike Bridge Over East Branch of Perkiomen Creek SR:0029

LIMITS Over Branch of Perkiomen Creek

Est Let Date: 12/15/2016

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Upper Hanover Township

AQ Code:S19

PLANNING AREA: Rural Area

DOD: 0

PROJECT MANAGER: DAVIES/LEF

CMP: Not SOV Capacity Adding

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). A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
ROW	BOO	105											
ROW	185	27											
UTL	BOO		11										
UTL	185		2										
CON	BOO				1,722								
CON	185				430								
		132	13	0	2,152	0	0	0	0	0	0	0	0
		Total FY2013-2016			2,297	Total FY2017-2020			0	Total FY2021-2024			0

MPMS# 16099 Camp Road Bridge Over East Branch of Perkiomen Creek SR:1021

LIMITS Over East Branch of Perkiomen Creek

Est Let Date: 11/29/2012

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Franconia Township; Salford Township

AQ Code:S19

PLANNING AREA: Growing Suburb; Rural Area

DOD: 1

PROJECT MANAGER: HNTB/GCG

CMP: Not SOV Capacity Adding

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. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	185	3,689											
		3,689	0	0	0	0	0	0	0	0	0	0	0
		Total FY2013-2016			3,689	Total FY2017-2020			0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 16150 *Tookany Creek Parkway Bridge Over Tookany Creek (CB) SR:7102*

LIMITS Over Tookany Creek

Est Let Date: 3/10/2016

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Cheltenham Township

AQ Code:S19

PLANNING AREA: Developed Community

DOD: 0

PROJECT MANAGER: TSS/GANNETT

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 5G

In Cheltenham Township, east of Jenkintown, this project involves rehabilitating or replacing the Tookany Creek Parkway bridge over the tributary of the Tookany Creek (Bridge Bill 2). A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
FD	183	13											
FD	LOCAL	51											
UTL	BOO			115									
UTL	183			21									
UTL	LOCAL			7									
CON	BOO					1,051							
CON	183					197							
CON	LOCAL					66							
		64	0	143	0	1,314	0	0	0	0	0	0	0
		Total FY2013-2016			207	Total FY2017-2020			1,314	Total FY2021-2024			0

MPMS# 16191 *Elm Street Bridge Over Plymouth Creek SR:3013*

LIMITS Over Reading Railroad/Capital Crescent Trail/Plymo

Est Let Date: 8/23/2012

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Conshohocken Borough

AQ Code:S19

PLANNING AREA: Developed Community

DOD: 0

PROJECT MANAGER: P/CNV

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 2B

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. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	BOO*	2,427											
		2,427	0	0	0	0	0	0	0	0	0	0	0
		Total FY2013-2016			2,427	Total FY2017-2020			0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 16214 PA 611, Old York Road Over SEPTA R3 SR:0611

LIMITS Over SEPTA R3 (Noble Station)

Est Let Date: 1/15/2016

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Abington Township

AQ Code:S19

PLANNING AREA: Developed Community

DOD: 1

PROJECT MANAGER: TSS/HPF

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 14B

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.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024		
FD	BOO	51													
FD	185	13													
CON	916				5,738										
CON	916					5,738									
		64	0	0	5,738	5,738	0	0	0	0	0	0	0		
		Total FY2013-2016			5,802	Total FY2017-2020				5,738	Total FY2021-2024				0

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 16216 *Pennswood Road Bridge Over Amtrak/SEPTA R5 Rail Lines SR:7104*

LIMITS Over Amtrak/SEPTA R5 Rail Lines

Est Let Date: 10/15/2015

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Lower Merion Township

AQ Code:S19

PLANNING AREA: Developed Community

DOD: 1

PROJECT MANAGER: EE/MDH

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 7B

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

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024		
CON	BOO				2,080										
CON	183				390										
CON	LOCAL				130										
CON	BOO					2,080									
CON	183					390									
CON	LOCAL					130									
		0	0	0	2,600	2,600	0	0	0	0	0	0	0		
		Total FY2013-2016			2,600	Total FY2017-2020				2,600	Total FY2021-2024				0

MPMS# 16334 *PA 73, Church Road Intersection and Signal Improvements SR:0073*

LIMITS Greenwood Avenue to Rice's Mill Road

Est Let Date: 5/16/2016

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Cheltenham Township

AQ Code:2020M

PLANNING AREA: Developed Community

DOD: 3

PROJECT MANAGER: AECOM/PS

CMP: Minor SOV Capacity

Adding Subcorr(s): 14B

This project involves the addition of turn lanes at the intersections of PA 73 (Church Road) and Greenwood Avenue. Left turn lanes will be added on Church Road and right turn lanes will be added on Greenwood Avenue. The traffic signals on PA 73 at Greenwood Avenue and Rice's Mill Road will be interconnected. Drainage in the area will be improved. The existing sidewalk on the east side of Greenwood going north from the intersection with Church Road will be maintained. Additional sidewalks can be considered if there is local support, including the willingness to be responsible for maintenance, and if the improvements can be made ADA compliant. However, the right-of-way constraints are significant, including the Curtis Arboretum and the Rabbinical College. The impacts of additional required right-of-way for bicycle or pedestrian facilities may cause cultural resource and/or community impacts that are not acceptable. These issues will be addressed as the project moves through the preliminary engineering phase into final design.

TOLL CREDIT MATCH

		TIP Program Years (\$ 000)													
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024		
ROW	CAQ	934													
CON	CAQ				3,698										
		934	0	0	3,698	0	0	0	0	0	0	0	0		
		Total FY2013-2016			4,632	Total FY2017-2020				0	Total FY2021-2024				0

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 16396 Church Road Bridge Over Norristown High Speed Line (CB) SR:7220

LIMITS Over SEPTA Route 100

Est Let Date: 6/15/2015

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Upper Merion Township

AQ Code:S19

PLANNING AREA: Developed Community

DOD: 1

PROJECT MANAGER: TSS/GANNETT

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 1A, 9B

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.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024		
UTL	BOO	487													
UTL	183	91													
UTL	LOCAL	30													
CON	BOO			3,467											
CON	183			650											
CON	LOCAL			217											
		608	0	4,334	0	0	0	0	0	0	0	0	0		
		Total FY2013-2016			4,942	Total FY2017-2020				0	Total FY2021-2024				0

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 16400 Arcola Road Bridge Over Perkiomen Creek (CB# 155) SR:7046

LIMITS Over Perkiomen Creek

Est Let Date: 11/5/2015

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Lower Providence Township; Upper Providence Township

AQ Code:S19

PLANNING AREA: Growing Suburb

DOD: 0

PROJECT MANAGER: TSS/GANNETT

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 9A

The new bridge that will be two lanes, width to be determined, with sidewalk on at least one side, will replace the existing bridge (12 ton limit) is 26' wide with sidewalk on the south side. Reference MPMS# 16400. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
FD	BOO	170											
FD	183	42											
ROW	BOO	204											
ROW	183	38											
ROW	LOCAL	13											
UTL	BOO	51											
UTL	183	10											
UTL	LOCAL	3											
CON	BOO					5,912							
CON	183					1,108							
CON	LOCAL					369							
		531	0	0	0	7,389	0	0	0	0	0	0	0
		Total FY2013-2016			531	Total FY2017-2020			7,389	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 16408 Fruitville Road Bridge Over Perkiomen Creek (CB #232) SR:7046

LIMITS Over Perkiomen Creek

Est Let Date: 2/9/2017

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Upper Hanover Township

AQ Code:S19

PLANNING AREA: Rural Area

DOD: 0

PROJECT MANAGER: TSS/GANNETT

CMP: Not SOV Capacity Adding

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.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024		
FD	BOO	467													
FD	183	88													
FD	LOCAL	29													
ROW	BOO		48												
ROW	183		10												
ROW	LOCAL		2												
UTL	BOO		48												
UTL	183		9												
UTL	LOCAL		3												
CON	BOO						3,247								
CON	183						609								
CON	LOCAL						203								
		584	120	0	0	0	4,059	0	0	0	0	0	0		
		Total FY2013-2016			704	Total FY2017-2020				4,059	Total FY2021-2024				0

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 16484 *Edgehill Road Bridge Over Old York Road SR:2034*

LIMITS Over Old York Road

Est Let Date: 12/4/2014

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Abington Township

AQ Code:S19

PLANNING AREA: Developed Community

DOD: 1

PROJECT MANAGER: EE/JMD

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 14B

This project involves rehabilitating or replacing the bridge carrying Edgehill Road over Old York Road. The work includes replacing the deck of the bridge and painting and 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.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024		
FD	BOO	1,050													
ROW	BOO	268													
UTL	BOO		481												
CON	BOO					3,809									
		1,318	481	0	0	3,809	0	0	0	0	0	0	0		
		Total FY2013-2016			1,799	Total FY2017-2020				3,809	Total FY2021-2024				0

MPMS# 16610 *Ashmead Road Bridge Over Tookany Creek (CB) SR:7102*

LIMITS Over Tookany Creek

Est Let Date: 1/8/2015

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Cheltenham Township

AQ Code:S19

PLANNING AREA: Developed Community

DOD: 0

PROJECT MANAGER: TSS/GANNETT

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 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.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024		
UTL	BOO	93													
UTL	185	17													
UTL	LOCAL	6													
CON	BOO					2,724									
CON	185					511									
CON	LOCAL					171									
		116	0	0	0	3,406	0	0	0	0	0	0	0		
		Total FY2013-2016			116	Total FY2017-2020				3,406	Total FY2021-2024				0

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 16658 *Old Forty Foot/Skipack (Bridge)*

LIMITS LOWER SALFORD TWP

Est Let Date: 3/12/2015

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES:

AQ Code:S19

PLANNING AREA:

DOD: 1

PROJECT MANAGER: EE/JA

CMP: Not SOV Capacity Adding

This is a Structurally Deficient bridge breakout project from MPMS #88706. This project involves rehabilitating or replacing a bridge near Old Forty Foot Road and Skipack Pike (Route 73) in Lower Salford Township, Montgomery County. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)														
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024			
PE	BOO					676										
		0	0	0	0	0	676	0	0	0	0	0	0			
		Total FY2013-2016				0	Total FY2017-2020				676	Total FY2021-2024				0

MPMS# 16665 *US 202, Markley Street Southbound (Section 500) SR:0202*

LIMITS Main Street to Johnson Highway

No Let Date

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: East Norriton Township; Norristown Borough

AQ Code:2030M

PLANNING AREA: Developed Community

DOD: 5

PROJECT MANAGER: EE/JB

CMP: Major SOV Capacity

Adding Subcorr(s): 8E, 9B

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 2007 and 2011 annual memoranda on supplemental strategies for details related to this project.

		TIP Program Years (\$ 000)														
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024			
ROW	NHS	212														
ROW	581	53														
UTL	NHS	3,395														
UTL	581	849														
		4,509	0	0	0	0	0	0	0	0	0	0	0			
		Total FY2013-2016				4,509	Total FY2017-2020				0	Total FY2021-2024				0

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 16703 *Old Betzwood Bridge Bicycle/Pedestrian Trail (C047) - Part 5 of River Crossing Complex SR:3051*

LIMITS Over Schuylkill River and Norfolk Southern Railroa

Est Let Date: 12/20/2012

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Upper Merion Township; West Norriton Township

AQ Code:A2

PLANNING AREA: Developed Community

DOD: 0

PROJECT MANAGER: EE/MDH

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 1A, 9B

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	SXF	385											
CON	STP	901											
CON	CAQ	4,129											
CON	CAQ		4,129										
		5,415	4,129	0	0	0	0	0	0	0	0	0	0
		Total FY2013-2016		9,544		Total FY2017-2020				0			
										Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 16705 *Chester Valley Trail Extension (C036)*

LIMITS South Gulph Road Bridge to Norristown Transit Cent

Est Let Date: 4/15/2016

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Upper Merion Township; Bridgeport Borough; Norristown Borough

AQ Code:A2

PLANNING AREA: Developed Community

DOD: 4

PROJECT MANAGER: EE/DVRPC/RG

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 1A, 3C, 8D, 9B

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
ROW	CAQ	1,231												
ROW	LOCAL	155												
CON	CAQ				7,883									
CON	LOCAL				1,971									
		1,386	0	0	9,854	0	0	0	0	0	0	0	0	
		Total FY2013-2016			11,240	Total FY2017-2020				0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 16726 *WarminsterRd/Pennypack Ck (Bridge)*

New-B

LIMITS Warminster Road (SR 2040)

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Hatboro Borough; Upper Moreland Township

AQ Code:S19

PLANNING AREA: Developed Community

DOD: 2

PROJECT MANAGER: EE/JA

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing state bridge over the Pennypack Creek on Warminster Road between Arionne Road and PA 263 in Upper Moreland Township and Hatboro Borough. It is a Structurally Deficient bridge breakout project from MPMS #88706. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
FD	BOO					420							
FD	185					105							
ROW	BOO					210							
ROW	185					53							
UTL	BOO					210							
UTL	185					53							
CON	BOO						1,407						
CON	185						352						
		0	0	0	0	1,051	1,759	0	0	0	0	0	0
		Total FY2013-2016			0	Total FY2017-2020			2,810	Total FY2021-2024			0

MPMS# 48186 *Pottstown Area Signal System Upgrade SR:4031*

LIMITS Montgomery and Chester Counties

Est Let Date: 2/14/2014

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Pottstown Borough; North Coventry Township

AQ Code:2020M

PLANNING AREA: Developed Community; Growing Suburb

DOD: 4

PROJECT MANAGER: AECOM/ER

CMP: 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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	CAQ	6,100											
CON	CAQ		6,100										
		6,100	6,100	0	0	0	0	0	0	0	0	0	0
		Total FY2013-2016			12,200	Total FY2017-2020			0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 50646 PA 63 Bridges (3) Over Unami Creek and East Branch of Perkiomen SR:0063

LIMITS Over Unami Creek and East Branch of Perkiomen

Est Let Date: 7/2/2015

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Lower Salford Township; Marlborough Township; Upper Salford Township

AQ Code:S19

PLANNING AREA: Growing Suburb; Rural Area

DOD: 2

PROJECT MANAGER: AECOM/MMP

CMP: Not SOV Capacity Adding

This project involves the rehabilitating or replacing three bridges on Route 63 Between PA 113 and PA 29, over the Unami Creek and the East Branch of the Perkiomen Creek.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024		
ROW	STP	292													
UTL	STP	182													
CON	BOO														
CON	185														
CON	BOO					5,072									
CON	185					1,268									
CON	BOO							4,682							
CON	185							1,170							
		474	0	0	0	0	6,340	5,852	0	0	0	0	0		
		Total FY2013-2016				474	Total FY2017-2020				12,192	Total FY2021-2024			
											0				

MPMS# 57849 PA 29, Main Street Bridge Over Reading Railroad Tracks (Removal) SR:0029

LIMITS Over abandoned Reading Railroad Tracks

Est Let Date: 6/5/2014

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Pennsburg Borough

AQ Code:S2

PLANNING AREA: Developed Community

DOD: 2

PROJECT MANAGER: P/CNV

CMP: Not SOV Capacity Adding

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. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance..

		TIP Program Years (\$ 000)													
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024		
CON	185					1,970									
		0	0	0	0	1,970	0	0	0	0	0	0	0		
		Total FY2013-2016				0	Total FY2017-2020				1,970	Total FY2021-2024			
											0				

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 57851 **Plank Road/Otts Road/Meyers Road/Seitz Road Intersection Improvements SR:4044**

LIMITS PA 73 to Township Line Road

Est Let Date: 1/15/2015

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Perkiomen Township; Skippack Township

AQ Code:2020M

PLANNING AREA: Growing Suburb

DOD: 0

PROJECT MANAGER: AECOM/CC

CMP: Minor SOV Capacity

Corridor/intersection improvements; realign off-set intersection:

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024		
ROW	SXF	800													
CON	STU			1,362											
CON	SXF			1,000											
CON	CAQ			4,884											
CON	SXF				681										
CON	CAQ				4,884										
CON	STU				1,362										
		800	0	7,246	6,927	0	0	0	0	0	0	0	0		
		Total FY2013-2016			14,973	Total FY2017-2020				0	Total FY2021-2024				0

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 57858 Lafayette Street Extension (MG1) SR:9102

LIMITS Dannehower Bridge to PA Turnpike

No Let Date

IMPROVEMENT Roadway New Capacity

LRPID:55

MUNICIPALITIES: Norristown Borough; Plymouth Township

AQ Code:2030M

PLANNING AREA: Developed Community

DOD: 4

PROJECT MANAGER: EE/JB

CMP: Major SOV Capacity

Adding Subcorr(s): 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.

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 2010 and 2012 annual memoranda on supplemental strategies for details related to this project.

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
FD	STU	424											
FD	LOCAL	106											
ROW	STU		2,185										
ROW	LOCAL		546										
UTL	STP		2,623										
UTL	LOCAL		656										
		530	6,010	0	0	0	0	0	0	0	0	0	0
		Total FY2013-2016		6,540		Total FY2017-2020			0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 57864 **Cowpath Road/Godshall Road/Broad Street Improvements SR:1012**

LIMITS At Cowpath Road/Godshall Road/Broad Street

Est Let Date: 3/14/2014

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Franconia Township

AQ Code:R4

PLANNING AREA: Growing Suburb

DOD: 1

PROJECT MANAGER: HNTB/JA

CMP: Minor SOV Capacity

Adding Subcorr(s): 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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
ROW	STP	720												
UTL	STP	56												
CON	STP		8,350											
		776	8,350	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			9,126	Total FY2017-2020				0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 57865 *Edge Hill Road Reconstruction SR:2034*

LIMITS Easton Road to Jenkintown Road

Est Let Date: 10/17/2019

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Abington Township

AQ Code:S19

PLANNING AREA: Developed Community

DOD: 1

PROJECT MANAGER: HNTB/JA

CMP: Not SOV Capacity Adding

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	STU									7,414				
CON	STP									8,555				
CON	581									3,992				
		0	0	0	0	0	0	0	0	19,961	0	0	0	
		Total FY2013-2016			0	Total FY2017-2020				0	Total FY2021-2024			19,961

MPMS# 59522 *I-476, PA Turnpike Northeast Extension/PA 309 Corridor Incident Traffic Management SR:9101*

LIMITS At I-476 and PA 309

Est Let Date: 4/25/2013

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Various

AQ Code:S7

PLANNING AREA:

DOD: 1

PROJECT MANAGER: AECOM/ER

CMP: Minor SOV Capacity

Adding Subcorr(s): 2A, 11A, 14C

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
ROW	CAQ	47												
ROW	581	12												
CON	CAQ	2,456												
CON	SXF	3,344												
		5,859	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			5,859	Total FY2017-2020				0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 63486 **US 202, Johnson Highway to Township Line Road (61S) SR:0202**

LIMITS Johnson Highway to Township Line Road

Est Let Date: 2/1/2018

IMPROVEMENT Roadway New Capacity

LRPID:56

MUNICIPALITIES: Whitpain Township; East Norriton Township; Norristown Borough

AQ Code:2030M

PLANNING AREA: Developed Community

DOD: 1

PROJECT MANAGER: TSS/MCF

CMP: Major SOV Capacity

Adding Subcorr(s): 8F, 9B

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. See MPMS #'s 63491, 63486, and 63490 for construction sections.

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 2007 annual memoranda on supplemental strategies for details related to this project.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	NHS								15,577				
CON	STU								3,894				
CON	NHS									15,577			
CON	581									3,894			
CON	NHS										15,577		
CON	581										3,894		
		0	0	0	0	0	0	0	19,471	19,471	19,471	0	0
		Total FY2013-2016			0	Total FY2017-2020			19,471	Total FY2021-2024		38,942	

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 63490 US 202, Township Line Road to Morris Road (61N) SR:0202

LIMITS Township Line Road to Morris Road

Est Let Date: 4/3/2017

IMPROVEMENT Roadway New Capacity

LRPID:56

MUNICIPALITIES: Whitpain Township

AQ Code:2030M

PLANNING AREA: Developed Community

DOD: 2

PROJECT MANAGER: TSS/MCF

CMP: Major SOV Capacity

Adding Subcorr(s): 2A, 8F

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. See MPMS #'s 63491, 63486, and 63490 for construction sections.

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 2007 annual memoranda on supplemental strategies for details related to this project.

TOLL CREDIT

TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	NHS					17,485								
CON	NHS						19,992							
CON	NHS							19,638						
CON	NHS									831				
		0	0	0	0	0	17,485	19,992	19,638	831	0	0	0	
		Total FY2013-2016				0	Total FY2017-2020			57,115	Total FY2021-2024			831

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 63491 **US 202, Morris Road to Swedesford Road (65S) SR:0202**

LIMITS Morris Road to Swedesford Road

Est Let Date: 10/15/2017

IMPROVEMENT Roadway New Capacity

LRPID:56

MUNICIPALITIES: Whitpain Township; Lower Gwynedd Township; Upper Gwynedd Township

AQ Code:2030M

PLANNING AREA: Developed Community; Growing Suburb

DOD: 2

PROJECT MANAGER: TSS/MCF

CMP: Major SOV Capacity

Adding Subcorr(s): 8F, 14C

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. See MPMS #16755 for the design section. See MPMS #'s 63491, 63486, and 63490 for construction sections.

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 2007 annual memoranda on supplemental strategies for details related to this project.

TOLL CREDIT

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	NHS						22,700							
CON	581						5,674							
CON	NHS							22,700						
CON	581							5,674						
CON	NHS								22,700					
CON	581								5,674					
		0	0	0	0	0	28,374	28,374	28,374	0	0	0	0	
		Total FY2013-2016				0	Total FY2017-2020			85,122	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 63493 US 202, 5-Points Intersection Improvements (71A) SR:0202

LIMITS At US 202/Route 309/PA 463

Est Let Date: 4/15/2015

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Montgomery Township

AQ Code:2020M

PLANNING AREA: Growing Suburb

DOD: 2

PROJECT MANAGER: TSS/MCF

CMP: Minor SOV Capacity

Adding Subcorr(s): 8G, 14C

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024		
CON	581			1,339											
CON	581				4,195										
		0	0	1,339	4,195	0	0	0	0	0	0	0	0		
		Total FY2013-2016			5,534	Total FY2017-2020				0	Total FY2021-2024				0

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 64796 **US 422/PA 363 Interchange Reconstruction (4TR) - Part 2 of River Crossing Complex SR:0422**

LIMITS At US 422 and PA 363

Est Let Date: 11/1/2012

IMPROVEMENT Intersection/Interchange Improvements

LRPID:95

MUNICIPALITIES: Lower Providence Township; West Norriton Township

AQ Code:2020M

PLANNING AREA: Growing Suburb; Developed Community

DOD: 0

PROJECT MANAGER: EE/MDH

CMP: Major SOV Capacity

Adding Subcorr(s): 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

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 2010 and 2011 annual memoranda on supplemental strategies for details related to this project.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024		
ROW	STP*	500													
UTL	STP*	600													
CON	STU		3,000												
CON	STU			9,328											
		1,100	3,000	9,328	0	0	0	0	0	0	0	0	0		
		Total FY2013-2016			13,428	Total FY2017-2020				0	Total FY2021-2024				0

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 64798 **North Narberth Avenue Bridge Over Amtrak/SEPTA (CB) SR:7412**

LIMITS Over Amtrak/SEPTA

Est Let Date: 4/2/2015

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Narberth Borough

AQ Code:S19

PLANNING AREA: Developed Community

DOD: 1

PROJECT MANAGER: TSS/GANNETT

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 7B

This project involves rehabilitating or replacing a borough owned, through girder type bridge. The 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. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
FD	BOO	448											
FD	183	84											
FD	LOCAL	28											
CON	BOO			5,547									
CON	183			1,040									
CON	LOCAL			347									
		560	0	6,934	0	0	0	0	0	0	0	0	0
		Total FY2013-2016			7,494	Total FY2017-2020			0	Total FY2021-2024			0

MPMS# 65910 **Ambler Streetscape/Station Landscaping (TE) SR:0309**

LIMITS Along Butler Pike/Vicinity of Ambler Train Station

No Let Date

IMPROVEMENT Streetscape

MUNICIPALITIES: Ambler Borough

AQ Code:X12

PLANNING AREA: Developed Community

DOD: 3

PROJECT MANAGER: EE/DVRPC/LS

CMP: Not SOV Capacity Adding

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	SXF	74											
CON	STE												
		74	0	0	0	0	0	0	0	0	0	0	0
		Total FY2013-2016			74	Total FY2017-2020			0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 66952 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

Est Let Date: 1/15/2016

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Upper Merion Township

AQ Code:R3

PLANNING AREA: Developed Community

DOD: 2

PROJECT MANAGER: EE/MDH

CMP: Minor SOV Capacity

Adding Subcorr(s): 1A, 9B

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
ROW	SXF	88											
ROW	581	23											
UTL	NHS			1,981									
UTL	581			495									
CON	STU				2,989								
CON	SXF				7,511								
		111	0	2,476	10,500	0	0	0	0	0	0	0	0
		Total FY2013-2016		13,087		Total FY2017-2020				0			
										Total FY2021-2024			
										0			

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 66986 *US 422, Schuylkill River Bridge Over Schuylkill River (M2A-Stowe) SR:0422*

LIMITS Over Schuylkill River

Est Let Date: 4/15/2014

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: West Pottsgrove Township; North Coventry Township

AQ Code:S19

PLANNING AREA: Developed Community; Growing Suburb

DOD: 4

PROJECT MANAGER: EE/LJL

CMP: Not SOV Capacity Adding

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. 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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	BOO													
CON	185													
CON	BOO													
CON	185													
CON	BOO				17,352									
CON	185				4,338									
CON	BOO					9,488								
CON	185					2,371								
CON	BOO						9,488							
CON	185						2,371							
CON	BOO							1,905						
CON	185							476						
CON	BOO								3,273					
CON	185								818					
		0	0	0	21,690	11,859	11,859	2,381	4,091	0	0	0	0	
		Total FY2013-2016		21,690		Total FY2017-2020			30,190		Total FY2021-2024			0

MPMS# 69799 *PA 309, ITS Integration SR:0309*

LIMITS Cheltenham Avenue to PA 63 and PA 63 to US 202

Actl Let Date: 2/9/2007

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Various

AQ Code:S7

PLANNING AREA:

DOD: 3

PROJECT MANAGER: CONSTR

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 1A, 14A, 14B

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	NHS*	500												
		500	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016		500		Total FY2017-2020			0		Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 70197 **US 422, (New) Expressway Bridge Over Schuylkill River (SRB) - Part 3 of River Crossing Complex**
SR:0422

LIMITS Over Schuylkill River

Est Let Date: 1/8/2015

IMPROVEMENT Bridge Repair/Replacement

LRPID:96

MUNICIPALITIES: Upper Merion Township; West Norriton Township

AQ Code:2030M

PLANNING AREA: Developed Community

DOD: 0

PROJECT MANAGER: EE/MDH

CMP: Major SOV Capacity

Adding Subcorr(s): 1A, 9B

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.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

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 2010 and 2011 annual memoranda on supplemental strategies for details related to this project.

TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
ROW	BOO	1,531											
ROW	185	324											
ROW	BOO		336										
ROW	185		142										
UTL	BOO		1,923										
UTL	185		481										
CON	STU					24,361							
CON	916					6,090							
CON	STU							24,361					
CON	916							6,090					

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CON	STU								24,361				
CON	916								6,090				
CON	STU									8,820			
CON	185									6,090			
CON	STU										39,902		
CON	916										6,090		
		1,855	2,882	0	0	0	30,451	30,451	30,451	14,910	45,992	0	0
		Total FY2013-2016		4,737		Total FY2017-2020		91,353		Total FY2021-2024		60,902	

MPMS# 71203 *Flourtown-Erdenheim Community Gateways (TE) SR:2018*

LIMITS Bethlehem Pike at East Mill Road and Penn Oak Road

No Let Date

IMPROVEMENT Streetscape

MUNICIPALITIES: Springfield Township

AQ Code:X12

PLANNING AREA: Developed Community

DOD: 1

PROJECT MANAGER: CONSTR

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 1A, 14B

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	STE	0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2013-2016		0		Total FY2017-2020		0		Total FY2021-2024		0	

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 72355 Valley Green Road Bridge Over Wissahickon Creek SR:7046

LIMITS Over Wissahickon Creek

Est Let Date: 1/8/2015

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Whitemarsh Township

AQ Code:S19

PLANNING AREA: Developed Community

DOD: 1

PROJECT MANAGER: TSS/GANNETT

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing the 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 that 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. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
FD	BOO	488											
FD	183	92											
FD	LOCAL	31											
ROW	BOO	37											
ROW	183	7											
ROW	LOCAL	2											
UTL	BOO		28										
UTL	183		5										
UTL	LOCAL		2										
CON	BOO					5,779							
CON	183					1,084							
CON	LOCAL					361							
		657	35	0	0	7,224	0	0	0	0	0	0	0
		Total FY2013-2016		692		Total FY2017-2020		7,224		Total FY2021-2024		0	

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 72977 *Butler Pike Pedestrian Walkway Improvements (HTSSRS)*

LIMITS Germantown Pike, Whitemarsh High School to Butler

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Whitemarsh Township

AQ Code:A2

PLANNING AREA: Developed Community

DOD: 0

PROJECT MANAGER: W/DVRPC/JC

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 2B, 15B

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 Whitemarsh 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 from MPMS #64984 at the appropriate time.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	STE												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2013-2016			0	Total FY2017-2020			0	Total FY2021-2024			0

MPMS# 72978 *Norristown Main Street Streetscape - Phase III (HTSSRS)*

LIMITS Cherry Street to Barbadoes Street

Actl Let Date: 6/21/2012

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Norristown Borough

AQ Code:A2

PLANNING AREA: Developed Community

DOD: 4

PROJECT MANAGER: EE/DVRPC/LS

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 8E, 9B

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 from MPMS #64984 at the appropriate time.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	STE												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2013-2016			0	Total FY2017-2020			0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 72994 PA 263, York Road Hatboro Revitalization (HTSSRS)

LIMITS Horsham Road to Summit Avenue

No Let Date

IMPROVEMENT Streetscape

MUNICIPALITIES: Hatboro Borough

AQ Code:A2

PLANNING AREA: Developed Community

DOD: 2

PROJECT MANAGER: EE/DVRPC/LS

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 1A, 12A

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 from MPMS #64984 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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	STE	0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2013-2016				Total FY2017-2020				Total FY2021-2024			
		0				0				0			

MPMS# 74807 North Broad Streetscape Improvements

LIMITS Lansing Avenue to Lynwood Road

Est Let Date: 5/23/2014

IMPROVEMENT Streetscape

MUNICIPALITIES: Hatfield Township

AQ Code:A2

PLANNING AREA: Growing Suburb

DOD: 1

PROJECT MANAGER: TSS/DMB

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 14C

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	SXF	100											
CON	TOLL												
CON	LOCAL	42											
		142	0	0	0	0	0	0	0	0	0	0	0
		Total FY2013-2016				Total FY2017-2020				Total FY2021-2024			
		142				0				0			

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 74813 *Ambler Pedestrian Sidewalk Improvements*

LIMITS Orange Avenue/Highland Avenue/Southern Park Avenue

Est Let Date: 1/15/2014

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Ambler Borough

AQ Code:A2

PLANNING AREA: Developed Community

DOD: 3

PROJECT MANAGER: EE/DVRPC/JPB

CMP: Not SOV Capacity Adding

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	SXF	354												
		354	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			354	Total FY2017-2020				0	Total FY2021-2024			0

MPMS# 74815 *Upper Gwynedd Streetscape Improvements*

LIMITS At West Point Avenue and Garfield Avenue

Est Let Date: 3/7/2013

IMPROVEMENT Streetscape

MUNICIPALITIES: Upper Gwynedd Township

AQ Code:A2

PLANNING AREA: Growing Suburb

DOD: 0

PROJECT MANAGER: DAVIES/LEF

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 8F, 14C

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	DEMO	0	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			0	Total FY2017-2020				0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 74817 PA 263, York Road Hatboro Revitalization (TE)

LIMITS Horsham Road to Summit Avenue

Est Let Date: 6/16/2014

IMPROVEMENT Streetscape

MUNICIPALITIES:

AQ Code:X12

PLANNING AREA:

DOD: 2

PROJECT MANAGER: EE/DVRPC/LS

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 12A, 14F

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	SXF		1,000											
		0	1,000	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			1,000	Total FY2017-2020				0	Total FY2021-2024			0

MPMS# 74937 Whitemarsh Township Street Improvements (TE)

LIMITS Germantown Pike, Church Road to Joshua Road

Est Let Date: 7/15/2014

IMPROVEMENT Streetscape

MUNICIPALITIES: Whitemarsh Township

AQ Code:S6

PLANNING AREA: Developed Community

DOD: 1

PROJECT MANAGER: EE/DVRPC/JC

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 1A, 2B, 14B, 15B

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	SXF		640											
		0	640	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			640	Total FY2017-2020				0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 77462 *Collegeville Main Street Revitalization - Phase 3 (HTSSRS)*

LIMITS 1st Avenue to 4th Avenue

No Let Date

IMPROVEMENT Streetscape

MUNICIPALITIES: Collegeville Borough

AQ Code:X12

PLANNING AREA: Developed Community

DOD: 0

PROJECT MANAGER: CONSTR.

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 9A

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	STE	0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2013-2016				Total FY2017-2020				Total FY2021-2024			
		0				0				0			

MPMS# 78736 *E King St O/Manatawney Cr (Bridge)*

New-B

LIMITS Pottstown Boro

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Pottstown Borough

AQ Code:S19

PLANNING AREA: Developed Community

DOD: 4

PROJECT MANAGER: TSS/HPF

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing the state bridge over the Manatawney Creek on East King Street between Manatawney Street and PA 100 in Pottstown Borough. Structurally Deficient bridge breakout project from MPMS #88706.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
FD	BOO							126					
FD	185							31					
ROW	BOO								130				
ROW	185								32				
CON	BOO									446			
CON	185									112			
		0	0	0	0	0	0	157	162	558	0	0	0
		Total FY2013-2016				Total FY2017-2020				Total FY2021-2024			
		0				319				558			

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 79863 Lafayette Street, Ford Street to Conshohocken Road Extension (MGP)

LIMITS Ford Street to Conshohocken Road

Est Let Date: 11/7/2013

IMPROVEMENT Roadway New Capacity

LRPID:55

MUNICIPALITIES: Norristown Borough; Plymouth Township

AQ Code:2020M

PLANNING AREA: Developed Community

DOD: 5

PROJECT MANAGER: EE/JB

CMP: Major SOV Capacity

Adding Subcorr(s): 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

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 2010 and 2012 annual memoranda on supplemental strategies for details related to this project.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	STU	7,002												
CON	LOCAL	1,163												
CON	STU		7,002											
CON	LOCAL		1,163											
		8,165	8,165	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			16,330		Total FY2017-2020			0		Total FY2021-2024		0

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 79864 Lafayette Street, Barbados Street to Ford Street Widening (MGN)

LIMITS Barbados Street to Ford Street

Est Let Date: 1/12/2015

IMPROVEMENT Roadway New Capacity

LRPID:55

MUNICIPALITIES: Norristown Borough

AQ Code:2020M

PLANNING AREA: Developed Community

DOD: 4

PROJECT MANAGER: EE/JB

CMP: Major SOV Capacity

Adding Subcorr(s): 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

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 2010 and 2012 annual memoranda on supplemental strategies for details related to this project.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	STU			6,638									
CON	LOCAL			1,724									
CON	STU				10,478								
CON	LOCAL				2,684								
		0	0	8,362	13,162	0	0	0	0	0	0	0	0
		Total FY2013-2016		21,524		Total FY2017-2020			0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 80021 *US 202, Markley Street Improvements (Section 510)*

LIMITS Main Street to Harding Boulevard

Est Let Date: 1/15/2015

IMPROVEMENT Roadway New Capacity

MUNICIPALITIES: Norristown Borough

AQ Code:2020M

PLANNING AREA: Developed Community

DOD: 5

PROJECT MANAGER: EE/JB

CMP: Major SOV Capacity

Adding Subcorr(s): 1A, 8E, 9B

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.

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 2007 and 2011 annual memoranda on supplemental strategies for details related to this project.

TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	STU			7,428									
CON	581			1,486									
CON	STU				7,428								
CON	581				1,530								
		0	0	8,914	8,958	0	0	0	0	0	0	0	0
		Total FY2013-2016		17,872		Total FY2017-2020			0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 80022 *US 202, Markley Street Improvements (Section 520)*

LIMITS Harding Boulevard to Johnson Highway

Est Let Date: 11/29/2012

IMPROVEMENT Roadway New Capacity

MUNICIPALITIES: East Norriton Township; Norristown Borough

AQ Code:2020M

PLANNING AREA: Developed Community

DOD: 5

PROJECT MANAGER: EE/JB

CMP: Major SOV Capacity

Adding Subcorr(s): 1A, 8E, 9B

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.

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 2007 and 2011 annual memoranda on supplemental strategies for details related to this project.

TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	STU	8,275											
CON	581	2,069											
CON	STU		8,275										
CON	581		2,069										
		10,344	10,344	0	0	0	0	0	0	0	0	0	0
		Total FY2013-2016		20,688		Total FY2017-2020				0			
										Total FY2021-2024			
										0			

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 80052 *Fetters Mill Bridge Over Pennypack Circle*

LIMITS Over Pennypack Circle

Est Let Date: 12/4/2014

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Bryn Athyn Borough; Lower Moreland Township

AQ Code:S19

PLANNING AREA: Developed Community

DOD: 2

PROJECT MANAGER: TSS/GANNETT

CMP: Not SOV Capacity Adding

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.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
FD	BOO	327											
FD	183	61											
FD	LOCAL	20											
ROW	BOO	93											
ROW	183	18											
ROW	LOCAL	6											
CON	BOO					2,102							
CON	185					394							
CON	LOCAL					131							
		525	0	0	0	2,627	0	0	0	0	0	0	0
		Total FY2013-2016			525	Total FY2017-2020			2,627	Total FY2021-2024			0

MPMS# 80053 *Knight Road Bridge Over Green Lane Reservoir*

LIMITS Over Green Lane Reservoir

Est Let Date: 10/2/2014

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Upper Hanover Township

AQ Code:S19

PLANNING AREA: Rural Area

DOD: 0

PROJECT MANAGER: TSS/GANNETT

CMP: Not SOV Capacity Adding

This project consists of the replacement of the existing bridge carrying Knight Road over Green Lane Reservoir. Minor approach work is also anticipated. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
FD	BOO*	100											
UTL	BOO		44										
UTL	183		8										
UTL	LOCAL		2										
CON	BOO			1,783									
CON	183			334									
CON	LOCAL			111									
		100	54	2,228	0	0	0	0	0	0	0	0	0
		Total FY2013-2016			2,382	Total FY2017-2020			0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 83742 *Keim Street Bridge Over Schuylkill River*

LIMITS Over Schuylkill River

Est Let Date: 4/5/2018

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES:

AQ Code:S19

PLANNING AREA:

DOD: 2

PROJECT MANAGER: TSS/GANNETT

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing the existing structure that is 8 span, 749' steel Pony Truss over Schuylkill River. It is posted for 22 tons, and carries two 10' lanes and one 5' sidewalk. The proposed structure that will meet current design standards is two 12' lanes, two 6' shoulders, one 5-6' sidewalk. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
FD	BOO			843									
FD	183			158									
FD	LOCAL			53									
UTL	BOO					53							
UTL	183					10							
UTL	LOCAL					3							
CON	BOO						5,466						
CON	183						1,025						
CON	LOCAL						342						
CON	BOO							5,466					
CON	183							1,025					
CON	LOCAL							342					
CON	BOO								5,466				
CON	183								1,025				
CON	LOCAL								342				
		0	0	1,054	0	66	6,833	6,833	6,833	0	0	0	0
		Total FY2013-2016			1,054	Total FY2017-2020			20,565	Total FY2021-2024			0

MPMS# 86336 *Congo Road Bridge Replacement*

LIMITS Congo Road over Middle Creek

Est Let Date: 2/15/2017

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES:

AQ Code:S19

PLANNING AREA:

DOD: 1

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This project involves the rehabilitating or replacing of the Bridge at Congo Road over Middle Creek. The improvement is a breakout of MPMS# 88706 for Bridge Rehabilitation. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
PE	BOO						271						
PE	185						68						
		0	0	0	0	0	339	0	0	0	0	0	0
		Total FY2013-2016			0	Total FY2017-2020			339	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 86924 PA 422, Resurfacing (PM2)

LIMITS Walnut Street to Pleasant Street

Est Let Date: 10/15/2015

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Various

AQ Code:S10

PLANNING AREA:

DOD: 0

PROJECT MANAGER: TSS/HPF

CMP: Not SOV Capacity Adding

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	STP			9,000										
CON	STU				2,656									
CON	STP				10,627									
		0	0	9,000	13,283	0	0	0	0	0	0	0	0	
		Total FY2013-2016			22,283	Total FY2017-2020				0	Total FY2021-2024			0

MPMS# 87097 Pottstown Borough Improvements (SRTS) - Round 1

LIMITS Vicinity of Pottstown's 5 elementary schools

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Pottstown Borough

AQ Code:A2

PLANNING AREA: Developed Community

DOD: 4

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

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 (SRTSF) funding in May of 2009.

Any additional funds required to complete the project will be provided locally.

Federal Safe Routes to School Program

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
PE	SRTSF	80												
FD	SRTSF	10												
CON	SRTSF	134												
		224	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			224	Total FY2017-2020				0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 87099 Upper Gwynedd Township Improvements (SRTS) - Round 1

LIMITS Vicinity of St. Rose of Lima and

Est Let Date: 4/24/2014

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Upper Gwynedd Township

AQ Code:A2

PLANNING AREA: Growing Suburb

DOD: 0

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

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. This project was awarded \$1,101,000 in SRTSF funds.

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 (SRTSF) funding in May of 2009.

Any additional funds required to complete the project will be provided locally.

Federal Safe Routes to School Program

TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
PE	SRTSF	180												
FD	SRTSF	20												
CON	SRTSF	901												
		1,101	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			1,101	Total FY2017-2020				0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 87392 Lafayette Street Extension (MGL)

LIMITS Norristown Borough Line to I-276

Est Let Date: 1/2/2014

IMPROVEMENT Roadway New Capacity

LRPID:55

MUNICIPALITIES:

AQ Code:2020M

PLANNING AREA:

DOD: 1

PROJECT MANAGER:

CMP: Major SOV Capacity

Adding Subcorr(s): 1A, 8E, 9B

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.

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 2010 and 2012 annual memoranda on supplemental strategies for details related to this project.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	STP		5,445											
CON	LOCAL		1,089											
CON	STP			5,445										
CON	LOCAL			1,089										
CON	STP				5,445									
CON	LOCAL				1,089									
		0	6,534	6,534	6,534	0	0	0	0	0	0	0	0	
		Total FY2013-2016			19,602	Total FY2017-2020				0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 87522 I-76 Mudslide Improvements

LIMITS Conshohocken curve from MP 334 to MP 335

Est Let Date: 7/26/2012

IMPROVEMENT Other

MUNICIPALITIES: Conshohocken Borough; Lower Merion Township

AQ Code:X13

PLANNING AREA: Developed Community

DOD: 1

PROJECT MANAGER: DAVIES/LEF

CMP: Not SOV Capacity Adding

Due to the mudslides and flooding that occurred as a result of a storm on August 2, 2009 on the I-76/Schuylkill Expressway, a hydraulic study was initiated to look at mitigative measures that could be taken to help prevent the reoccurrence of flooding and mudslides. The study, completed in 2010, recommended various major and interim improvements that are needed in the area to prevent another slope failure. These improvements include:

- Cleaning and re-establishing the existing cutoff ditch and headwall system along the western shoulder barrier of I-76.
- Slope stabilization within the right of way on the west side of I-76.
- Stabilization and armoring of the existing natural drainage channels in up-slope wooded areas, west of I-76. Methods used for stabilization and armoring may include riprap stabilization, slope protection with geonet, gabion and/or geogrid geotextile products.
- Modifying existing storm drainage by re-configuring existing pipes to provide better flow characteristics
- Providing an additional cross-pipe to improve the drainage conditions at the true sag location in addition to upgrading existing cross-pipes, adding five new inlets and changing the profiles at these locations.
- Installation of a detention basin to mitigate the existing offsite flow impacting the highway.

These improvements will require I-76 to have one or more lanes to be closed during construction.

TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
ROW	STP	42											
ROW	581	11											
CON	STP				955								
CON	581				239								
		53	0	0	1,194	0	0	0	0	0	0	0	0
		Total FY2013-2016		1,247		Total FY2017-2020				0			
						Total FY2021-2024				0			

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 87938 *Bethlehem Pike Roadway Streetscape Improvements (TCSP)*

LIMITS Whitemarsh Township to Philadelphia County Line

No Let Date

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Springfield Township

AQ Code:R4

PLANNING AREA: Rural Area

DOD: 1

PROJECT MANAGER: **CMP:** Not SOV Capacity Adding

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	TCS	448												
		448	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			448	Total FY2017-2020				0	Total FY2021-2024			0

MPMS# 89715 *US 422, Sanatoga Interchange Ramp Improvements*

LIMITS US 422 at Evergreen Road

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Limerick Township

AQ Code:R3

PLANNING AREA: Growing Suburb

DOD:

PROJECT MANAGER: EE/MDH **CMP:** Not SOV Capacity Adding

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
PE	LOCAL	400												
		400	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			400	Total FY2017-2020				0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 90006 *Trooper Road Closed Loop (TCSP)*

LIMITS Germantown Pike to US 422

Est Let Date: 7/26/2012

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES:

AQ Code:2015M

PLANNING AREA:

DOD: 0

PROJECT MANAGER:

CMP: Minor SOV Capacity

Adding Subcorr(s): 9B

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024		
CON	TCS	222													
CON	LOCAL	56													
		278	0	0	0	0	0	0	0	0	0	0	0		
		Total FY2013-2016			278	Total FY2017-2020				0	Total FY2021-2024				0

MPMS# 92807 *Skippack Pike Bridge Replacement*

LIMITS Skippack Pike over the Skippack Creek

Est Let Date: 10/16/2017

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES:

AQ Code:S19

PLANNING AREA:

DOD: 0

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing the Bridge with minimal roadway improvements at Skippack Pike over Skippack Creek. The improvement is a breakout of MPMS# 88706 for Bridge Rehabilitation. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024		
PE	BOO					315									
PE	185					79									
		0	0	0	0	394	0	0	0	0	0	0	0		
		Total FY2013-2016			0	Total FY2017-2020				394	Total FY2021-2024				0

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 92839 Ridge Pike/two RR Bridges

New-B

LIMITS From 250' west of the County Bridge 257/NS to 250' east of the bridge and from 250' west of bridge ove

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES:

AQ Code:S19

PLANNING AREA:

DOD: 1

PROJECT MANAGER: AECOM/MMP

CMP: Not SOV Capacity Adding

Ridge Pike/two RR Bridges
Plymouth Township, Montgomery County
Bridge Restoration

This project will reconstruct and widen two bridges carrying Ridge Pike, a Montgomery County owned arterial, over Norfolk Southern railroad tracks in Plymouth Township between Manor Avenue and Carland Road. It also includes constructing a new pedestrian bridge over Norfolk Southern immediately adjacent to the highway bridges to provide a sidewalk on Ridge Pike. Both existing bridges over the railroad are structurally deficient. This is a companion project to MPMS #48175. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
FD	BOO	127											
FD	183	23											
FD	LOCAL	8											
ROW	BOO	509											
ROW	183	95											
ROW	LOCAL	32											
UTL	BOO	127											
UTL	183	23											
UTL	LOCAL	8											
CON	BOO								15,244				
CON	183								2,857				
CON	LOCAL								952				
		952	0	0	0	0	0	0	19,053	0	0	0	0
		Total FY2013-2016			952	Total FY2017-2020			19,053	Total FY2021-2024			0

Total For Montgomery	2013	2014	2015	2016	2013-2016	2017-2020	2021-2024
	\$65,433	\$57,884	\$67,892	\$112,576	\$303,785	\$379,735	\$121,194

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 17511 *City Ave o/ SEPTA (Bridge)*

New-B

LIMITS Philadelphia

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

AQ Code:S19

PLANNING AREA: Core City

DOD: 2

PROJECT MANAGER: TSS/SH

CMP: Not SOV Capacity Adding

This project involve rehabilitating or replacing the state bridge over the SEPTA rail lin on City Aveuen (US 1) between Bala Avenue and Belmont Avenue in the City of Philadelphia. Structurally Deficient bridge breakout project from MPMS #88706. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)															
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024		
FD	BOO							237							
FD	185							58							
ROW	BOO								104						
ROW	185								26						
CON	BOO									1,537					
CON	185									384					
		0	0	0	0	0	0	295	130	1,921	0	0	0		
		Total FY2013-2016				0	Total FY2017-2020				425	Total FY2021-2024			
												1,921			

MPMS# 17622 *Adams Avenue Bridge Over Tacony Creek SR:1002*

LIMITS Over Tacony Creek

Est Let Date: 2/16/2015

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City; Near Northeast Philadelphia

AQ Code:S19

PLANNING AREA: Core City

DOD: 5

PROJECT MANAGER: EE/JMD

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 5G

This project involves rehabilitating or replacing 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. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TOLL CREDIT

TIP Program Years (\$ 000)															
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024		
FD	BOO	665													
ROW	BOO			359											
UTL	BOO			359											
CON	BOO			3,467											
		665	0	4,185	0	0	0	0	0	0	0	0	0		
		Total FY2013-2016				4,850	Total FY2017-2020				0	Total FY2021-2024			
												0			

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 17659 *Harbison Avenue/Aramingo Avenue Safety Improvements (C048) SR:2009*

LIMITS I-95 to Roosevelt Boulevard

Actl Let Date: 4/29/2010

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City; Kensington; Near Northeast Philadelphia

AQ Code:2013m

PLANNING AREA: Core City

DOD: 6

PROJECT MANAGER: CONSTR

CMP: Minor SOV Capacity

Adding Subcorr(s): 4B, 5G

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	CAQ*	400												
		400	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			400	Total FY2017-2020				0	Total FY2021-2024			0

MPMS# 17697 *Island Avenue Signal Upgrade SR:3013*

LIMITS Woodland Avenue to Bartram Avenue

Est Let Date: 1/15/2015

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City

AQ Code:2020M

PLANNING AREA: Core City

DOD: 5

PROJECT MANAGER: TWB/VLF

CMP: Minor SOV Capacity

Adding Subcorr(s): 4C, 6B

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	CAQ			6,476										
CON	LOCAL			1,619										
		0	0	8,095	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			8,095	Total FY2017-2020				0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 17816 *Chestnut Street Bridges (4) at 30th Street SR:0003*

LIMITS Over Amtrak/Schuylkill River/I-76/CSX Rail Line/24

Est Let Date: 4/3/2014

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

AQ Code:S19

PLANNING AREA: Core City

DOD: 2

PROJECT MANAGER: AECOM/DD

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 3A, 10A

This project involves rehabilitating or replacing 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.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
FD	BOO	2,035											
FD	185	509											
FD	BOO		1,550										
FD	185		388										
FD	BOO			1,550									
FD	185			387									
ROW	BOO			990									
ROW	185			248									
UTL	916				3,826								
CON	STP					8,515							
CON	STU					14,070							
CON	916					12,090							
CON	STU						18,743						
CON	916						10,254						
CON	916							12,347					
CON	STU									20,928			
		2,544	1,938	3,175	3,826	0	34,675	28,997	12,347	20,928	0	0	0
		Total FY2013-2016			11,483	Total FY2017-2020			76,019	Total FY2021-2024			20,928

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 17821 I-95, Shackamaxon Street to Ann Street (GIR) - Design SR:0095

LIMITS Shackamaxon Street to Ann Street

No Let Date

IMPROVEMENT Roadway Rehabilitation

LRPID:65

MUNICIPALITIES: Philadelphia City

AQ Code:2020M

PLANNING AREA: Core City

DOD: 5

PROJECT MANAGER: EE/

CMP: Major SOV Capacity

Adding Subcorr(s): 4B

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 (MPMS# 79826), GR4 (MPMS# 79827), and GR5 (MPMS# 79828). 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 2007 and 2010 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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
PE	BOO*	3,950												
FD	BOO*	1,000												
FD	BOO		5,669											
FD	185		1,416											
FD	STP			1,277										
FD	BOO			4,310										
FD	581			320										
FD	185			1,077										
		4,950	7,085	6,984	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			19,019	Total FY2017-2020				0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 46956 North Delaware Avenue Extension SR:0000

LIMITS Lewis Street to Buckius Street

Est Let Date: 1/16/2014

IMPROVEMENT Roadway New Capacity

LRPID:66

MUNICIPALITIES: Philadelphia City

AQ Code:2020M

PLANNING AREA: Core City

DOD: 3

PROJECT MANAGER: AECOM/PS

CMP: Major SOV Capacity

Adding Subcorr(s): 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, sponsored by the Delaware River City Corporation. See MPMS #61712 for a full description of these sections which will be broken out to individual projects at the appropriate time:

- The Bridesburg Section (MPMS #79830)
- The Wissinoming / Tacony Section (MPMS #61712)
- The Holmesburg Section (MPMS #79832)
- The Torresdale Section (MPMS #79833)

MPMS#90482 for the North Delaware Riverfront Greenway was advanced with TIGER and CMAQ funding.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2008 annual memoranda on supplemental strategies for details related to this project.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	SXF	3,437											
CON	LOCAL	859											
CON	SXF		3,437										
CON	LOCAL		859										
CON	STU			6,964									
CON	LOCAL			1,741									
		4,296	4,296	8,705	0	0	0	0	0	0	0	0	0
		Total FY2013-2016		17,297		Total FY2017-2020				0			
						Total FY2021-2024				0			

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 46958 Philadelphia Naval Shipyard Access

LIMITS 26th Street, Penrose Avenue to Broad Street

Est Let Date: 5/15/2015

IMPROVEMENT Roadway Rehabilitation

LRPID:67

MUNICIPALITIES: Philadelphia City

AQ Code:S10

PLANNING AREA: Core City

DOD: 3

PROJECT MANAGER: TSS/SPF

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 4C

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
FD	SXF	550												
FD	LOCAL	138												
ROW	SXF	44												
ROW	LOCAL	11												
UTL	SXF	898												
UTL	LOCAL	224												
CON	SXF			5,400										
CON	LOCAL			1,350										
		1,865	0	6,750	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			8,615	Total FY2017-2020				0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 48193 *Allen's Lane Bridge Over SEPTA R8 Rail Line SR:4003*

LIMITS Over SEPTA R8 Rail Line (South of Germantown Avenue)

Est Let Date: 6/15/2015

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

AQ Code:S19

PLANNING AREA: Core City

DOD: 3

PROJECT MANAGER: TSS/DMB

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 5G

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.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
ROW	916		691											
UTL	916		632											
CON	916			4,705										
		0	1,323	4,705	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			6,028	Total FY2017-2020				0	Total FY2021-2024			0

MPMS# 48195 *Tyson Avenue Signal Improvement*

LIMITS Rising Sun Avenue to Torresdale Avenue

Est Let Date: 1/15/2015

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City

AQ Code:2020M

PLANNING AREA: Core City

DOD: 5

PROJECT MANAGER: TWB/VLF

CMP: Minor SOV Capacity

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	CAQ		2,968											
CON	LOCAL		742											
		0	3,710	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			3,710	Total FY2017-2020				0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 56768 41st Street Bridge Over Amtrak's Harrisburg Line (CB) SR:7301

LIMITS Over Amtrak's Harrisburg Line

Est Let Date: 3/12/2015

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

AQ Code:S19

PLANNING AREA: Core City

DOD: 4

PROJECT MANAGER: TSS/GANNETT

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 7A

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, retaining wall reconstruction and miscellaneous work . The new bridge will 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. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
UTL	BOO		1,748										
UTL	179A		437										
CON	BOO		3,950										
CON	179A		988										
CON	BOO			3,950									
CON	179A			988									
CON	BOO				3,950								
CON	179A				988								
		0	7,123	4,938	4,938	0	0	0	0	0	0	0	0
		Total FY2013-2016		16,999		Total FY2017-2020				0			
						Total FY2021-2024				0			

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 57276 *Montgomery Avenue Bridge over Amtrak at 30th Street (CB) SR:7301*

LIMITS Over Amtrak at 30th Street

Est Let Date: 2/15/2016

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

AQ Code:S19

PLANNING AREA: Core City

DOD: 5

PROJECT MANAGER: TSS/GANNETT

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 15A

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. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
UTL	BOO	2,549												
UTL	179A	637												
CON	BOO				3,400									
CON	179A				850									
CON	BOO					3,400								
CON	183					638								
CON	LOCAL					212								
CON	BOO						3,400							
CON	183						638							
CON	LOCAL						212							
		3,186	0	0	4,250	4,250	4,250	0	0	0	0	0	0	
		Total FY2013-2016			7,436	Total FY2017-2020			8,500	Total FY2021-2024				0

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 57894 **Stenton Avenue and Godfrey Avenue Signal Modernization**

LIMITS Paper Mill Road to Broad Street and Broad Street t

Est Let Date: 11/29/2012

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City; Germantown-Chestnut Hill

AQ Code:2020M

PLANNING AREA: Core City

DOD: 5

PROJECT MANAGER: TWB/VLF

CMP: Minor SOV Capacity

Adding Subcorr(s): 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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	CAQ*	1,600												
CON	LOCAL	400												
CON	CAQ*		1,643											
CON	LOCAL		411											
CON	CAQ*				1,000									
CON	LOCAL				250									
		2,000	2,054	0	1,250	0	0	0	0	0	0	0	0	
		Total FY2013-2016			5,304	Total FY2017-2020				0	Total FY2021-2024			0

MPMS# 57897 **Haverford Avenue Signal Modernization**

LIMITS 40th Street to City Avenue

Est Let Date: 2/5/2014

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: West Philadelphia

AQ Code:2020M

PLANNING AREA:

DOD: 5

PROJECT MANAGER: TWB/VLF

CMP: Minor SOV Capacity

Adding Subcorr(s): 5F, 7A

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	CAQ		4,808											
CON	LOCAL		1,202											
CON	CAQ			4,808										
CON	LOCAL			1,202										
		0	6,010	6,010	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			12,020	Total FY2017-2020				0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 57901 *Lincoln Drive (3R)*

LIMITS Ridge Avenue to Wayne Avenue

Est Let Date: 4/15/2015

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Philadelphia City

AQ Code:S10

PLANNING AREA: Core City

DOD: 5

PROJECT MANAGER: TWB/VLF

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 5G, 15A

This project involves the restoration, reconstruction, and resurfacing of Lincoln Drive between Ridge and Wayne Avenues in Philadelphia, including the replacement of portions of the central median barrier, guiderail, street lights, traffic signals at some intersections, and concrete collar inlets. The roadway will be resurfaced with bituminous material, and a portion of the retaining wall on the north side of Lincoln Drive near Rittenhouse Street will be replaced due to structural failure. Some curblines will undergo minor adjustments in order to improve traffic conditions. Also includes curb modifications and related improvements.

TIP Program Years (\$ 000)													
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
FD	STU	240											
FD	LOCAL	60											
CON	STP		3,246										
CON	LOCAL		811										
CON	STU			3,246									
CON	LOCAL			811									
		300	4,057	4,057	0	0	0	0	0	0	0	0	0
		Total FY2013-2016		8,414		Total FY2017-2020			0	Total FY2021-2024			0

MPMS# 57902 *City Wide 3R Betterments*

LIMITS City-wide

No Let Date

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Philadelphia City

AQ Code:S10

PLANNING AREA: Core City

DOD:

PROJECT MANAGER: TWB/

CMP: Not SOV Capacity Adding

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.

See MPMS#91837 for CW103B package.

TIP Program Years (\$ 000)													
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
PE	STP		240										
PE	LOCAL		60										
FD	STP		160										
FD	LOCAL		40										
CON	STP		7,600										
CON	LOCAL		1,900										
		0	10,000	0	0	0	0	0	0	0	0	0	0
		Total FY2013-2016		10,000		Total FY2017-2020			0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 57904 PA 291, Platt Bridge Over Schuylkill River SR:0291

LIMITS Over Schuylkill River

Actl Let Date: 3/3/2011

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

AQ Code:S19

PLANNING AREA: Core City

DOD: 0

PROJECT MANAGER: Gannett/VAG

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 6B

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. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	BOO	4,000												
CON	185	1,000												
CON	BOO		4,000											
CON	185		1,000											
		5,000	5,000	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			10,000	Total FY2017-2020				0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 61712 **North Delaware Riverfront Greenway/Heritage Trail/K&T Line Item**

LIMITS North Delaware Riverfront

Est Let Date: 4/24/2014

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City

AQ Code:A2

PLANNING AREA: Core City

DOD: 4

PROJECT MANAGER: EE/DVRPC/RG

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 4B

The Delaware River City Corporation is the sponsor of a multi-use trail (aka "North Delaware River Greenway and Trail, North Delaware River East Coast Greenway" or "Delaware River Heritage Trail" or "Bridesburg Trail" or "Kensington & Tacony Trail"), which entails a 12-foot wide multi-use trail along the Delaware riverfront. Consisting of 4 main sections, the overall trail is approximately 9 miles long and runs approximately from the Betsy Ross Bridge north into Northeast Philadelphia near Grant Avenue. This line item (MPMS #61712) contains funding for all 4 sections which are approximated below, to be broken out to separate MPMS#'s at the appropriate time.

MPMS #79830 - The Bridesburg Section is approximately 2 miles long, begins at Lewis Street and Delaware Avenue and runs north along the rivers edge crossing both the New and Old Frankford Creeks, to Carver Street (Arsenal Boat Ramp). A portion of this trail section will be constructed when Delaware Avenue is extended from Lewis Street to Orthodox Street.

MPMS #61712 - The Wissinoming / Tacony Section is approximately 2 miles long, begins at the Old Frankford Creek and runs north along the center line of the former Kensington and Tacony Rail line which is a 30-foot wide right of way through Lardner Point Park to Princeton Avenue (Tacony Boat Ramp). This section includes a connection to Tacony Street at the Arsenal Boat Ramp.

MPMS #79832 - The Holmesburg Section is approximately 4 miles long, begins at Princeton Avenue and runs north along the river's edge crossing Pennypack Creek. This trail section will pass behind the Police and Fire Academies to Pennypack Street, then head west along Pennypack Street to State Road, then head north along State Road to Linden Avenue, and finally head east to Pleasant Hill Park (Linden Avenue Boat Ramp). The section between Rhawn Street and Pennypack Creek is completed.

MPMS #79833 - The Torresdale Section would be approximately 1 mile long. The course of the trail is to be determined. As a short term measure bike lanes will be painted on State Road from Linden Avenue to Grant Avenue.

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.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	SXF	3,431												
CON	SXF		8,000											
CON	STE													
CON	CAQ			1,000										
		3,431	8,000	1,000	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			12,431	Total FY2017-2020				0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 61714 *Manayunk Canal Restoration*

LIMITS Manayunk Canal

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Philadelphia City

AQ Code:NRS

PLANNING AREA: Core City

DOD: 0

PROJECT MANAGER: EE/DVRPC/RG

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 3B

Improvements for historic restoration of portions of the sluice house and improvements to locks #68, 69, and 70.

In the spring of 2000 this project was recommended for \$454,000 TE funding through the Transportation Enhancements Program. \$454,000 will be drawn from MPMS #64984 at the appropriate time. Project was to include \$214,000 TE for FD. \$54,000 Local for FD.

TIP Program Years (\$ 000)														
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
FD	STE													
		0	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			0	Total FY2017-2020				0	Total FY2021-2024			0

MPMS# 61717 *Fairmount Water Works Dock (TE)*

LIMITS At Fairmount Water Works

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City

AQ Code:NRS

PLANNING AREA: Core City

DOD: 3

PROJECT MANAGER: EE/DVRPC/RG

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 3A

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	STE													
		0	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			0	Total FY2017-2020				0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 62694 *Passyunk Avenue Drawbridge Over the Schuylkill River SR:3019*

LIMITS Over Schuylkill River

Est Let Date: 10/15/2014

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

AQ Code:S19

PLANNING AREA: Core City

DOD: 0

PROJECT MANAGER: Gannett/PTL

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 3A, 6B, 6C

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. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	916			11,818										
		0	0	11,818	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			11,818	Total FY2017-2020				0	Total FY2021-2024			0

MPMS# 62717 *Lehigh Avenue West Signal Modernization SR:2014*

LIMITS Ridge Avenue to Broad Street

Est Let Date: 8/23/2012

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Lower North Philadelphia; Upper North Philadelphia

AQ Code:2015M

PLANNING AREA:

DOD: 5

PROJECT MANAGER: TWB/VLF

CMP: Minor SOV Capacity

Adding Subcorr(s): 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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
FD	CAQ*	100												
CON	CAQ*	2,000												
		2,100	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			2,100	Total FY2017-2020				0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 65915 *Pennsylvania Ave. Bicycle/Pedestrian Improvements (TE)*

LIMITS 22nd Street to 27th Street

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City

AQ Code:A2

PLANNING AREA: Core City

DOD: 4

PROJECT MANAGER: TWB/VLF

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 3A

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	STE												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2013-2016			0	Total FY2017-2020			0	Total FY2021-2024			0

MPMS# 68067 *Tidal Schuylkill River Greenway & Trail/Boardwalk (TIGER)*

LIMITS South Street Bridge/Boardwalk to Locust Street

Let Date: 11/10/2011

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City

AQ Code:A2

PLANNING AREA: Core City

DOD: 2

PROJECT MANAGER: Gannett/SAN

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 3A

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 Discretionary TE to be drawn 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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	CAQ*												
		1,500											
		1,500	0	0	0	0	0	0	0	0	0	0	0
		Total FY2013-2016			1,500	Total FY2017-2020			0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 68072 *PATCO Directional Signage, Philadelphia*

LIMITS Philadelphia PATCO Stations

Est Let Date: 4/25/2013

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Philadelphia City

AQ Code:X11

PLANNING AREA: Core City

DOD:

PROJECT MANAGER: EE/DVRPC/JB

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 10A, 14A

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024		
CON	CAQ	134													
CON	LOCAL	34													
		168	0	0	0	0	0	0	0	0	0	0	0		
		Total FY2013-2016			168	Total FY2017-2020				0	Total FY2021-2024				0

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 69828 **Market Street Bridges (2) Over Schuylkill River and CSX Railroad (MSB) SR:3010**

LIMITS Over Schuylkill River and CSX Railroad

Est Let Date: 4/15/2016

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: West Philadelphia; Center City Philadelphia

AQ Code:S19

PLANNING AREA:

DOD: 3

PROJECT MANAGER: AECOM/DD

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 3A, 7A, 10A

The project involves rehabilitating or 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 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 involve 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.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
FD	916		4,207										
CON	BOO				6,239								
CON	185				1,559								
CON	BOO					8,161							
CON	185					2,040							
CON	BOO						8,161						
CON	185						2,040						
CON	BOO							8,161					
CON	185							2,040					
CON	BOO								1,922				
CON	185								481				
		0	4,207	0	7,798	10,201	10,201	10,201	2,403	0	0	0	0
		Total FY2013-2016		12,005		Total FY2017-2020			33,006	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 69909 *Willits Road Bridge Over Wooden Bridge Run SR:1011*

LIMITS Over Wooden Bridge Run

Est Let Date: 5/15/2015

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

AQ Code:S19

PLANNING AREA: Core City

DOD: 5

PROJECT MANAGER: EE/JMD

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 5H

This project involves rehabilitating or replacing 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. Work will include replacing or rehabilitating the existing superstructure and R.C. overlay. The project should also include upgrades to the guiderail approaches.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
FD	916	700											
ROW	916		300										
UTL	BOO		240										
UTL	185		60										
CON	916			3,095									
		700	600	3,095	0	0	0	0	0	0	0	0	0
		Total FY2013-2016		4,395		Total FY2017-2020			0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 69913 *Grays Ferry Avenue Bridge Over Schuylkill River SR:3021*

LIMITS Over Schuylkill River

Est Let Date: 11/6/2014

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

AQ Code:S19

PLANNING AREA: Core City

DOD: 0

PROJECT MANAGER: Gannett/CS

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 10A

This project involves rehabilitating or replacing a bridge 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 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. 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. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TOLL CREDIT

TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
FD	185	371											
ROW	185		546										
UTL	185			675									
CON	BOO							16,468					
		371	546	675	0	0	0	16,468	0	0	0	0	0
		Total FY2013-2016		1,592		Total FY2017-2020		16,468		Total FY2021-2024		0	

MPMS# 70014 *Center City Signal Improvements (North) - Phase 3*

LIMITS Spring Garden Street to Market Street

Est Let Date: 6/16/2014

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City

AQ Code:2020M

PLANNING AREA: Core City

DOD: 2

PROJECT MANAGER: TWB/VLF

CMP: Minor SOV Capacity

Adding Subcorr(s): 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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	CAQ		5,842										
CON	LOCAL		1,460										
CON	CAQ			5,842									
CON	LOCAL			1,460									
		0	7,302	7,302	0	0	0	0	0	0	0	0	0
		Total FY2013-2016		14,604		Total FY2017-2020		0		Total FY2021-2024		0	

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 70243 *American Street Streetscape*

LIMITS Master Street to Indiana Street

Est Let Date: 3/15/2016

IMPROVEMENT Streetscape

MUNICIPALITIES: Philadelphia City

AQ Code:X9

PLANNING AREA: Core City

DOD: 5

PROJECT MANAGER: TWB/VLF

CMP: Not SOV Capacity Adding

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
FD	STU	85												
FD	LOCAL	21												
CON	STU					5,569								
CON	LOCAL					1,392								
		106	0	0	0	6,961	0	0	0	0	0	0	0	
		Total FY2013-2016			106	Total FY2017-2020				6,961	Total FY2021-2024			0

MPMS# 71210 *West Bank Greenway/Philadelphia Zoo Multipurpose Trail (TE) SR:0013*

LIMITS Along 34th Street and Zoological Drive, 34th Street

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City

AQ Code:A2

PLANNING AREA: Core City

DOD: 3

PROJECT MANAGER: EE/DVRPC/RG

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 3A, 7A

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	STE	0	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			0	Total FY2017-2020				0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 72597 *Ben Franklin Bridge Philadelphia Operational Improvement*

LIMITS Vine Street, Benjamin Franklin Bridge to 9th Stree

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Philadelphia City

AQ Code:2020M

PLANNING AREA: Core City

DOD: 4

PROJECT MANAGER: AECOM/MG

CMP: Minor SOV Capacity

Adding Subcorr(s): 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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
FD	SXF		400											
CON	SXF			3,350										
		0	400	3,350	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			3,750	Total FY2017-2020				0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 73134 Gateway Revitalization/Torresdale Av Strscape Im Pr

LIMITS

Est Let Date: 3/28/2014

IMPROVEMENT Streetscape

MUNICIPALITIES: Philadelphia City

AQ Code:A2

PLANNING AREA: Core City

DOD: 6

PROJECT MANAGER: TWB/VLF

CMP: Not SOV Capacity Adding

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 is a segment of many "Gateway Revitalization Projects" which include the revitalization of 12 major intersections into and out of Northeast Philadelphia, with boundaries ranging from Frankford Avenue to the West, the Delaware River to the East, Harbison Avenue to the South, Grant Avenue to the North, and the Torresdale Avenue Business District. The purpose of the "Gateway Revitalization Projects" is to assist in the beautification of neighborhoods and communities. These projects focus on a "Welcome" theme -- aesthetic improvements to major streets, highways, and business and residential districts in Northeast Philadelphia.

The Gateway Revitilation project was recommended in the spring of 2005 for funding through the HTSSRS/TE program. \$920,000 will be drawn down at the appropriate time.

The Torresdale Avenue Streetscape Improvement project will be completed in conjunction with the Major Artery Revitalization Committee (MARC). 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. Specifically, the project will be completed in three phases. The first phase will improve lightning throughout the area by installing new pedestrian lightning in the business district. Phase two will improve crosswalks throughout the corridor by enhancing the current design of the crosswalks from their current design to a honeycomb design, and phase three will consist of curb extensions for busy intersections, increased parking, and exterior improvement to the Tacony Library. Project funded by a SAFETEA-LU Earmark, (ID 3094; PA ID 496) - \$1Million

Phase 1 of this project was completed in 2009 using the \$500,000 Local funding provided by the Commercial Corridors Bond Program, and this serves as the local match for phase 2/3.

Phase 2 and 3 of this project will be completed as one construction contract.

TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	CAQ	241												
CON	STU	934												
CON	SXF	1,000												
CON	STE													
CON	LOCAL													
		2,175	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			2,175	Total FY2017-2020				0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 74823 Philadelphia Zoo Intermodal Transportation Center

LIMITS Vicinity of Philadelphia Zoo

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES:

AQ Code:20200

PLANNING AREA:

DOD: 3

PROJECT MANAGER: B. Sharp Pub Transit

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 7A

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024		
FD	SXF			120											
FD	LOCAL			41											
CON	SXF				3,000										
CON	LOCAL				950										
		0	0	161	3,950	0	0	0	0	0	0	0	0		
		Total FY2013-2016			4,111	Total FY2017-2020				0	Total FY2021-2024				0

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 74824 *Walnut Street Gateway Improvements (TIGER)*

LIMITS Walnut Street Bridge and Schuylkill Avenue

Actl Let Date: 7/21/2011

IMPROVEMENT Streetscape

MUNICIPALITIES:

AQ Code:X9

PLANNING AREA:

DOD: 1

PROJECT MANAGER: AECOM/JD

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 10A

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	CAQ*	400											
		400	0	0	0	0	0	0	0	0	0	0	0
		Total FY2013-2016		400		Total FY2017-2020		0		Total FY2021-2024		0	

MPMS# 74828 *American Cities/Safe Routes to School - Phase 3*

LIMITS City-wide

Est Let Date: 4/15/2014

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City

AQ Code:S6

PLANNING AREA: Core City

DOD:

PROJECT MANAGER: TWB/VLF

CMP: Not SOV Capacity Adding

This project will provide for the installation of school flashers, pedestrian bumpouts, and crosswalks at various locations throughout the city. Phase 1 was funded by MPMS# 72996 and Phase 2 is a companion project that is funded through MPMS# 77475.

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
FD	SXF	320											
FD	LOCAL	82											
CON	SXF	2,560											
CON	LOCAL	640											
		3,602	0	0	0	0	0	0	0	0	0	0	0
		Total FY2013-2016		3,602		Total FY2017-2020		0		Total FY2021-2024		0	

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 74841 PRPA Access Project

LIMITS South Philadelphia Port

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Philadelphia City

AQ Code:NRS

PLANNING AREA: Core City

DOD:

PROJECT MANAGER:

CMP: Minor SOV Capacity

Adding Subcorr(s): 3A, 4B, 4C

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024		
FD	LOCAL			464											
ROW	SXF				300										
ROW	LOCAL				75										
UTL	SXF				700										
UTL	LOCAL				175										
CON	SXF				1,904										
CON	LOCAL				477										
		0	0	464	3,631	0	0	0	0	0	0	0	0		
		Total FY2013-2016			4,095	Total FY2017-2020				0	Total FY2021-2024				0

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 76870 Willow Grove Avenue Bridge Over SEPTA R8 Rail Line (CB) SR:7301

LIMITS Over SEPTA R8 Rail Line

Est Let Date: 1/2/2014

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Germantown-Chestnut Hill

AQ Code:S19

PLANNING AREA:

DOD: 2

PROJECT MANAGER: TSS/GANNETT

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 15B

This project involves rehabilitating or replacing the Willow Grove Avenue Bridge over the SEPTA R8 rail line. The scope of work includes the removal of the existing structure and piers, the construction of new stone faced reinforced 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. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
FD	BOO	700											
FD	183	131											
FD	LOCAL	44											
UTL	BOO	233											
UTL	183	43											
UTL	LOCAL	15											
CON	BOO		3,846										
CON	183		721										
CON	LOCAL		240										
		1,166	4,807	0	0	0	0	0	0	0	0	0	0
		Total FY2013-2016		5,973		Total FY2017-2020		0		Total FY2021-2024		0	

MPMS# 77452 Manayunk Canal Restoration - Phase 3 (TE)

LIMITS Manayunk Canal

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City

AQ Code:NRS

PLANNING AREA: Core City

DOD: 1

PROJECT MANAGER: EE/DVRPC/RG

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 15A

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	STE	0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2013-2016		0		Total FY2017-2020		0		Total FY2021-2024		0	

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 77467 *Fox Chase/Rockledge Streetscape, Philadelphia - Phase III (TE) SR:0232*

LIMITS At Shady Lane/Penn Avenue/Elm Avenue/Central Avenue

No Let Date

IMPROVEMENT Streetscape

MUNICIPALITIES: Philadelphia City; Rockledge Borough

AQ Code:X12

PLANNING AREA: Core City; Developed Community

DOD: 3

PROJECT MANAGER: AECOM/JD

CMP: Not SOV Capacity Adding

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.

Phases 1 was funded under MPMS# 71211 and Phase 2 was funded under MPMS #73011.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	STE	0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2013-2016				Total FY2017-2020				Total FY2021-2024			
		0				0				0			

MPMS# 77475 *Philadelphia School Zone Safety Improvements (HTSSRS) - Phase 2*

LIMITS Vicinity of Philadelphia District Schools

No Let Date

IMPROVEMENT Streetscape

MUNICIPALITIES: Philadelphia City

AQ Code:A2

PLANNING AREA: Core City

DOD:

PROJECT MANAGER: TWB/MW

CMP: Not SOV Capacity Adding

Installation of bumpouts and related safety improvements in 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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	STE	0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2013-2016				Total FY2017-2020				Total FY2021-2024			
		0				0				0			

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 77485 *Mill Creek Safe Routes to School (TE)*

LIMITS 43rd Street/48th Street/Brown Street/Fairmount Ave

No Let Date

IMPROVEMENT Streetscape

MUNICIPALITIES: Philadelphia City

AQ Code:A2

PLANNING AREA: Core City

DOD: 5

PROJECT MANAGER: AECOM/JD

CMP: Not SOV Capacity Adding

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	STE												
		0	0	0	0	0	0	0	0	0	0	0	0
Total FY2013-2016		0		0		Total FY2017-2020		0		Total FY2021-2024		0	

MPMS# 78758 *JFK Boulevard Bridges (3) Over 21st/22nd/23rd Streets*

LIMITS Over 21st Street/22nd Street/23rd Street

Est Let Date: 3/13/2014

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES:

AQ Code:S19

PLANNING AREA:

DOD: 4

PROJECT MANAGER: Gannett/CS

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 10A

This project involves the superstructure replacement or rehabilitation 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 or rehabilitate 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)

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
PE	916	436											
FD	916		1,093										
CON	916		624										
CON	916			1,500									
CON	916				1,790								
CON	916					3,914							
Total FY2013-2016		436	1,717	1,500	1,790	Total FY2017-2020		3,914	0	0	0	0	0
Total FY2021-2024		0		5,443		Total FY2017-2020		3,914	Total FY2021-2024		0		

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 78764 W Girard Ave O/CSX (Bridge)

New-B

LIMITS City of Philadelphia

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

AQ Code:S19

PLANNING AREA: Core City

DOD: 4

PROJECT MANAGER: TSS/SH

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing the state bridge over the CSX rail line on US 30 (W Girard Avenue) between Parkside Avenue and the Schuylkill Expressway in Philadelphia. Structurally Deficient bridge breakout project from MPMS #88706. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)														
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024			
FD	BOO							39								
FD	185						10									
ROW	BOO								40							
ROW	185								10							
CON	BOO									843						
CON	185									211						
		0	0	0	0	0	0	49	50	1,054	0	0	0			
		Total FY2013-2016				0	Total FY2017-2020				99	Total FY2021-2024				1,054

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 79686 I-95, Columbia Street to Ann Street (GR1)

LIMITS Columbia Street to Ann Street

Actl Let Date: 7/28/2011

IMPROVEMENT Roadway Rehabilitation

LRPID:65

MUNICIPALITIES: Philadelphia City

AQ Code:2020M

PLANNING AREA: Core City

DOD: 5

PROJECT MANAGER: EE/

CMP: Minor SOV Capacity

Adding Subcorr(s): 4B

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	NHS*	5,000											
CON	STP*		5,000										
		5,000	5,000	0	0	0	0	0	0	0	0	0	0
		Total FY2013-2016		10,000		Total FY2017-2020				0			
						Total FY2017-2020				0			
										Total FY2021-2024			
										0			

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 79743 *Logan Square, 20th/Winter/Parkway Improvements*

LIMITS At Logan square/20th Street/Benjamin Franklin Park

Est Let Date: 6/5/2015

IMPROVEMENT Streetscape

MUNICIPALITIES: Philadelphia City

AQ Code:X12

PLANNING AREA: Core City

DOD: 2

PROJECT MANAGER: AECOM/DD

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 3A, 10A

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	CAQ		1,087											
CON	LOCAL		272											
CON	CAQ				1,000									
CON	LOCAL				250									
		0	1,359	0	1,250	0	0	0	0	0	0	0	0	
		Total FY2013-2016			2,609	Total FY2017-2020				0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 80054 *Vine Street Expressway Bridges Over I-676 Expressway (PAB) - Part 2*

LIMITS Over I-676 Expressway at 18th, 19th, 21st and 22nd

Est Let Date: 6/5/2015

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES:

AQ Code:S19

PLANNING AREA:

DOD: 4

PROJECT MANAGER: AECOM/DD

CMP: Not SOV Capacity Adding

g Subcorr(s): 3A, 4B, 7A, 10A, 14A

This project involves rehabilitating or replacing two superstructures over I-676 in the City of Philadelphia and is the third phase of the three Vine Street Bridge contracts to advance. This section is located at the Free Library Pedestrian Bridge (Shakespeare Park) north of Logan Circle and the intersection realignment of 20th and Winter Street. Part three of a three part breakout of MPMS# 80054, estimated future earliest construction is in June 2015. The improvements include superstructure replacement with steel and concrete decks, pier removal and abutment modifications to accommodate the new superstructure and minor approach roadway work. An existing opening between 20th Street and the Free Library Pedestrian Bridge will be capped over with new superstructure as a part of this project. Approach roadway work will include reconstructing the Ben Franklin Parkway from 20th Street to 21st Street. There are existing sidewalks along both sides of 20th Street, Ben Franklin Parkway and Winter Street that will be replaced in kind. Existing bike lanes along Ben Franklin Parkway and 20th Street will also be replaced in kind. Enhancements along the Franklin Institute at the intersection of Winter Street and the Ben Franklin Parkway, and enhancements at the Free Library Pedestrian Bridge will have funding contributions from MPMS# 79473 and 85059 respectively.

The improvements for the replacement or rehabilitation of seven structurally deficient Vine Street Bridges that cross over the I-676 Expressway are divided in a series of three phases beginning with MPMS# 88767, 88768, 80054, respectively. The three phases include improvements at the structures which carry 18th Street, 19th Street, 20th Street, 21st Street, 22nd Street, the Free Library Pedestrian Walkway, and Family Court Pedestrian Walkway. Each phase divides the geographic limits of the improvement to minimize travel disruption. The total cost for reconstruction of the seven structures is approximately \$130 million.

Preliminary engineering for all seven structures has been included in MPMS# 80054, including \$975,000 that addresses two additional structurally deficient structures on Spring Garden Street over the Schuylkill River and I-76 Expressway, prior to them being adequate to serve as a detour route when the Vine Street Structures are under construction. Inspections have determined that rehabilitation work will be required for the structures on Spring Garden Street. A separate construction project for the Spring Garden Street structures will be broken out to a new section number in the future.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
FD	BOO		1,346										
FD	183		336										
FD	916		721										
ROW	BOO					368							
ROW	183					92							
ROW	916					197							
UTL	BOO						758						
UTL	916						406						
UTL	183						190						
CON	916					15,000							
CON	916						7,000						
CON	916							10,000					
CON	916								9,000				
CON	916									14,000			
CON	916										10,000		
CON	185											12,000	
CON	916												1,500
		0	2,403	0	0	15,657	8,354	10,000	9,000	14,000	10,000	12,000	1,500
		Total FY2013-2016		2,403		Total FY2017-2020		43,011		Total FY2021-2024			37,500

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 80055 *Holme Avenue Bridges (2) Over Roosevelt Boulevard*

LIMITS Over Roosevelt Boulevard at Pennypack Circle

Est Let Date: 3/14/2013

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

AQ Code:S19

PLANNING AREA: Core City

DOD: 1

PROJECT MANAGER: AECOM/DD

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 5G, 5H

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.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
ROW	916	583											
UTL	916	583											
CON	916	8,487											
CON	916		3,183										
		9,653	3,183	0	0	0	0	0	0	0	0	0	0
		Total FY2013-2016		12,836		Total FY2017-2020			0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 80104 *Henry Ave Corridor Safety Improvements SR:3009*

LIMITS Philadelphia

Est Let Date: 5/5/2016

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City

AQ Code:S6

PLANNING AREA: Core City

DOD: 1

PROJECT MANAGER: Gannett/BPM

CMP: Not SOV Capacity Adding

The Henry Avenue/Ridge Avenue Corridor was initially selected and studied by PennDOT as a Congested Corridor Improvement Program. This heavily traveled corridor extends 6.2 miles from Roberts Avenue (1755 feet north of Hunting Park Avenue) to the Montgomery County Line and is impacted by a high congestion related crash rate and is characterized by a high percentage of angle, head on, and pedestrian related crashes especially at intersections. Specific safety improvements to be advanced may include: installation of hand-man pedestrian signals, advanced pedestrian signal timings, and pedestrian bumpouts; installation of centerline ruble strips at all painted median locations where appropriate; selective tree removal where appropriate based on crash cluster information; installation of reflective pavement markers; and new mast arms. The approaches at Walnut lane and Hunting Park Ave will be considered for minor widening for turn movements, conditional on concurrence from the City of Philadelphia. Construction (\$2,000,000 estimate) will be drawn from MPMS# 57927 at the appropriate time.

TIP Program Years (\$ 000)													
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
PE	HSIP	239											
		239	0	0	0	0	0	0	0	0	0	0	0
		Total FY2013-2016		239		Total FY2017-2020			0	Total FY2021-2024			0

MPMS# 84649 *Parkway Streetscape Improvements*

LIMITS 16th Street to Eakins Oval

Est Let Date: 8/29/2013

IMPROVEMENT Streetscape

MUNICIPALITIES: Philadelphia City

AQ Code:X12

PLANNING AREA: Core City

DOD: 2

PROJECT MANAGER: AECOM/PS

CMP: 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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	STED	2,000											
CON	STU		1,250										
		2,000	1,250	0	0	0	0	0	0	0	0	0	0
		Total FY2013-2016		3,250		Total FY2017-2020			0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 85059 *Shakespeare Park Renovation*

LIMITS Between Vine Street/Benjamin Franklin Parkway/19th

Est Let Date: 6/15/2015

IMPROVEMENT Streetscape

MUNICIPALITIES: Philadelphia City

AQ Code:X9

PLANNING AREA: Core City

DOD: 2

PROJECT MANAGER: AECOM/DD

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 3A

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	STP			563										
CON	LOCAL			1,647										
		0	0	2,210	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			2,210	Total FY2017-2020				0	Total FY2021-2024			0

MPMS# 85415 *Olney Ave Safety Improvements*

LIMITS

Est Let Date: 4/7/2016

IMPROVEMENT Other

MUNICIPALITIES:

AQ Code:S6

PLANNING AREA:

DOD: 6

PROJECT MANAGER: Gannett/BPM

CMP: Not SOV Capacity Adding

The purpose of this project is to reduce the number of crashes and related injuries and severity of the crashes which occur along the approximate 1.5 mile section of Olney Avenue, between Broad Street and Rising Sun Avenue, in the City of Philadelphia. Construction (\$3,670,000 estimate) will be drawn from MPMS#57927 at the appropriate time.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
PE	HSIP		328											
FD	581		328											
		0	656	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			656	Total FY2017-2020				0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 85417 *Allegheny Avenue Safety Improvements*

LIMITS Ridge Ave to Aramingo Ave

Est Let Date: 1/16/2017

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City

AQ Code:A2

PLANNING AREA: Core City

DOD: 6

PROJECT MANAGER: **CMP:** Not SOV Capacity Adding

This project includes the installation of flashing school signs and speed limits at select locations within the corridor. Install or improve the lighting at the railroad underpasses between 17th and 19th Streets and at Kensington Ave. Install pedestrian fences (or appropriate landscape alternative), to prevent or discourage jaywalking, at select locations. Reconfigure the intersection of Germantown Ave, Sedgley Ave and 11th Street to reduce pedestrian crossing distances and driver confusion.

TIP Program Years (\$ 000)													
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
PE	HSIP*	500											
PE	HSIP		300										
FD	HSIP			300									
CON	HSIP				3,510								
		500	300	300	3,510	0	0	0	0	0	0	0	0
		Total FY2013-2016				Total FY2017-2020				Total FY2021-2024			
				4,610				0				0	

MPMS# 85419 *Erie Av: Broad St. - K St*

New-B

LIMITS Erie Av: Broad St - K St

Est Let Date: 10/8/2015

IMPROVEMENT Other

MUNICIPALITIES: Philadelphia City

AQ Code:S6

PLANNING AREA: Core City

DOD: 6

PROJECT MANAGER: Gannett/BPM **CMP:** Not SOV Capacity Adding

Safety improvements along SR 1004, Erie Avenue, between Broad Street and K Street, including new signals, repaving, restriping, and drainage improvements. Construction (\$2,721,000 estimate) will be drawn from MPMS# 57927 at the appropriate time.

TIP Program Years (\$ 000)													
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
PE	HSIP	318											
		318	0	0	0	0	0	0	0	0	0	0	0
		Total FY2013-2016				Total FY2017-2020				Total FY2021-2024			
				318				0				0	

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 87107 *School District of Philadelphia Improvement (SRTS) - Round 1*

LIMITS Vicinity of Philadelphia District Schools

Est Let Date: 6/15/2015

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City

AQ Code:A2

PLANNING AREA: Core City

DOD: 3

PROJECT MANAGER: EE/DVRPC/RG

CMP: Not SOV Capacity Adding

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 (SRTSF) funding in May of 2009.

Federal Safe Routes to School Program

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	SRTSF	1,000												
		1,000	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			1,000	Total FY2017-2020				0	Total FY2021-2024			0

MPMS# 87124 *Sister Cities Plaza Renovation - Phase I*

LIMITS Between 18th Street/Benjamin Franklin Parkway/Vine

Actl Let Date: 5/26/2011

IMPROVEMENT Streetscape

MUNICIPALITIES: Philadelphia City

AQ Code:X9

PLANNING AREA: Core City

DOD: 2

PROJECT MANAGER: AECOM/PS

CMP: Not SOV Capacity Adding

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	STP*	500												
		500	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			500	Total FY2017-2020				0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 87937 *Avenue of the Arts Revitalization and Streetscape (TCSP)*

LIMITS North Broad Street, City Hall to Glenwood Avenue

No Let Date

IMPROVEMENT Streetscape

MUNICIPALITIES: Philadelphia City

AQ Code:X9

PLANNING AREA: Core City

DOD: 6

PROJECT MANAGER: DAVIES/LEF

CMP: Not SOV Capacity Adding

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024				
CON	TCS	445															
CON	581ED	5,000															
CON	LOCAL	4,100															
CON	LOCAL	111															
		9,656	0	0	0	0	0	0	0	0	0	0	0				
		Total FY2013-2016				9,656				Total FY2017-2020				0			
						Total FY2021-2024				0							

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 88085 *Byberry Road Bridge Replacement*

LIMITS Byberry Road over CSX Rail Line

Est Let Date: 7/15/2016

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES:

AQ Code:S19

PLANNING AREA:

DOD: 2

PROJECT MANAGER: **CMP: Not SOV Capacity Adding**

This project involves rehabilitating or replacing the Bridge at Byberry Road over CSX Rail Line. The improvement is a breakout of MPMS# 88706 for Bridge Rehabilitation. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
PE	BOO						590							
PE	185						148							
FD	BOO							608						
FD	183							152						
ROW	BOO								104					
ROW	183								26					
UTL	BOO									323				
UTL	183									81				
CON	BOO										9,966			
CON	183										2,492			
		0	0	0	0	0	738	760	130	404	12,458	0	0	
		Total FY2013-2016				0	Total FY2017-2020			1,628	Total FY2021-2024			12,862

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 88767 Vine Street Expressway Bridges (2) Over I-676 Expressway (PAA) - Part 1

LIMITS Over I-676 Expressway at 21st Street and 22nd Street

Est Let Date: 6/15/2015

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

AQ Code:S19

PLANNING AREA: Core City

DOD: 4

PROJECT MANAGER: **CMP:** Not SOV Capacity Adding

This project involves rehabilitating or replacing two superstructures over I-676 in the City of Philadelphia and is the first of the three Vine Street Bridge contracts to advance. This section is located at the 21st Street Bridge over I-676 North of Winter Street Intersection and the 22nd Street Bridge over the I-676 North of the Winter Street Intersection. Part one of a three part breakout of Section PAA 7301, estimated earliest construction is in June 2013. The improvements include superstructure replacement (or rehabilitation) with steel and concrete decks, pier removal and abutment modifications to accommodate the new superstructure and minor approach roadway work. Both bridges have existing sidewalks on each side that will be replaced in kind.

The improvements for the replacement or rehabilitation of seven structurally deficient Vine Street Bridges that cross over the I-676 Expressway are divided in a series of three phases beginning with MPMS# 88767, 88768, and 80054, respectively. The three phases include improvements at the structures which carry 18th Street, 19th Street, 20th Street, 21st Street, 22nd Street, the Free Library Pedestrian Walkway, and Family Court Pedestrian Walkway. Each phase divides the geographic limits of the improvement to minimize travel disruption. The total cost for reconstruction of the seven structures is approximately \$130 million.

Preliminary engineering for all seven structures has been included in MPMS# 80054, including \$975,000 that addresses two additional structurally deficient structures on Spring Garden Street over the Schuylkill River and I-76 Expressway, prior to them being adequate to serve as a detour route when the Vine Street Structures are under construction. Inspections have determined that rehabilitation work will be required for the structures on Spring Garden Street. A separate construction project for the Spring Garden Street structures will be broken out to a new MPMS# in the future.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
FD	BOO	1,867											
FD	183	467											
ROW	BOO		365										
ROW	183		92										
UTL	BOO		731										
UTL	183		183										
CON	BOO			6,266									
CON	183			1,565									
CON	BOO				6,266								
CON	183				1,565								
CON	BOO					6,266							
CON	183					1,565							
		2,334	1,371	7,831	7,831	7,831	0	0	0	0	0	0	0
		Total FY2013-2016		19,367		Total FY2017-2020			7,831	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 88768 *Vine Street Expressway Bridges (3) Over I-676 Expressway (PAC) - Part 3*

LIMITS Over I-676 Expressway at 18th Street/19th Street/F

Est Let Date: 6/4/2014

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

AQ Code:S19

PLANNING AREA: Core City

DOD: 4

PROJECT MANAGER: **CMP:** Not SOV Capacity Adding

This project involves replacement of two superstructures over I-676 in the City of Philadelphia and is the second of the three Vine Street Bridge contracts to advance. This section is located at the 19th Street Bridge over I-676, north of Logan Circle; the Family Court Pedestrian Bridge over I-676, north of Logan Circle and the 18th Street Bridge over I-676, north of Logan Circle. Part two of a three part breakout of MPMS# 80054, estimated future construction is in 2015. All existing structures to be reconstructed are non-composite prestressed concrete adjacent box beams with asphalt wearing surfaces supported by concrete abutments and a center concrete pier. The improvements include replacement with steel and concrete decks, pier removal and abutment modifications to accommodate the new superstructure and minor approach roadway work. Both the 18th Street and 19th Street Bridges have existing sidewalks on each side that will be replaced in kind.

The improvements for the replacement of seven structurally deficient Vine Street Bridges that cross over the I-676 Expressway are divided in a series of three phases beginning with MPMS# 88767, 88768, and 80054 respectively. The three phases include improvements at the structures which carry 18th Street, 19th Street, 20th Street, 21st Street, 22nd Street, the Free Library Pedestrian Walkway, and Family Court Pedestrian Walkway. Each phase divides the geographic limits of the improvement to minimize travel disruption. The total cost for reconstruction of the seven structures is approximately \$130 million.

Preliminary engineering for all seven structures has been included in MPMS# 80054, including \$975,000 that addresses two additional structurally deficient structures on Spring Garden Street over the Schuylkill River and I-76 Expressway, prior to them being adequate to serve as a detour route when the Vine Street Structures are under construction. Inspections have determined that rehabilitation work will be required for the structures on Spring Garden Street. A separate construction project for the Spring Garden Street structures will be broken out to a new MPMS# in the future. An additional \$37,633,000 is programmed for construction in FY25 for this project, but does not appear in the financial records below as FY25 falls outside of the 12 year constrained FY13-FY24 time period.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
FD	BOO									1,763				
FD	916									4,448				
FD	183									441				
ROW	BOO										462			
ROW	916										1,157			
ROW	183										116			
CON	BOO											11,460		
CON	916											23,308		
CON	183											2,865		
CON	BOO												11,460	
CON	916												23,308	
CON	183												2,865	
CON	BOO													
CON	916													
CON	183													
		0	0	0	0	0	0	0	0	6,652	1,735	37,633	37,633	
Total FY2013-2016		0				Total FY2017-2020				0		Total FY2021-2024		83,653

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 89180 Philadelphia Art Museum Improvements

LIMITS

No Let Date

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES:

AQ Code:NRS

PLANNING AREA:

DOD: 3

PROJECT MANAGER: CMP: Not SOV Capacity Adding

This project is part of the larger Philadelphia Museum of Art's three-phase master plan project, already under construction, to renovate and expand their historical building on Benjamin Franklin Parkway, which will include a new Art Handling Facility and loading dock, new galleries, public and support spaces under the east courtyard, and the renovation of the existing galleries and public spaces. This project will provide for implementation of the planned transportation and safety improvements to Anne D'Harnoncourt Drive, from Kelly Drive to Spring Garden Drive within the Fairmont Park. Improvements include replacing an 8" water main pipe from Kelly Drive to west entry hydrant, repairing and patching roadway, and the construction of sidewalks, curbs, and gutters.

This project is funded by a \$750,000 FY2010 Appropriations Earmark (PA ID# 734).

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	SXF	750												
		750	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			750	Total FY2017-2020				0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 90096 Spring GardenO/Schuylkill (Bridge)

New-B

LIMITS City of Philadelphia, Spring Garden Street over Schuylkill River

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES:

AQ Code:S19

PLANNING AREA:

DOD: 3

PROJECT MANAGER: AECOM/DD

CMP: Not SOV Capacity Adding

This project involves the rehabilitating or replacing the bridge carrying Spring Garden Street over the Schuylkill River in the City of Philadelphia. The work will be completed to accommodate the detour route needed for the replacement of the bridge superstructures over the I-676 Vine Street Expressway being completed under projects 88767, 88768, and 80054. The project will be constructed concurrently with 90097, Spring Garden Street over I-76, the Schuylkill Expressway.

SD bridge breakout project from MPMS #88706. Related to Vine St.
Spring Garden Street over Schuylkill River
City of Philadelphia Spring Garden Street over Schuylkill River Bridge Rehabilitation

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
FD	BOO	467												
FD	185	117												
ROW	BOO					315								
ROW	185					79								
UTL	BOO							325						
UTL	185							81						
CON	BOO								11,371					
CON	185								2,843					
		584	0	0	0	394	406	14,214	0	0	0	0	0	
		Total FY2013-2016			584	Total FY2017-2020			15,014	Total FY2021-2024				0

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 90097 Spring Garden St. o/I-76 (Bridge)

New-B

LIMITS City of Philadelphia, at Spring Garden Interchange

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES:

AQ Code:S19

PLANNING AREA:

DOD: 3

PROJECT MANAGER: AECOM/DD

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing the bridge carrying Spring Garden Street over I-76 in the City of Philadelphia. The work will be completed to accommodate the detour route needed for the replacement of the bridge superstructures over the I-676 Vine Street Expressway being completed under projects 88767, 88768, and 80054. The project will be constructed concurrently with 90096, Spring Garden Street over the Schuylkill River.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
FD	BOO	280											
FD	185	70											
ROW	BOO					158							
ROW	185					39							
UTL	BOO							541					
UTL	185							135					
CON	TOLL												
CON	BOO								6,028				
		350	0	0	0	197	676	0	6,028	0	0	0	0
		Total FY2013-2016			350	Total FY2017-2020			6,901	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 90141 Schuylkill River Trail at Bartram's Garden (ECG) (TIGER)

LIMITS 51st Street to Lindbergh Boulevard

Actl Let Date: 12/1/2011

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City

AQ Code:A2

PLANNING AREA: Core City

DOD: 4

PROJECT MANAGER: **CMP:** Not SOV Capacity Adding

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	CAQ*	500												
		500	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			500	Total FY2017-2020				0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 90180 East Coast Greenway/58th Street Connector Greenway (TIGER)

LIMITS Bartram's Garden to Cobbs Creek Bikeway

Actl Let Date: 6/23/2011

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City

AQ Code:A2

PLANNING AREA: Core City

DOD: 4

PROJECT MANAGER: CMP: Not SOV Capacity Adding

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	CAQ*	500												
		500	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			500	Total FY2017-2020				0	Total FY2021-2024			0

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 90482 *North Delaware Riverfront Greenway (TIGER)*

LIMITS Allegheny Avenue to Lewis Street near Betsy Ross Bridge

Actl Let Date: 7/12/2012

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES:

AQ Code:A2

PLANNING AREA:

DOD: 3

PROJECT MANAGER: **CMP:** Not SOV Capacity Adding

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 in previous TIP) 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 #90482 and 46956).
- 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).

Funding made available for the 4 sections:

CON \$500,000 TE W/ TOLL CREDIT from 2000 TE Selection Round, funds to be drawn down 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 # - \$8 MILLION

TIGER FUNDING – \$1.76 Million for Section 1 only (MPMS# 90482) This funding has already been obligated.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	CAQ*													
		300												
		300	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			300	Total FY2017-2020				0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 91490 *Expressway Service Patrol - Philadelphia*

LIMITS I-76, I-95, and I-676 in Philadelphia

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Philadelphia City

AQ Code:S7

PLANNING AREA: Core City

DOD: 4

PROJECT MANAGER: **CMP:** Not SOV Capacity Adding

This project is a breakout of MPMS# 69801, and will provide for the operation of emergency service patrols on congested state highways to detect and clear incidents rapidly by providing emergency assistance to stranded motorists. Approximately half of all delays experienced by highway users in congested areas are caused by traffic accidents, vehicle breakdowns, and other incidents. Prompt incident management programs such as this, can reduce delay's significantly. Service will be provided on 30 linear miles including: I-76, I-95, and I-676 in Philadelphia.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	STP	1,800												
		1,800	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			1,800	Total FY2017-2020				0	Total FY2021-2024			0

MPMS# 91573 *South Street Pedestrian Ramp - Phase II*

LIMITS from Schuylkill River Park to South Street Bridge

ctl Let Date: 11/10/2011

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City

AQ Code:A2

PLANNING AREA: Core City

DOD: 2

PROJECT MANAGER: **CMP:** Not SOV Capacity Adding

Construction of a pedestrian and bicycle ramp connecting the Schuylkill river park trail to the South Street bridge. The ramp will provide a safe southern terminus point for park visitors.

The project scope of MPMS# 70220 (Phase I) is included in this project.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	CAQ*	1,500												
		1,500	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			1,500	Total FY2017-2020				0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 91837 City Wide Resurfacing (# 103B)

LIMITS City of Philadelphia

Est Let Date: 4/25/2013

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Philadelphia City

AQ Code:S10

PLANNING AREA: Core City

DOD: 5

PROJECT MANAGER: **CMP: Not SOV Capacity Adding**

Potential candidates for this resurfacing package include:

- Manheim Street, Wissahickon Ave to Germantown Ave
- Old 2nd Street, Mascher St to 2nd St
- Orthodox Street, Castor Ave to Aramingo Ave
- Oregon Avenue, Broad St to Passyunk Ave
- Manayunk Avenue, Ridge Ave to Roxoborough Ave
- Tabor Road, Adams Ave to Levick St
- Jefferson Street, 52nd St to 54th St
- 20th Street, Belfield Ave to Olney Ave
- 54th Street, Jefferson St to Upland Way
- Summerdale Avenue, Roosevelt Blvd to Oxford Ave
- Rising Sun Avenue, American St to 2nd St
- 21st Street, Arch St to Market St
- 31st Street, Powelton Ave to Spring Garden St
- Rittenhouse Street, Lincoln Dr to Baynton St
- Bainbridge Street, Broad St to Front St
- Vare Avenue, Oregon Ave to Passyunk Ave
- Rising Sun Avenue, 2nd St to Roosevelt Blvd
- G Street: Hunting Park Avenue to Erie Avenue
- 54th Street: Upland Way to City Avenue

The following streets have been removed from this package:

- Chestnut Hill Avenue: Seminole Street to Bethlehem Pike
- Seminole Street: Chestnut Hill Avenue to St. Martin's Lane
- St. Martin's Lane: Highland Avenue to Mermaid Lane
- Mermaid Lane: St Martin's Lane to McCallum Street
- McCallum Street: Mermaid Lane to Allens Lane
- St. Martin's Lane: Willow Grove Avenue to Mermaid Lane

The following streets have been added to the resurfacing package:

- G Street: Hunting Park Avenue to Erie Avenue
- 54th Street: Upland Way to City Avenue

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
FD	STP	63											
FD	LOCAL	16											
CON	STP	4,000											
CON	LOCAL	1,000											
CON	STP		4,000										
CON	LOCAL		1,000										
		5,079	5,000	0	0	0	0	0	0	0	0	0	0
		Total FY2013-2016		10,079		Total FY2017-2020				0			
						Total FY2021-2024				0			

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 92376 *Walnut Lane Bridge Over Wissahickon Creek Restoration*

LIMITS Over Wissahickon Creek

Est Let Date: 9/15/2016

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES:

AQ Code:S19

PLANNING AREA:

DOD: 1

PROJECT MANAGER: **CMP:** Not SOV Capacity Adding

The Walnut Lane Bridge is a 102 year old open spandrel reinforced concrete arch bridge that crosses Wissahickon Creek and Forbidden Drive. The bridge is currently listed on the National Register of Historic Places and currently has an overall condition rating of 5 and a structurally deficient rating of 66.6. This project involves rehabilitating or replacing the bridge to prevent accelerated deterioration to this important structure. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
UTL	581	53												
CON	BOO				6,956									
		53	0	0	6,956	0	0	0	0	0	0	0	0	
		Total FY2013-2016			7,009	Total FY2017-2020				0	Total FY2021-2024			0

MPMS# 92554 *Ridge Ave Over Amtrak (Bridge)*

LIMITS

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES:

AQ Code:S19

PLANNING AREA:

DOD: 5

PROJECT MANAGER: **CMP:** Not SOV Capacity Adding

This project involves rehabilitating or replacing Ridge Avenue (.1 mile SE 29th Street;) over AMTRAK in Philadelphia. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
PE	BOO		433											
PE	185		108											
		0	541	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			541	Total FY2017-2020				0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 93106 Philadelphia Traffic Operations Center

LIMITS Spring Garden Street

Est Let Date: 5/9/2013

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES:

AQ Code:S7

PLANNING AREA:

DOD: 1

PROJECT MANAGER: CMP: Not SOV Capacity Adding

This project provides for the design and construction of a Traffic Operation Center (TOC) and Intelligent Transportation System (ITS), in the Northern Liberties section of the City of Philadelphia. The TOC will service the City of Philadelphia and will tie into District 6-0's TOC as well as DVRPC's Regional Integrated Multi-modal Information System (RIMIS). Implementation of the TOC will be a three year effort. Currently, the City of Philadelphia is one of the 6 largest cities in the nation and the only one of them without a Traffic Operation Center (TOC). The new project uses funds available from the region and will be located inside the Philadelphia Fire Administration Building at 240 Spring Garden Street, which is the location of the City's current Emergency Operations Center (EOC). The decision to co-locate the TOC and EOC was driven by operational logistics and to help keep costs down. The City's fiber option "backbone" runs into this location and it is also the location of the 911 call center. Additionally, the City's Office of Emergency Management is currently re-designing the EOC space and has offered to design and build space for the TOC stations at no additional cost. This effort will centralize traffic and ITS control within one of the highest vehicular traffic congested cities in the Commonwealth.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	CAQ	424												
CON	LOCAL	106												
		530	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			530	Total FY2017-2020				0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 95451 *Bustleton Ave North Transit Signal Priority Upgrades (TSP)-TIGER*

New-B

LIMITS Bucks County Line and Benton Avenue

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City

AQ Code:2015M

PLANNING AREA: Core City

DOD: 5

PROJECT MANAGER: **CMP: Not SOV Capacity Adding**

The Bustleton Avenue North project will include the installation of Transit Signal Priority technology at intersections along Bustleton Avenue project will upgrade existing traffic controllers, connect controllers to the City's existing traffic management system via fiber optic cable and outfit public transit vehicles serving these corridors with emitters that will actuate signals as appropriate to maximize traffic flow and running speeds. Outdated electro-mechanical traffic controllers will be upgraded with modern fully-electronic 170 controllers that will be tied into the City's Traffic Operations Center (TOC) through fiber optic connections. Buses and steel-wheeled trolley vehicles serving these corridors will be outfitted with optical emitters that allow public transit vehicles to actuate the signals giving priority to transit vehicles (transit signal priority or TSP). Other improvements include installation of pedestrian countdown signals, upgrade of ADA ramps, and installation of traffic monitoring cameras. These improvements will take place at intersections between the Bucks County Line and Benton Avenue.

Discretionary funds were awarded to this project as part of a \$10 million federal TIGER III proposal and are noted below as CTDG (Competitive TIGER Discretionary Grant) funds. Cross reference with MPMS #95450 and MPMS #95452

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
FD	LOCAL	450												
UTL	CTDG	700												
CON	CTDG	2,900												
CON	LOCAL	350												
CON	SPK-FH		1,800											
CON	SPK-FH			600										
CON	SPK-SH			1,200										
		4,400	1,800	1,800	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			8,000	Total FY2017-2020				0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 95452 *Bustleton Ave South Transit Signal Priority Upgrades (TSP)-TIGER*

New-B

LIMITS Benton Avenue and Frankford Avenue

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City

AQ Code:2015M

PLANNING AREA: Core City

DOD: 6

PROJECT MANAGER: **CMP: Not SOV Capacity Adding**

The Bustleton Avenue South Transit Signal Priority Upgrades project will upgrade existing traffic controllers, connect controllers to the City's existing traffic management system via fiber optic cable and outfit public transit vehicles serving these corridors with emitters that will actuate signals as appropriate to maximize traffic flow and running speeds. Outdated electro-mechanical traffic controllers will be upgraded with modern fully-electronic 170 controllers that will be tied into the City's Traffic Operations Center (TOC) through fiber optic connections. Buses and steel-wheeled trolley vehicles serving these corridors will be outfitted with optical emitters that allow public transit vehicles to actuate the signals giving priority to transit vehicles (transit signal priority or TSP). Other improvements include installation of pedestrian countdown signals, upgrade of ADA ramps, and installation of traffic monitoring cameras. These improvements will take place at intersections between Benton Avenue and Frankford Avenue.

Discretionary funds were awarded to this project as part of a \$10 million federal TIGER III proposal and are noted below as CTDG (Competitive TIGER Discretionary Grant) funds.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
FD	LOCAL	450												
UTL	CTDG	600												
CON	CTDG	2,500												
CON	LOCAL	300												
CON	SPK-FH		1,550											
CON	SPK-FH			1,550										
		3,850	1,550	1,550	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			6,950	Total FY2017-2020				0	Total FY2021-2024			0

Total For Philadelphia	2013	2014	2015	2016	2013-2016	2017-2020	2021-2024
	\$96,857	\$106,238	\$102,310	\$50,980	\$356,385	\$219,777	\$157,918

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 47811 *I-95: Orthodox Street to Levick Street (BSR) - Design(IMP) SR:0095*

LIMITS Orthodox Street to Levick Street

No Let Date

IMPROVEMENT Bridge Repair/Replacement

LRPID:65

MUNICIPALITIES: Philadelphia City

AQ Code:2020M

PLANNING AREA: Core City

DOD: 4

PROJECT MANAGER: AECOM/MG

CMP: Major SOV Capacity

Adding Subcorr(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and involves bridge replacement.

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. See MPMS #87784 for the local street construction work for this section.

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 2007 and 2010 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

TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024		
FD	IM	18,000													
FD	581-IM	800													
ROW	IM	12,978													
ROW	581-IM	1,442													
UTL	IM		13,367												
UTL	581-IM		1,485												
		33,220	14,852	0	0	0	0	0	0	0	0	0	0		
		Total FY2013-2016			48,072	Total FY2017-2020				0	Total FY2021-2024				0

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 47812 I-95: Betsy Ross Interchange (BRI) - Design(IMP) SR:0095

LIMITS Wheatsheaf Lane to Orthodox Street

No Let Date

IMPROVEMENT Roadway New Capacity

LRPID:65

MUNICIPALITIES: Philadelphia City

AQ Code:2020M

PLANNING AREA: Core City

DOD: 4

PROJECT MANAGER: WEE

CMP: Major SOV Capacity

Adding Subcorr(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP).

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 Wheatsheaf 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 Wheatsheaf 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 2007 and 2010 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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
FD	IM	13,800												
FD	581-IM	3,450												
ROW	IM	6,192												
ROW	581-IM	688												
UTL	IM	5,760												
UTL	581-IM	1,440												
		31,330	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016	31,330		Total FY2017-2020				0	Total FY2021-2024				0

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 47813 *I-95: Ann Street to Wheatsheaf Lane (AFC) SR:0095*

LIMITS Ann St. to Wheatsheaf Lane

No Let Date

IMPROVEMENT Bridge Repair/Replacement

LRPID:65

MUNICIPALITIES: Philadelphia City

AQ Code:2020M

PLANNING AREA: Core City

DOD: 3

PROJECT MANAGER: WEE

CMP: Major SOV Capacity

Adding Subcorr(s): 4B

This Section AFC project involves rehabilitating or replacing 10 bridges and .9 miles of roadway. The limits of this project extend along I-95 from Ann Street to Frankford Creek for a length of approximately 1.2 miles. The Preferred Build Option for Section AFC would involve consolidating existing disjointed interchanges at Allegheny Avenue, Westmoreland Street, and Castor Avenue will be reconfigured into two half interchanges: half-diamond interchange at Allegheny Avenue for Southbound I-95 and a partial clover interchange at Castor Avenue for Northbound I-95.

The existing off-ramp at Westmoreland Street would be removed, leaving a half-diamond interchange at Allegheny Avenue for I-95 Southbound. A new northbound on-ramp would be added Castor Avenue to create a partial-clover interchange at Castor Avenue for I-95 Northbound. The existing loop-ramp may be split to provide both access to I-95 Northbound and the Betsy Ross Bridge.

Existing I-95 has 4 lanes northbound and 4 lanes southbound. The proposed I-95 will have an auxiliary lane Southbound, between the Betsy Ross on-ramp and the off-ramp at Allegheny Avenue, and an auxiliary lane Northbound between the Girard Interchange and the off-ramp to the Betsy Ross bridge..

Complete reconstruction and widening of the existing pavement. Reconstruction or redecking of all existing bridges. Elimination of a multi-span two-lane ramp viaduct over Castor Avenue. Widening of Westmoreland Street to five lanes between Bath Road and Thompson Street.

The four existing ramps (two at Allegheny, one at Westmoreland, and one at Castor) are all single lane ramps. The two ramps at Allegheny, and the two ramps at Castor will be single lane ramps, except at the termini of the off-ramps where they will be widened to two lanes at signalized intersections.

Various sections of I-95 Reconstruction: MPMS #'s 17821, 46948, 47314, 47394, 47811, 47812, 47783, 47813, 50575, and 57874. Investment of more than \$600 million will provide for the repair, reconstruction and restoration of this major facility built in the 1960's.

This project is integral to the Delaware Valley Freight Corridors Initiative. 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 2007 and 2010 annual memoranda on supplemental strategies for details related to this project.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
PE	581-IM		3,235										
FD	IM				6,362								
FD	581-IM				707								
FD	IM					6,300							
FD	581-IM					700							
ROW	IM				4,052								
ROW	581-IM				450								
UTL	IM				3,039								
UTL	581-IM				338								
		0	3,235	0	14,948	7,000	0	0	0	0	0	0	0
		Total FY2013-2016			18,183	Total FY2017-2020			7,000	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 79685 *I-95: Cottman-Princeton Main Line and Ramps (CP2) (IMP)*

LIMITS Levick Street to Bleigh Avenue

No Let Date

IMPROVEMENT Roadway New Capacity

MUNICIPALITIES: Philadelphia City

AQ Code:2020M

PLANNING AREA: Core City

DOD: 4

PROJECT MANAGER: **CMP:** Major SOV Capacity

Adding Subcorr(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP).

This project provides 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 2007 and 2010 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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	IM*	82,818												
		82,818	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016		82,818		Total FY2017-2020			0		Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 79826 I-95N: Columbia-Ann St N (GR3)

New-B

LIMITS CITY OF PHILADELPHIA

No Let Date

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Philadelphia City

AQ Code:S10

PLANNING AREA: Core City

DOD: 3

PROJECT MANAGER: EE/

CMP: Major SOV Capacity

Adding Subcorr(s): 4B

I-95: COLUMBIA AVE - N OF ANN ST
CITY OF PHILADELPHIA
ROADWAY RECONSTRUCTION

RECONSTRUCTION AND WIDENING OF I-95 NORTHBOUND FROM COLUMBIA AVE TO NORTH OF ANN ST AND THE RECONSTRUCTION OF THE NORTHBOUND GIRARD AVE INTERCHANGE RAMPS. WORK INCLUDES DEMOLITION AND REPLACEMENT OF FIVE BRIDGES.

This construction contract will include reconstruction and widening of I-95 northbound to include 4 thru lanes plus a fifth auxiliary lane (12--0-- lane widths) from Columbia Avenue to north of Ann Street in multiple stages. The existing substandard shoulder widths (varies up to 10--0--) will be replaced with full width shoulders (varies up to 12--0--). This contract will include reconstruction of the northbound Girard Avenue Interchange ramps (Ramps E and A). This phase will include demolition and replacement of numerous bridge structures, including I-95 NB over Palmer Street to Berks Street; I-95 NB over Aramingo Avenue to south of Girard Avenue; I-95 NB over Girard Avenue to Ann Street; I-95 NB off-ramp (Ramp E); and I-95 NB on-ramp (Ramp A). Also included will be completion of the surface street tie-ins with the northbound ramp terminals and the construction of associated retaining walls, sound barrier walls and roadway on fill sections. An early stage of this contract will include surface street relocation work along York Street. A majority of the utility impacts will be limited to areas of work along the surface street crossing under I-95. This project is being coordinated with the I-95 Section CPR and Section AFC projects from a construction letting and geographical location standpoint.

09/02/08-let date changed from 6/2011 to 1/2012 because of schedule delays on 95-GR1.

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 2007 and 2010 annual memoranda on supplemental strategies for details related to this project.

TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
UTL	IM	9,270											
UTL	581-IM	1,030											
CON	IM		19,800										
CON	BOO-IM		153,800										
CON	TOLL												
CON	IM					13,185							
CON	BOO-IM					118,860							
CON	TOLL												
		10,300	173,600	0	0	132,045	0	0	0	0	0	0	0
		Total FY2013-2016		183,900		Total FY2017-2020		132,045		Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 79827 I-95S: Columbia-Ann St N (GR4)

New-B

LIMITS CITY OF PHILADELPHIA

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

PLANNING AREA: Core City

DOD: 1

PROJECT MANAGER: EE/

CMP: Major SOV Capacity

Adding Subcorr(s): 4B

I-95: COLUMBIA AVE - N OF ANN ST
CITY OF PHILADELPHIA
ROADWAY RECONSTRUCTION

RECONSTRUCTION AND WIDENING OF I-95 SOUTHBOUND FROM COLUMBIA AVE TO NORTH OF ANN ST AND THE RECONSTRUCTION OF THE SOUTHBOUND GIRARD AVE INTERCHANGE RAMPS. THIS PHASE INCLUDES DEMOLITION AND REPLACEMENT OF NINE BRIDGES.

This construction contract will include reconstruction and widening of I-95 southbound to include 4 thru lanes plus a fifth auxiliary lane (12--0-- lane widths) from Columbia Avenue to north of Ann Street in multiple stages. The existing substandard shoulder widths (varies up to 10--0--) will be replaced with full width shoulders (varies up to 12--0--). This contract will include reconstruction of the southbound Girard Avenue Interchange ramps (Ramps B, B Spur and D). This phase will include demolition and replacement of numerous bridge structures, including I-95 SB over Girard Avenue to Ann Street; I-95 SB over Aramingo Avenue to south of Girard Avenue; I-95 SB over Berks Street; I-95 SB over Montgomery Avenue; I-95 SB over Palmer Street; I-95 SB off-ramp (Ramp B); I-95 SB off-ramp to Aramingo Avenue SB and Delaware Avenue (Ramp B Spur); I-95 SB on-ramp (Ramp D); and Aramingo Avenue SB over Ramp B, Girard Avenue and Spur A. Also included will be completion of the surface street tie-ins with the southbound ramp terminals and the construction of associated retaining walls, sound barrier walls and roadway on fill sections. An early stage of this contract will include surface street relocation work along Wildey Street and Susquehanna Avenue to make room for the I-95 improvements. A majority of the utility impacts will be limited to areas of work along the surface street crossing under I-95. This project is being coordinated with the I-95 Section CPR and Section AFC projects from a construction letting and geographical location standpoint.

09/02/08-est let date changed from 6/15/2015 to 01/15/2016 due to delays of the first GR1 section due to ROW & UTL issues with Conrail.

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 2007 and 2010 annual memoranda on supplemental strategies for details related to this project.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
UTL	IM			6,884									
UTL	581-IM			765									
CON	IM					28,800							
CON	BOO-IM					167,700							
CON	TOLL												
CON	IM									28,581			
CON	BOO-IM									167,523			
CON	TOLL												
		0	0	7,649	0	0	196,500	0	0	196,104	0	0	0
		Total FY2013-2016			7,649	Total FY2017-2020			196,500	Total FY2021-2024			196,104

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 79828 I-95: Race - Shackamaxon (GR5)

New-B

LIMITS CITY OF PHILADELPHIA

No Let Date

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Philadelphia City

AQ Code:S10

PLANNING AREA: Core City

DOD: 1

PROJECT MANAGER: EE/

CMP: Major SOV Capacity

Adding Subcorr(s): 4B

I-95: RACE - SHACKAMAXON ST
CITY OF PHILADELPHIA
ROADWAY RECONSTRUCTION

RECONSTRUCTION, REHABILITATION AND WIDENING OF I-95 BETWEEN RACE ST AND SHACKAMAXON ST AND THE RECONSTRUCTION OF THE NORTHERN VINE ST INTERCHANGE RAMP CONNECTIONS WITH I-95. THIS PROJECT INCLUDES REHABILITATION, DECK REPLACEMENT, DEMOLITION, AND REPLACEMENT OF EIGHT BRIDGES.

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 2007 and 2010 annual memoranda on supplemental strategies for details related to this project.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
ROW	IM	9,270											
ROW	581-IM	1,030											
UTL	581-IM					11,941							
CON	IM							30,000					
CON	BOO-IM							60,000					
CON	TOLL												
CON	IM									70,836			
CON	BOO-IM									226,574			
CON	TOLL												
		10,300	0	0	0	0	11,941	90,000	0	297,410	0	0	0
		Total FY2013-2016			10,300	Total FY2017-2020			101,941	Total FY2021-2024			297,410

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 79903 I-95: Betsy Ross Bridge Ramps Construction (BR0) (IMP)

LIMITS Betsy Ross Bridge to Aramingo Avenue Interchange

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

LRPID:65

MUNICIPALITIES: Philadelphia City

AQ Code:2020M

PLANNING AREA: Core City

DOD: 4

PROJECT MANAGER: CMP: Major SOV Capacity

Adding Subcorr(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP).

The BR0 section provides for 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 overlaid 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 2007 and 2010 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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	NHS-IM			5,644									
CON	BOO-IM			50,408									
CON	581-IM			627									
CON	185-IM			5,601									
CON	NHS-IM					8,376							
CON	BOO-IM					75,616							
CON	581-IM					931							
CON	185-IM					8,402							
		0	0	62,280	0	93,325	0	0	0	0	0	0	0
		Total FY2013-2016		62,280		Total FY2017-2020		93,325		Total FY2021-2024		0	

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 79904 I-95N: Betsy Ross Inter (BR2)

New-B

LIMITS Philadelphia County

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

AQ Code:2020M

PLANNING AREA: Core City

DOD: 3

PROJECT MANAGER: AECOM/MG

CMP: Major SOV Capacity

Adding Subcorr(s): 4B

I-95: BETSY ROSS BRG INTERCHANGE
 PHILADELPHIA COUNTY
 WIDENING/RECONSTRUCTION

The BR2 section is a part of the I-95 Reconstruction, SR 0095 Section BRI, also known as the Betsy Ross Interchange. Section BR2 provides for the design and reconstruction of the northbound (NB) SR 0095 mainline and several ramps in the Betsy Ross Interchange. Section BR2 consists of reconstructing 1.1 miles of the NB SR 0095 mainline roadway starting from north side of Wheatsheaf 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 NB SR 0095 will be eliminated from the Betsy Ross Interchange crossing to the Margaret Street/Lefevre Street crossing. Within Section BR2, the NB collector-distributor roads and the Ramp Y NB on-ramp will be demolished and removed. The proposed NB SR 0095 mainline will have four NB lanes from Wheatsheaf Lane to Orthodox Street/Pearce Street crossing. On the NB SR 0095 mainline, the project includes reconstruction of the NB portions of three structures (the structure over Frankford Creek; the viaduct structure over the Earth Fill area from the Betsy Ross Interchange to south of Orthodox Street crossing; and the structures over Orthodox and Pearce Streets). The viaduct structure over the Earth Fill area will be reconstructed with a geotechnical-engineered fill embankment system comprised of compensating fill and pile-supported geosynthetically reinforced embankment. A new Ramp YY NB SR 0095 off-ramp will be constructed from the SR 0095 structure over Frankford Creek to Orthodox Street. Section BR2 also includes reconstruction of three connecting bridge ramp structures (Ramp G from Adams Avenue Connector and Aramingo Avenue to SR 0095 NB; Ramp H from Betsy Ross Bridge to SR 0095 NB; and Ramp GH from Ramp G and Ramp H to SR 0095 NB). Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations)

Various sections of I-95 Reconstruction: MPMS #-s 47812, 79903, and 79905.

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

1/25/08--PM changed from W/EE to AECOM/MG
 11/17/11- PM changed from AECOM/MG to CH2MHill.

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 2007 and 2010 annual memoranda on supplemental strategies for details related to this project.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	IM						39,807							
CON	BOO-IM						51,538							
CON	581-IM						4,423							
CON	185-IM						5,726							
		0	0	0	0	0	101,494	0	0	0	0	0	0	
		Total FY2013-2016				0	Total FY2017-2020			101,494	Total FY2021-2024			0

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 79905 I-95S: Betsy Ross Inter (BR3)

New-B

LIMITS Philadelphia County

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

AQ Code:2030M

PLANNING AREA: Core City

DOD: 4

PROJECT MANAGER: AECOM/MG

CMP: Major SOV Capacity

Adding Subcorr(s): 4B

I-95: BETSY ROSS BRG INTERCHANGE
 PHILADELPHIA COUNTY
 WIDENING/RECONSTRUCTION

The BR3 section is a part of the I-95 Reconstruction, SR 0095 Section BRI, also known as the Betsy Ross Interchange. Section BR3 provides for the design and reconstruction of the southbound (SB) SR 0095 mainline and several ramps in the Betsy Ross Interchange. Section BR3 consists of reconstructing 1.1 miles of the SB SR 0095 mainline roadway starting from north side of Wheatsheaf 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 SB SR 0095 will be eliminated from the Betsy Ross Interchange crossing to the Margaret Street/Lefevre Street crossing. Within Section BR3, the SB collector-distributor roads and the Ramp X SB on-ramp will be demolished and removed. The proposed SB SR 0095 mainline will have four SB lanes from Wheatsheaf Lane to Orthodox Street/Pearce Street crossing. On the SB SR 0095 mainline, the project includes reconstruction of the SB portions of three structures (the structure over Frankford Creek; the viaduct structure over the Earth Fill area from the Betsy Ross Interchange to south of Orthodox Street crossing; and the structures over Orthodox and Pearce Streets). The viaduct structure over the Earth Fill area will be reconstructed with a geotechnical-engineered fill embankment system comprised of compensating fill and pile-supported geosynthetically reinforced embankment. Section BR3 also includes reconstruction of portions of roadway approaches to two connecting bridge ramp structures (Ramp D, at the traffic merge point with SR 0095 SB, from Adams Avenue Connector and Aramingo Avenue to SR 0095 SB; Ramp EE and Ramp F, at the exit point with SR 0095 SB, from SR 0095 SB to Betsy Ross Bridge and Aramingo Avenue). Orthodox Street will be widened directly under the SR 0095 mainline to provide for two-directional traffic from the Ramp YY SR 0095 NB off-ramp to Aramingo Avenue. Pearce Street will be realigned directly under the SR 0095 mainline at Orthodox 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)

Various sections of I-95 Reconstruction: MPMS #-s 47812, 79904, and 79903.
 This project is integral to the Delaware Valley Freight Corridors Initiative.
 1/25/08--PM changed from W/EE to DMJM/MG
 11/17/11- PM changed from AECOM/MG to CH2MHill.

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 2007 and 2010 annual memoranda on supplemental strategies for details related to this project.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	BOO-IM								18,000					
CON	IM								14,130					
CON	581-IM								1,570					
CON	185-IM								2,000					
CON	IM									28,128				
CON	BOO-IM									43,491				
CON	581-IM									3,125				
CON	185-IM									4,832				
		0	0	0	0	0	0	0	35,700	79,576	0	0	0	
		Total FY2013-2016				0	Total FY2017-2020			35,700	Total FY2021-2024			79,576

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 79908 *I-95: North of Bridge Street Interchange Construction (BS1) (IMP)*

LIMITS Relocated Carver Street to Levick Street

No Let Date

IMPROVEMENT Roadway Rehabilitation

LRPID:65

MUNICIPALITIES: Philadelphia City

AQ Code:2020M

PLANNING AREA: Core City

DOD: 4

PROJECT MANAGER: **CMP:** Major SOV Capacity

Adding Subcorr(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP).

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 2007 and 2010 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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	IM			25,200									
CON	BOO-IM			8,550									
CON	581-IM			2,800									
CON	185-IM			950									
CON	IM					22,208							
CON	BOO-IM					7,966							
CON	581-IM					2,468							
CON	185-IM					885							
		0	0	37,500	0	33,527	0	0	0	0	0	0	0
		Total FY2013-2016		37,500		Total FY2017-2020		33,527		Total FY2021-2024		0	

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 79910 I-95S: Bridge St Inter (BS2)

New-B

LIMITS Philadelphia County

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

AQ Code:2030M

PLANNING AREA: Core City

DOD: 4

PROJECT MANAGER: AECOM/MG

CMP: Major SOV Capacity

Adding Subcorr(s): 4B

I-95S: BRIDGE ST INTERCHANGE
 PHILADELPHIA COUNTY
 WIDENING/RECONSTRUCTION

Section BSR of I-95 will eliminate the SB lane drop at the James Street Ramp, eliminate the NB add lane at Bridge Street, and widen I-95 to four lanes in each direction from Orthodox Street to Levick Street. Exclusive acceleration/ deceleration lanes will be added at the interchanges. Six dual, mainline bridges and one ramp bridge will be replaced and one mainline structure will be widened. Long retaining walls will line I-95 through much of this section, and two sound barriers will be constructed. It is anticipated that Section BSR will be constructed in three stages, the second of which is BS2, which includes:

- *Widening & reconstructing SR 0095 from Sta. 524+48 to 568+00
 - *Reconstructing Tacony Street from Aramingo Avenue to Bridge Street.
 - *Replacing the Margaret Street Bridge, Tacony Street Viaduct, Bridge Street on-ramp, and Fraley Street Bridge.
 - *Constructing 9 NB and 8 SB retaining Walls
 - *Constructing 2 structure mounted noise walls
 - *Installing a new traffic signal at intersection of Tacony and Bridge Streets.
 - *Installing a new traffic signal at intersection of James and Bridge Streets
- Utility impacts under I-95 are anticipated.

1/25/08--PM changed from W/EE to DMJM/MG
 11/17/11- PM changed from AECOM/MG to CH2MHill.

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 2007 and 2010 annual memoranda on supplemental strategies for details related to this project. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	IM								44,640				
CON	BOO-IM								5,535				
CON	581-IM								4,960				
CON	185-IM								615				
CON	IM									89,128			
CON	BOO-IM									22,967			
CON	581-IM									9,903			
CON	185-IM									2,552			
		0	0	0	0	0	0	0	55,750	124,550	0	0	0
Total FY2013-2016		0				Total FY2017-2020			55,750	Total FY2021-2024		124,550	

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 79911 I-95: Allegheny Ave Interchange (AFI)

LIMITS Ann Street to Castor Street

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

LRPID:65

MUNICIPALITIES: Philadelphia City

PLANNING AREA: Core City

DOD: 3

PROJECT MANAGER: CMP: Major SOV Capacity

Adding Subcorr(s): 4B

Removal of NB off-ramp at Westmoreland Street, addition of NB off-ramp at Castor Avenue. Widening and reconstruction of I-95 between Ann Street and Tioga Street. Reconstruction or redecking of bridge over Allegheny Avenue and the Westmoreland Viaduct (Westmoreland Street to Tioga Street).

Breakout of AFC

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 2007 and 2010 annual memoranda on supplemental strategies for details related to this project.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024		
ROW	IM					7,303									
ROW	581-IM					811									
UTL	IM					4,173									
UTL	581-IM					464									
CON	IM						83,153								
CON	BOO-IM						56,551								
CON	581-IM						9,239								
CON	185-IM						6,283								
		0	0	0	0	12,751	155,226	0	0	0	0	0	0		
		Total FY2013-2016				0	Total FY2017-2020				167,977	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 79912 I-95: Allegheny Ave Inter (AF2)

New-B

LIMITS Philadelphia County

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

AQ Code:2030M

PLANNING AREA: Core City

DOD: 3

PROJECT MANAGER: EE/

CMP: Major SOV Capacity

Adding Subcorr(s): 4B

I-95: ALLEGHENY AVE INTER
PHILADELPHIA COUNTY
WIDEN, RECONSTRUCTION

Project will reconstruct I-95 from Tioga Street to the railroad bridge (south of Frankford Creek), including reconstruction of the NB off-ramp to the Betsy Ross Bridge over Castor Avenue, and reconstruction the NB on-ramp from Castor Avenue. I-95 traffic will be maintained on 3 lanes NB and 3 lanes SB during peak hours.

This project includes work on the following bridge structures:

- *I-95 NB over Venango Street - Replace superstructure
- *I-95 SB over Venango Street - Replace superstructure
- *I-95 NB over Castor Avenue - Widening and replace superstructure
- *I-95 SB over Castor Avenue - Widening and replace superstructure
- *I-95 NB over Richmond Street - Widening & redeck
- *I-95 SB over Richmond Street - Widening & redeck
- *I-95 NB over Wheatsheaf Lane - Total replacement
- *I-95 SB over Wheatsheaf Lane - Total replacement
- *Betsy Ross Ramp A Viaduct (NB) - Removal

Also included is construction of associated retaining walls, sound barrier walls, and roadway on fill sections. The proposed I-95 will have 5 lanes northbound and 5 lanes southbound. New ramp movements are not being created, but are being relocated. The existing disjointed interchange will be reconfigured into a conventional diamond interchange at Allegheny Avenue.

Various sections of I-95 Reconstruction: MPMS #'s 47813 and 79911. This project is integral to the Delaware Valley Freight Corridors Initiative.

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 2007 and 2010 annual memoranda on supplemental strategies for details related to this project.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
ROW	IM							6,641						
ROW	581-IM							738						
UTL	IM						4,299							
UTL	581-IM						478							
CON	IM									39,014				
CON	BOO-IM									110,967				
CON	581-IM									4,335				
CON	185-IM									12,330				
		0	0	0	0	0	4,777	7,379	0	166,646	0	0	0	
		Total FY2013-2016				0	Total FY2017-2020			12,156	Total FY2021-2024			166,646

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 83640 I-95: Shackamaxon Street to Columbia Avenue (GR2) (IMP)

LIMITS Shackamaxon Street to Columbia Avenue

No Let Date

IMPROVEMENT Roadway New Capacity

MUNICIPALITIES: Philadelphia City

AQ Code:2020M

PLANNING AREA: Core City

DOD: 2

PROJECT MANAGER: CMP: Major SOV Capacity

Adding Subcorr(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP).

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 2007 and 2010 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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	IM	49,131											
CON	581-IM	5,459											
		54,590	0	0	0	0	0	0	0	0	0	0	0
		Total FY2013-2016		54,590		Total FY2017-2020				0			
						Total FY2021-2024				0			

Total For Philadelphia	2013	2014	2015	2016	2013-2016	2017-2020	2021-2024
	\$222,558	\$191,687	\$107,429	\$14,948	\$536,622	\$937,415	\$864,286

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 17891 *TransitChek Mass Marketing Efforts SR:0000*

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Various

AQ Code:NRS

PLANNING AREA:

DOD:

PROJECT MANAGER: F/FTA

CMP: Not SOV Capacity Adding

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
PRA	CAQ	160												
PRA	LOCAL	40												
PRA	CAQ		160											
PRA	LOCAL		40											
		200	200	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			400	Total FY2017-2020				0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 17900 *Mobility Alternatives Program (MAP)/Share a Ride Program (SAR)/(HER)*

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Various

AQ Code:A1

PLANNING AREA:

DOD:

PROJECT MANAGER: GLB2003

CMP: Not SOV Capacity Adding

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.

Funds are allocated accordingly:\$200,800 CMAQ/\$50,200 Cash Match for DVRPC UPWP; \$51,760 CMAQ to each of the 5 regional TMA's; \$120,000 CMAQ to SEPTA; \$62,200 to City of Philadelphia/Clean Air Council.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024		
PRA	CAQ	654													
PRA	581	54													
PRA	LOCAL	109													
PRA	CAQ		654												
PRA	581		54												
PRA	LOCAL		109												
PRA	CAQ			654											
PRA	581			54											
PRA	LOCAL			109											
PRA	CAQ				654										
PRA	581				54										
PRA	LOCAL				109										
		817	817	817	817	0	0	0	0	0	0	0	0		
		Total FY2013-2016			3,268	Total FY2017-2020				0	Total FY2021-2024				0

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 17928 *Ozone Action Program*

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Various

AQ Code:NRS

PLANNING AREA:

DOD:

PROJECT MANAGER: GLB2003

CMP: Not SOV Capacity Adding

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
PRA	CAQ	100												
PRA	581	25												
PRA	LOCAL	8												
PRA	CAQ		100											
PRA	581		25											
PRA	LOCAL		8											
		133	133	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			266	Total FY2017-2020				0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 36927 *Railroad/Highway Grade Crossings*

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Various

AQ Code:S1

PLANNING AREA:

DOD:

PROJECT MANAGER: LEG

CMP: Not SOV Capacity Adding

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.

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/Philadelphia - \$1,040,000

FY2011/2012 Projects - Funded with RRX funds:

- #92327 - Glen Crest/Chester - \$230,000
- #92331 - Pattison Avenue/Philadelphia - \$160,000
- #92330 - Red Lion Road/Philadelphia - \$250,000
- #92328 - Scarlet Road/Chester - \$230,000
- #92329 - PA Avenue/Chester - \$320,000

TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	RRX	1,313												
CON	RRX		1,313											
CON	RRX			1,313										
CON	RRX				1,313									
CON	RRX					1,313								
CON	RRX						1,313							
CON	RRX							1,313						
CON	RRX								1,313					
CON	RRX									1,313				
CON	RRX										1,313			
CON	RRX											1,313		
		1,313	1,313	1,313	1,313	1,313	1,313	1,313	1,313	1,313	1,313	1,313	1,313	
		Total FY2013-2016			5,252	Total FY2017-2020				5,252	Total FY2021-2024			5,252

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 48197 **CSX Trenton Line Clearance Project**

LIMITS Park Junction to Delaware River

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Various

AQ Code:M9

PLANNING AREA:

DOD: 6

PROJECT MANAGER: MAL

CMP: Not SOV Capacity Adding

err(s): 4A, 4B, 5G, 5H, 5I, 12A, 14A

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 16 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.

This project received a TEA 21 earmark PA ID#127 for \$5,000,000, a portion of which was used for design work.

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

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	CAQ*	1,000												
CON	CAQ*		1,298											
		1,000	1,298	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			2,298	Total FY2017-2020				0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 48199 *Transportation Management Associations (TMA) SR:0000*

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Various

AQ Code:A1

PLANNING AREA:

DOD:

PROJECT MANAGER: GLB2003

CMP: Not SOV Capacity Adding

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
PRA	CAQ	922											
PRA	LOCAL	230											
PRA	CAQ		922										
PRA	LOCAL		230										
PRA	CAQ			922									
PRA	LOCAL			230									
PRA	CAQ				922								
PRA	LOCAL				230								
		1,152	1,152	1,152	1,152	0	0	0	0	0	0	0	0
		Total FY2013-2016		4,608		Total FY2017-2020		0		Total FY2021-2024		0	

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 48201 *DVRPC Competitive CMAQ Program*

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Various

AQ Code:NRS

PLANNING AREA:

DOD:

PROJECT MANAGER: LEG

CMP: Not SOV Capacity Adding

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	CAQ	1,000												
CON	LOCAL	250												
CON	CAQ		4,000											
CON	LOCAL		1,000											
CON	CAQ			3,000										
CON	LOCAL			750										
		1,250	5,000	3,750	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			10,000	Total FY2017-2020				0	Total FY2021-2024			0

MPMS# 48202 *Regional GIS Support - DVRPC*

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Various

AQ Code:NRS

PLANNING AREA:

DOD:

PROJECT MANAGER: Mosca

CMP: Not SOV Capacity Adding

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
PE	STU	350												
PE	STU		350											
		350	350	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			700	Total FY2017-2020				0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 57927 *Regional Safety Initiatives (HSIP)*

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Various

AQ Code:S6

PLANNING AREA:

DOD:

PROJECT MANAGER: LEG

CMP: Not SOV Capacity Adding

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 Co
- MPMS #80042 - PA 100 Corridor Safety Improvements – Chester Co
- MPMS #48168 - Baltimore Pike Signals - Delaware Co
- MPMS #85417 - Allegheny Avenue - \$300,000 PE/ \$3,328,000 CON - Phila
- MPMS #85415 - Olney Avenue - \$300,000 PE- Phila

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 #85949 - SR 896 Safety Improvements - \$273,000 ROW/ \$273,000 UTL/ \$3,461,000 CON Chester Co - PE is underway
- MPMS #85419 - Erie Avenue - \$300,000 PR/ \$2,721,000 CON - Phila
- MPMS #80104 - Henry Ave Corridor - \$2,000,000 CON - Phila
- MPMS #85415 - Olney Avenue - \$3,670,000 CON - Phila

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	HSIP	6,157											
CON	HSIP		4,977										
CON	HSIP			5,855									
CON	HSIP				6,303								
CON	HSIP					9,813							
CON	HSIP						9,813						
CON	HSIP							9,813					
CON	HSIP								9,813				
CON	HSIP									9,813			
CON	HSIP										9,813		
CON	HSIP											9,813	
CON	HSIP												9,813
		6,157	4,977	5,855	6,303	9,813	9,813	9,813	9,813	9,813	9,813	9,813	9,813
		Total FY2013-2016		23,292		Total FY2017-2020			39,252		Total FY2021-2024		39,252

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 64652 *Transportation Community Development Initiative (TCDI)*

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Various

AQ Code:X3

PLANNING AREA:

DOD:

PROJECT MANAGER: DVRPC

CMP: Not SOV Capacity Adding

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.

FY13 Funds are programmed for projects selected as part of Round 8, 2014/2015. Funds are made available for projects in order to accommodate the program operating on an every other year cycle. This activity is a component of the DVRPC Work Program (UPWP).

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
PE	STU	1,200												
PE	LOCAL	300												
		1,500	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			1,500	Total FY2017-2020				0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 64984 *Highway Transportation Enhancements Line Item*

LIMITS Region-wide

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Various

AQ Code:X12

PLANNING AREA:

DOD:

PROJECT MANAGER: LEG2006

CMP: Not SOV Capacity Adding

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. The following projects were approved through this program, but it is no

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.

2009 Round of federally funded Safe Routes to School Projects (SRTS) are listed with individual funding from that program. See MPMS #'s 87088, 87119, 87109, 87120, 87097, 87099, 87107.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	STE	5,417											
CON	STE		5,667										
CON	STE			5,989									
CON	STE				5,989								
CON	STE					5,989							
CON	STE						5,989						
CON	STE							5,989					
CON	STE								5,989				
CON	STE									5,989			
CON	STE										5,989		
CON	STE											5,989	
CON	STE												5,989
		5,417	5,667	5,989	5,989	5,989	5,989	5,989	5,989	5,989	5,989	5,989	5,989
		Total FY2013-2016		23,062		Total FY2017-2020			23,956		Total FY2021-2024		23,956

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 65109 *Transit Flex - SEPTA*

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various

AQ Code:M1

PLANNING AREA:

DOD:

PROJECT MANAGER: SEPTA

CMP: Not SOV Capacity Adding

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.

FY 2013-2016 funding in the amount of \$68,332,000 has been applied to MPMS# 90512, SEPTA Bus Purchase Program.

TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
PE	FLEX	17,083												
PE	FLEX		17,083											
PE	FLEX			17,083										
PE	FLEX				17,083									
PE	FLEX					17,083								
PE	FLEX						17,083							
PE	FLEX							17,083						
PE	FLEX								17,083					
PE	FLEX									17,083				
PE	FLEX										17,083			
PE	FLEX											17,083		
PE	FLEX												17,083	
		17,083	17,083	17,083	17,083	17,083	17,083	17,083	17,083	17,083	17,083	17,083	17,083	
		Total FY2013-2016			68,332	Total FY2017-2020				68,332	Total FY2021-2024			68,332

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 66460 *TE Project Engineering and Management - DVRPC*

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Various

AQ Code:X12

PLANNING AREA:

DOD:

PROJECT MANAGER: DVRPC

CMP: Not SOV Capacity Adding

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. This activity is a component of the DVRPC Work Program (UPWP).

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
PE	CAQ	112											
PE	STE	322											
PE	581	108											
PE	CAQ		111										
PE	STE		322										
PE	581		28										
PE	581		80										
		542	541	0	0	0	0	0	0	0	0	0	0
		Total FY2013-2016		1,083		Total FY2017-2020				0			
						Total FY2017-2020				0			
										Total FY2021-2024			
										0			

MPMS# 66461 *CMAQ Project Engineering and Management - DVRPC*

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Various

AQ Code:X5

PLANNING AREA:

DOD:

PROJECT MANAGER: DVRPC

CMP: Not SOV Capacity Adding

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. This activity is a component of the DVRPC Work Program (UPWP).

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
PE	CAQ	88											
PE	581	22											
PE	CAQ		88										
PE	581		22										
		110	110	0	0	0	0	0	0	0	0	0	0
		Total FY2013-2016		220		Total FY2017-2020				0			
						Total FY2017-2020				0			
										Total FY2021-2024			
										0			

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 72738 *Intelligent Transportation Systems (ITS) Including RIMIS - DVRPC*

LIMITS Region-wide

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Various

AQ Code:NRS

PLANNING AREA:

DOD:

PROJECT MANAGER: LEG/2005

CMP: Not SOV Capacity Adding

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 activity is a component of the DVRPC Work Program (UPWP).

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

TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
PRA	CAQ	591											
PRA	581	148											
PRA	CAQ		591										
PRA	581		148										
		739	739	0	0	0	0	0	0	0	0	0	0
		Total FY2013-2016		1,478		Total FY2017-2020				0			
										Total FY2021-2024			
										0			

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 75767 *District Bridge Design Program*

LIMITS Regionwide

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Various

AQ Code:S19

PLANNING AREA:

DOD:

PROJECT MANAGER: LEG

CMP: Not SOV Capacity Adding

This project provides funding for the design for repair or replacement of to-be-determined structurally deficient State and Local bridges in the DVRPC region. Funds will be drawn from the line item at the appropriate time in order to most efficiently use available resources, and will be programmed for construction when they are ready to advance.

- 1.(BMS# 09 0202 0050 0000) 202 O/N Br Neshaminy Cr
- 2.(BMS# 15 3044 0130 0000) Ewing Rd O/Br White Clay Cr
- 3.(BMS# 15 0282 0022 5137) Creek Rd O/Br E Br Brandywine Cr
- 4.(BMS# 09 2025 0132 1806) Bristol Rd O/Br Neshaminy Cr
- 5.(BMS# 46 3044 0050 0415) Wynwood Rd O/Br Indian Cr
- 6.(BMS# 09 0032 0470 0000) River Rd O/Cuttalosa Cr
- 7.(BMS# 46 2027 0050 0209) Pennsylvania Av O/Sandy Run
- 8.(BMS# 15 4008 0040 2729) Little Washington Rd O/Indian Run
- 9.(BMS# 23 3046 0080 0000) Smithbridge Rd O/Webb Cr
- 10.(BMS# 15 3020 0020 0000) Saginaw Rd O/Big Elk Cr
- 11.(BMS# 23 0420 0070 1072) Kedron Ave O/Stoney Cr
- 12.(BMS# 23 0420 0080 0000) Kedron Ave O/Br Stoney Cr
- 13.(BMS# 23 0420 0110 1825) Kedron Ave O/Loundes Run

TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
PE	BOO	3,200											
PE	183	600											
PE	LOCAL	200											
		4,000	0	0	0	0	0	0	0	0	0	0	0
		Total FY2013-2016			4,000	Total FY2017-2020			0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 75854 *District Program Management Services "A"*

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Various

AQ Code:NRS

PLANNING AREA:

DOD:

PROJECT MANAGER: C. Davies

CMP: Not SOV Capacity Adding

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
PE	581	1,000												
PE	581		1,000											
		1,000	1,000	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			2,000	Total FY2017-2020				0	Total FY2021-2024			0

MPMS# 75855 *District Program Management Services "B"*

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Various

AQ Code:NRS

PLANNING AREA:

DOD:

PROJECT MANAGER: C. Davies

CMP: Not SOV Capacity Adding

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
PRA	581	1,500												
PRA	581		1,500											
		1,500	1,500	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			3,000	Total FY2017-2020				0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 79927 Highway Reserve Line Item-STP

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Various

AQ Code:NRS

PLANNING AREA:

DOD:

PROJECT MANAGER: LEG

CMP: Not SOV Capacity Adding

Highway Reserve District-Wide Line Item. This project number serves as a placeholder for unprogrammed funds and serves as a fiscal constraint balancing mechanism for project actions that occur during TIP Modifications and Amendments after a TIP is adopted.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	581	319											
CON	581		360										
CON	581			964									
CON	581												
CON	STP					5,066							
CON	581					1,623							
CON	581						556						
CON	STP												
CON	581							6					
CON	581								114				
CON	STP									280			
CON	581									46			
CON	STP										1,094		
CON	581										1,077		
CON	STP											2,946	
CON	581											6,965	
CON	STP												37,383
CON	581												12,471
		319	360	964	0	6,689	556	6	114	326	2,171	9,911	49,854
		Total FY2013-2016			1,643	Total FY2017-2020			7,365	Total FY2021-2024			62,262

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 79929 *Bridge Reserve Line Item*

LIMITS Region-wide

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Various

AQ Code:S19

PLANNING AREA:

DOD:

PROJECT MANAGER: LEG

CMP: Not SOV Capacity Adding

This project number serves as a placeholder for unprogrammed funds and serves as a fiscal constraint balancing mechanism for project actions that occur during TIP Modifications and Amendments after a TIP is adopted.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	BOO	84											
CON	183												
CON	916	3,095											
CON	185	1,178											
CON	BOO		2,037										
CON	179A		481										
CON	185		481										
CON	BOO			478									
CON	185			608									
CON	179A			1,819									
CON	183			1,879									
CON	BOO				149								
CON	185				194								
CON	183				1,889								
CON	916				765								
CON	BOO					639							
CON	185					3							
CON	916					657							
CON	BOO						7,210						
CON	916						478						
CON	185						2,197						
CON	BOO							2,033					
CON	185							2,178					
CON	BOO								7,602				
CON	185								911				
CON	BOO									58,148			
CON	185									1,609			
CON	BOO										47,044		
CON	185										6,321		
CON	BOO											52,290	
CON	185											201	
CON	BOO												52,290
CON	185												12,201
		4,357	2,999	4,784	2,997	1,299	9,885	4,211	8,513	59,757	53,365	52,491	64,491
		Total FY2013-2016		15,137		Total FY2017-2020		23,908		Total FY2021-2024		230,104	

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 79980 *STU Reserve Line Item*

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Various

AQ Code:S10

PLANNING AREA:

DOD:

PROJECT MANAGER: LEG

CMP: Not SOV Capacity Adding

This project number serves as a placeholder for unprogrammed funds and serves as a fiscal constraint balancing mechanism for project actions that occur during TIP Modifications and Amendments after a TIP is adopted.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	STU	1,048											
CON	581												
CON	STU			486									
CON	STU				4,961								
CON	STU							1,663					
CON	STU									3,202			
CON	STU										43,104		
CON	STU											43,104	
CON	STU												43,104
		1,048	0	486	4,961	0	0	0	1,663	0	3,202	43,104	43,104
		Total FY2013-2016		6,495		Total FY2017-2020		1,663		Total FY2021-2024		89,410	

MPMS# 80093 *I-76, Regional Travel Information*

LIMITS I-76 in Philadelphia/Lower and Upper Merion Townsh

Est Let Date: 6/15/2015

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES:

AQ Code:S7

PLANNING AREA:

DOD:

PROJECT MANAGER: AECOM/ER

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 3A, 3B, 3C

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
PE	TOLL												
PE	SXF	275											
FD	SXF	338											
FD	CAQ	358											
CON	SXF			1,042									
CON	CAQ			892									
CON	581			516									
		971	0	2,450	0	0	0	0	0	0	0	0	0
		Total FY2013-2016		3,421		Total FY2017-2020		0		Total FY2021-2024		0	

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 82216 NHS Reserve Line Item

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Various

AQ Code:NRS

PLANNING AREA:

DOD:

PROJECT MANAGER: LEG

CMP: Not SOV Capacity Adding

This project number serves as a placeholder for unprogrammed funds and serves as a fiscal constraint balancing mechanism for project actions that occur during TIP Modifications and Amendments after a TIP is adopted.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	NHS	163											
CON	NHS			31									
CON	NHS					2,695							
CON	NHS									280			
CON	NHS										1,094		
CON	NHS											2,946	
CON	NHS												37,382
		163	0	31	0	2,695	0	0	0	280	1,094	2,946	37,382
		Total FY2013-2016			194	Total FY2017-2020			2,695	Total FY2021-2024			41,702

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 82395 916 Approp. Reserve Line Item

LIMITS Region-wide

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Various

AQ Code:S19

PLANNING AREA:

DOD:

PROJECT MANAGER: LEG

CMP: Not SOV Capacity Adding

This project number serves as a placeholder for unprogrammed funds and serves as a fiscal constraint balancing mechanism for project actions that occur during TIP Modifications and Amendments after a TIP is adopted.

Appropriation 916 was signed into law 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.

Appropriation 916 funding in the highway program 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 Highway Program benefits from approximately \$27 million annually of 916 Funds, noted in the TIP with the funding code "916."

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	916	535											
CON	916		688										
CON	916			204									
CON	916					2,150							
CON	916						1,592						
CON	916							984					
CON	916								146				
CON	916									9,193			
CON	916										10,409		
CON	916											4,348	
CON	916												2,848
		535	688	204	0	2,150	1,592	984	146	9,193	10,409	4,348	2,848
		Total FY2013-2016			1,427	Total FY2017-2020			4,872	Total FY2021-2024			26,798

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 84318 *CMAQ Reserve Line Item*

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

MUNICIPALITIES: Various

AQ Code:NRS

PLANNING AREA:

DOD:

PROJECT MANAGER: LEG

CMP: Not SOV Capacity Adding

This project number serves as a placeholder for unprogrammed funds and serves as a fiscal constraint balancing mechanism for project actions that occur during TIP Modifications and Amendments after a TIP is adopted.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	CAQ	1,803											
CON	CAQ			2,788									
CON	CAQ				11,819								
CON	CAQ					40,990							
CON	CAQ						30,990						
CON	CAQ							40,127					
CON	CAQ								40,990				
CON	CAQ									40,990			
CON	CAQ										40,990		
CON	CAQ											40,990	
CON	CAQ												40,990
		1,803	0	2,788	11,819	40,990	30,990	40,127	40,990	40,990	40,990	40,990	40,990
		Total FY2013-2016			16,410	Total FY2017-2020			153,097	Total FY2021-2024			163,960

MPMS# 84457 *Signal Retiming Program*

LIMITS Region-wide

No Let Date

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City

AQ Code:X1

PLANNING AREA: Core City

DOD:

PROJECT MANAGER: TWB/JM

CMP: Not SOV Capacity Adding

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
PRA	CAQ	350											
		350	0	0	0	0	0	0	0	0	0	0	0
		Total FY2013-2016			350	Total FY2017-2020			0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 86077 *Update Travel Simulation - DVRPC*

LIMITS Region-wide

No Let Date

IMPROVEMENT Other

MUNICIPALITIES:

AQ Code:X1

PLANNING AREA:

DOD:

PROJECT MANAGER: DVRPC

CMP: Not SOV Capacity Adding

DVRPC continually strives to keep its travel simulation models up to date to insure the accuracy of travel forecasts and to respond to new forecasting requirements associated with the FTA New Starts program, FHWA conformity demonstration requirements, and EPA clean air amendments and other environmental regulations. DVRPC's travel simulation process requires periodic updating. This includes updating the travel simulation models, the software that runs the models, and the data that the models are based on. This project will make upgrades in all three areas. The travel models will be upgraded to bring them in line with the state of the art/science of demand modeling. The various data required to operate, calibrate, and validate the model, including socioeconomic data, traffic data, and travel surveys, will be updated as well. This activity is a component of the DVRPC Work Program (UPWP).

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
PRA	STU	870												
PRA	STU		870											
		870	870	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016		1,740		Total FY2017-2020			0		Total FY2021-2024			0

MPMS# 95447 *Local Bridge Line Item*

LIMITS Region-wide

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES:

AQ Code:S19

PLANNING AREA:

DOD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

Local Bridge Line Item
Districtwide

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	916	3,095												
CON	185	992												
CON	183		4,511											
		4,087	4,511	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016		8,598		Total FY2017-2020			0		Total FY2021-2024			0

Total For Various	2013	2014	2015	2016	2013-2016	2017-2020	2021-2024
	\$58,766	\$51,308	\$47,666	\$52,434	\$210,174	\$330,392	\$751,028

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Transit Program
for the
FY2013 Transportation Improvement Program (TIP)
for
Pennsylvania



Project Listing Index

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DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

Montgomery

MPMS# 90680 *Ardmore Transit Center Line Item*

LIMITS Ardmore Transit Center

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various

AQ Code:M8

PLANNING AREA:

DOD: 1

PROJECT MANAGER: CMP:

This line item includes funding for the improvement of Ardmore Transit Center.

This line item will allow the advance of other phases, Preliminary Engineering, Final Design, Utility, Right-Of-Way, and Construction, to draw down funds when appropriate. This project will use RACP funds.

See MPMS# 95401 and 73214

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	OTH	15,500												
		15,500	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			15,500	Total FY2017-2020				0	Total FY2021-2024			0

Total For Montgomery	2013	2014	2015	2016	2013-2016	2017-2020	2021-2024
	\$15,500	\$0	\$0	\$0	\$15,500	\$0	\$0

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

Pottstown

MPMS# 59935 *Capital Operating Assistance - Pottstown Area Rapid Transit (PART)*

LIMITS Pottstown Borough

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Pottstown Borough

AQ Code:M1

PLANNING AREA: Developed Community

DOD: 4

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 9A

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 FY13 - FY16 include:

FY 2013

Transit Admin Vehicle - \$35,000

(ITS) Farebox System Upgrade - \$50,000

FY2014

(ITS) Dianostic Upgrade - \$60,000

FY2015

Intermodal Transit Facility Improvements - \$55,000

FY2016

(ITS) Bus Timing Prediction Technology - \$45,000

TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
OP	5307	688											
OP	1513	940											
OP	LOCAL	64											
OP	5307		688										
OP	1513		940										
OP	LOCAL		64										
OP	5307			689									
OP	1513			940									
OP	LOCAL			64									
OP	5307				690								
OP	1513				940								
OP	LOCAL				64								
OP	5307					750							
OP	1513					940							
OP	LOCAL					64							
		1,692	1,692	1,693	1,694	1,754	0	0	0	0	0	0	0
		Total FY2013-2016		6,771		Total FY2017-2020		1,754		Total FY2021-2024		0	

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

Pottstown

MPMS# 95739 *Transportation Capital Improvements*

LIMITS

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES:

AQ Code:M4

PLANNING AREA:

DOD:

PROJECT MANAGER:

CMP:

This project covers the transit capital projects for basic improvements to the Pottstown Area Rapid Transit System. Capital projects include FY13, Transit Admin Vehicle, (\$35,000) and ITS Farebox System Upgrade, (\$50,000), FY14 ITS Diagnostic Upgrade, (\$60,000), FY15 Intermodal Transit Facility Improvements, (\$55,000) and FY16 ITS Bus Timing Prediction Technology, (\$45,000).

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CAP	5307	34												
CAP	1517	50												
CAP	LOCAL	1												
CAP	5307		58											
CAP	LOCAL		2											
CAP	5307			53										
CAP	LOCAL			2										
CAP	1517				45									
		85	60	55	45	0	0	0	0	0	0	0	0	
		Total FY2013-2016			245	Total FY2017-2020				0	Total FY2021-2024			0

Total For	2013	2014	2015	2016	2013-2016	2017-2020	2021-2024
Pottstown	\$1,777	\$1,752	\$1,748	\$1,739	\$7,016	\$1,754	\$0

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 15407 Villanova Intermodal Station Accessibility SR:0030

LIMITS Villanova Station in Delaware County

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Radnor Township

AQ Code:A2

PLANNING AREA: Developed Community

DOD: 0

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 2C, 7B

This project includes the design and phased construction of accessibility improvements at Villanova Station. The total project cost is \$23.7 million.

SEPTA will use prior year funds and funds programmed in FY 2014 to advance Phase I of the Villanova Intermodal Station project. The total budget for Phase I is \$9,180,000. Phase I of the project provides for the construction of a pedestrian underpass, ramps and stairs, as well as preliminary engineering/design of the entire Villanova Intermodal Station project.

As a result of capital funding constraints, future phases of the project have been deferred in SEPTA's capital program. The budget for future phases is \$14,520,000. Pending availability of additional capital funds, future phases will include the construction of high level platforms on each side of the tracks to allow complete access to both sides of the rail line. Future improvements 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. The unfunded phases of this project are included in the Illustrative List of Unfunded Projects (MPMS #15407).

		TIP Program Years (\$ 000)													
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024		
CON	5307		1,947												
CON	1514 B		471												
CON	LOCAL		16												
		0	2,434	0	0	0	0	0	0	0	0	0	0		
		Total FY2013-2016			2,434	Total FY2017-2020				0	Total FY2021-2024				0

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 59966 *Capital Asset Lease Program*

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various

AQ Code:M1

PLANNING AREA:

DOD:

PROJECT MANAGER: **CMP: Not SOV Capacity Adding**

The Capital Asset Lease Program provides for lease payments attributable to the acquisition, through financial leasing arrangements, of the following capital assets: Communications antennas, copiers, warehouse facilities, and Amtrak trackage. SEPTA's Amtrak lease provides for the right to use Amtrak tracks for SEPTA's Trenton, Wilmington/Newark and Paoli/Thorndale Regional Rail service, and portions of the Chestnut Hill West, Media/Elwyn, Airport and Cynwyd Regional Rail Lines. 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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CAL	5307	15,267											
CAL	5309	6,946											
CAL	1517	6,780											
CAL	5307		16,503										
CAL	5309		6,383										
CAL	1517		6,968										
CAL	5307			11,357									
CAL	5309			12,178									
CAL	1517			7,191									
CAL	5309				24,346								
CAL	1517				7,418								
CAL	5309					25,018							
CAL	1517					7,609							
CAL	5309						25,750						
CAL	1517						7,804						
CAL	5307							5,459					
CAL	5309							21,077					
CAL	1517							8,000					
CAL	5307								5,679				
CAL	5309								21,592				
CAL	1517								8,184				
CAL	5307									5,678			
CAL	5309									21,593			
CAL	1517									8,184			
CAL	5307										5,679		
CAL	5309										21,592		
CAL	1517										8,184		
CAL	5307											5,680	
CAL	5309											21,591	
CAL	1517											8,184	
CAL	5307												5,679
CAL	5309												21,592
CAL	1517												8,184
		28,993	29,854	30,726	31,764	32,627	33,554	34,536	35,455	35,455	35,455	35,455	35,455
		Total FY2013-2016		121,337		Total FY2017-2020		136,172		Total FY2021-2024		141,820	

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 59973 Utility Fleet Renewal Program - Non Revenue Vehicles

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various

AQ Code:M2

PLANNING AREA:

DOD:

PROJECT MANAGER: CMP: Not SOV Capacity Adding

The Utility Fleet Renewal Program is a comprehensive effort to upgrade and replace the Authority's utility fleet and automotive service fleet. SEPTA utility vehicles support transit and railroad operations. These vehicles include automobiles for transit supervisors and operations support personnel; utility vehicles for the maintenance of operating facilities; and service vehicles and equipment for use in garages, shops, and operations support functions. 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 within the Authority.

TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CAP	5307	2,400											
CAP	1514 B	581											
CAP	LOCAL	19											
CAP	5307		2,400										
CAP	1514 B		581										
CAP	LOCAL		19										
CAP	5307			2,400									
CAP	1514 B			581									
CAP	LOCAL			19									
CAP	5307				2,400								
CAP	1514 B				581								
CAP	LOCAL				19								
CAP	5307					2,400							
CAP	1514 B					581							
CAP	LOCAL					19							
CAP	5307						2,400						
CAP	1514 B						581						
CAP	LOCAL						19						
CAP	5307							2,400					
CAP	1514 B							581					
CAP	LOCAL							19					
CAP	5307								2,400				
CAP	1514 B								581				
CAP	LOCAL								19				
CAP	5307									2,400			
CAP	1514 B									581			
CAP	LOCAL									19			
CAP	5307										2,400		
CAP	1514 B										581		
CAP	LOCAL										19		
CAP	5307											2,400	
CAP	1514 B											581	
CAP	LOCAL											19	
		3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000	3,000
		Total FY2013-2016		12,000		Total FY2017-2020		12,000		Total FY2021-2024		12,000	

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60255 **Regional Rail Signal Modernization Program**

LIMITS System-wide railroad facilities

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various

AQ Code:M6

PLANNING AREA:

DOD: 6

PROJECT MANAGER: **CMP:** Not SOV Capacity Adding

This project provides for the modernization of the signal system on SEPTA's Regional Rail system. The Automatic Train Control (ATC) System will be installed on the Warminster, Lansdale/Doylestown - Lansdale to Doylestown segment, Cynwyd, Norristown, Chestnut Hill East and Chestnut Hill West Regional Rail Lines. 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.

In addition, an Advanced Civil Speed Enforcement System (ACSES) will be layered onto the ATC on all SEPTA-owned Regional Rail lines. Working in unison, these two systems will provide the functionality of a Positive Train Control System (PTC) that the "Rail Safety Improvement Act of 2008" has mandated to be operational by December 31, 2015. The PTC will enhance the ATC System by providing the ability to enforce a stop, enforce civil speed restrictions and enforce temporary speed restrictions through a network of transponders, while maintaining the continuous track monitoring advantages of the ATC. The installation of this system will ensure interoperability with Amtrak and the various freight carriers.

As part of this project, track interlockings and switches will be improved or replaced to complement the capabilities of the new combined signal system. These improvements, in conjunction with completed and planned communications system upgrades, will significantly improve service quality, provide a more reliable and maintainable operation, and expand opportunities to increase overall travel speed and reduce travel time.

Prior year funds supported modernization of the Doylestown, Warminster, and Chestnut Hill East lines. Current TIP funding will support implementation of the Cynwyd, Norristown, and Chestnut Hill West lines. Projects currently programmed include but are not limited to:

- Cynwyd Line Signals, Specialwork and ROW improvements - \$8.2 million (Prior years, FY 2013-2015)
- Norristown Line Signals, Specialwork and ROW improvements - \$29.2 million (Prior years, FY 2013-2014)
- Chestnut Hill West Line Signals, Interlocking and ROW improvements - \$14.9 million (Prior years, FY 2013)
- Positive Train Control (PTC) - \$157 million (Prior years, FY 2013-2016)

TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CAP	5307	1,040											
CAP	5309	42,160											
CAP	1514 B	10,452											
CAP	1517	6,131											
CAP	LOCAL	340											
CAP	LOCAL	8											
CAP	5307		246										
CAP	5309		44,608										
CAP	1514 B		10,852										
CAP	1517		5,894										
CAP	LOCAL		2										
CAP	LOCAL		360										
CAP	5309			28,223									
CAP	1514 B			6,828									
CAP	1517			5,722									
CAP	LOCAL			228									
CAP	5309				2,788								
CAP	1514 B				675								
CAP	LOCAL				22								
		60,131	61,962	41,001	3,485	0	0	0	0	0	0	0	0
		Total FY2013-2016		166,579		Total FY2017-2020			0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60271 Station Accessibility Program - ADA Compliance

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various

AQ Code:M8

PLANNING AREA:

DOD: 4

PROJECT MANAGER: CMP: Not SOV Capacity Adding

The Station Accessibility Program provides for the continuation of SEPTA's efforts to improve accessibility at railroad and rail transit stations. This program complements accessibility efforts being advanced as part of other projects and programs included in SEPTA's Capital Program.

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 the Race-Vine Station project is \$7.5 million. New Freedom funding in the amount of \$3.8 million was provided in prior years. Section 5307 funding in the amount of \$2.14 million is programmed in this MPMS (#60271) in Fiscal Years 2013 and 2014. Additional New Freedom funding in the amount of \$1.55 million is anticipated in FY 2014. The anticipated FY 2014 New Freedom funding will be programmed upon approval by the Delaware Valley Regional Planning Commission (DVRPC) Board.

TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	5307	1,200											
CON	1514 B	290											
CON	LOCAL	10											
CON	5307		514										
CON	1514 B		124										
CON	LOCAL		4										
CON	5307								800				
CON	1514 B								194				
CON	LOCAL								6				
CON	5307									800			
CON	1514 B									194			
CON	LOCAL									6			
CON	5307										800		
CON	1514 B										194		
CON	LOCAL										6		
CON	5307											800	
CON	1514 B											194	
CON	LOCAL											6	
		1,500	642	0	0	0	0	0	1,000	1,000	1,000	1,000	1,000
		Total FY2013-2016		2,142		Total FY2017-2020			1,000	Total FY2021-2024			4,000

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60275 *Debt Service*

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various

AQ Code:M1

PLANNING AREA:

DOD:

PROJECT MANAGER: **CMP: Not SOV Capacity Adding**

State capital funds will provide for debt service and the cost of issuance of bonds, notes and other indebtedness incurred by SEPTA for the following debt service payments:

- 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.

- Payments on Special Revenue Bonds, Series 2010. These bonds were used to refund the Special Revenue Bonds, Series 1999, which provided funds for the Market-Frankford Line cars, various capital improvement projects, and partial refunding of Series 1995A Bonds.

- Payment on Capital Grant Receipts Bonds, Series FY 2011. The FY 2011 bonds are being used for the procurement of 120 new railcars (the Silverliner Vs) and the rehabilitation of the Wayne Junction Intermodal Facility.

TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
DS	PTAF 4	32,918											
DS	5309	13,656											
DS	1517	3,414											
DS	LOCAL	1,134											
DS	5309		13,656										
DS	PTAF 4		32,967										
DS	1517		3,414										
DS	LOCAL		1,136										
DS	5309			13,654									
DS	PTAF 4			32,917									
DS	1517			3,413									
DS	LOCAL			1,134									
DS	PTAF 4				32,853								
DS	5309				13,657								
DS	1517				3,414								
DS	LOCAL				1,132								
DS	5309					13,656							
DS	PTAF 4					32,841							
DS	1517					3,414							
DS	LOCAL					1,131							
DS	5309						13,656						
DS	PTAF 4						32,758						
DS	1517						3,414						
DS	LOCAL						1,128						
DS	PTAF 4							32,708					
DS	5309							13,655					
DS	1517							3,414					
DS	LOCAL							1,127					
DS	5309								13,656				
DS	PTAF 4								25,399				
DS	1517								3,414				
DS	LOCAL								875				

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

DS	5309								13,654				
DS	PTAF 4								25,341				
DS	1517								3,414				
DS	LOCAL								873				
DS	PTAF 4									12,998			
DS	5309									13,656			
DS	1517									3,414			
DS	LOCAL									448			
DS	5309										13,658		
DS	PTAF 4										12,938		
DS	1517										3,414		
DS	LOCAL										446		
DS	5309											13,655	
DS	PTAF 4											12,936	
DS	1517											3,414	
DS	LOCAL											446	
		51,122	51,173	51,118	51,056	51,042	50,956	50,904	43,344	43,282	30,516	30,456	30,451
		Total FY2013-2016		204,469		Total FY2017-2020		196,246		Total FY2021-2024		134,705	

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60317 Federal Preventive Maintenance

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various

AQ Code:M1

PLANNING AREA:

DOD:

PROJECT MANAGER: CMP: Not SOV Capacity Adding

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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
OP	5307	21,223											
OP	5309	14,771											
OP	LOCAL	5,306											
OP	LOCAL	3,693											
OP	5307		25,450										
OP	5309		10,752										
OP	LOCAL		6,362										
OP	LOCAL		2,688										
OP	5307			21,065									
OP	5309			15,357									
OP	LOCAL			5,266									
OP	LOCAL			3,839									
OP	5307				12,476								
OP	5309				24,179								
OP	LOCAL				3,119								
OP	LOCAL				6,045								
OP	5307					8,000							
OP	5309					28,900							
OP	LOCAL					2,000							
OP	LOCAL					7,225							
OP	5307						6,988						
OP	5309						30,170						
OP	LOCAL						1,747						
OP	LOCAL						7,542						
OP	5307							11,783					
OP	5309							25,648					
OP	LOCAL							2,946					
OP	LOCAL							6,412					
OP	5307								12,106				
OP	5309								25,613				
OP	LOCAL								3,027				
OP	LOCAL								6,403				
OP	5307									12,106			
OP	5309									25,613			
OP	LOCAL									3,027			
OP	LOCAL									6,403			
OP	5307										12,106		
OP	5309										25,613		
OP	LOCAL										3,027		
OP	LOCAL										6,403		
OP	5307											16,327	

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA												
OP	5309										21,392	
OP	LOCAL										4,082	
OP	LOCAL										5,348	
OP	5307											17,369
OP	5309											20,350
OP	LOCAL											4,342
OP	LOCAL											5,087
		44,993	45,252	45,527	45,819	46,125	46,447	46,789	47,149	47,149	47,149	47,148
		Total FY2013-2016		181,591		Total FY2017-2020		186,510		Total FY2021-2024		188,595

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60335 **City Hall Station / 15th Street Station Rehabilitation**

LIMITS City Hall / 15th Street Station in Philadelphia No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Center City Philadelphia AQ Code:M8

PLANNING AREA: DOD:

PROJECT MANAGER: **CMP:** Not SOV Capacity Adding Adding Subcorr(s): 10A, 14A

SEPTA's City Hall Station / 15th Street Station project will provide for phased renovations of City Hall Station and 15th Street Station, which together serve as a major transit hub in Center City Philadelphia. At these stations, customers can make connections between the Broad Street Line, Market-Frankford Subway-Elevated Line, and trolley lines. Connections with Regional Rail and bus lines are also located nearby. Due to their age and deteriorating condition, City Hall and 15th Street Stations require renovations to bring the stations to a state of good repair, improve accessibility, and reduce heavy maintenance costs. The total project cost is \$142 million.

Funding in the amount of \$24.4 million was provided in prior fiscal years. SEPTA is using prior year funds to advance the Early Action (Dilworth Plaza) phase of the City Hall Station / 15th Street Station project. Prior year funds programmed in MPMS #60335 supported design. Prior year funds programmed in MPMS #92394, the Dilworth Plaza Project, supported construction of the Early Action (Dilworth Plaza) phase.

As a result of capital funding constraints, future phases of the project have been deferred in SEPTA's capital program until FY 2023. Funding in the amount of \$38.6 million is programmed in Fiscal Years 2023-2024. Additional funding in the amount of \$79 million will be programmed in later fiscal years. Future phases of the project (pending availability of capital funds) may include the following elements:

15th Street Station (Phase II):

- Accessibility improvements to bring the station into ADA compliance, with new elevators to provide access to the platforms, and repair/replacement of stairs
- Structural repairs and remediation of water infiltration
- Reconfiguration of fare collection areas
- New architectural finishes and lighting, Audio-Visual Public Address (AVPA) and fire alarm systems

City Hall Station (Phase III):

- Accessibility improvements to bring the station into ADA compliance, with new elevators and rehabilitated or replaced staircases, corridors, and ramps
- Structural repairs and remediation of water infiltration
- Reconfiguration of fare lines and pedestrian interchanges, and removal of out-of-service mezzanines
- New fare collection areas and new ventilation shaft for natural ventilation
- New lighting, signs, AVPA, fire alarm, and security systems

		TIP Program Years (\$ 000)													
Phase	Fund	<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>	<u>FY2023</u>	<u>FY2024</u>		
CON	5307											6,049			
CON	5309											6,400			
CON	1514 B											3,012			
CON	LOCAL											49			
CON	LOCAL											52			
CON	5307												10,400		
CON	5309												8,000		
CON	1514 B												4,452		
CON	LOCAL												84		
CON	LOCAL												65		
CON	LOCAL														
		0	0	0	0	0	0	0	0	0	0	15,562	23,001		
		Total FY2013-2016				0	Total FY2017-2020				0	Total FY2021-2024			38,563

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60557 *System Improvements*

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various

AQ Code:M6

PLANNING AREA:

DOD: 1

PROJECT MANAGER: **CMP: Not SOV Capacity Adding**

The System Improvements Program is used to develop, design, and implement projects that enhance communications, security, customer satisfaction and service quality.

Projects include but are not limited to:

- City of Philadelphia TIGER III: Transit Signal Priority (TSP) Improvements - Implementation of transit signal priority (TSP) improvements on key corridors in the region - \$2 million (FY 2013)
- Information Technology - Enhancements to SEPTA's information technology infrastructure and computer software applications - Ongoing
- Route 101/102 Trolley Lines Automatic Train Control (ATC) System - \$33 million (Prior Years, FY 2015-2018)

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CAP	5307	3,200											
CAP	1514 B	774											
CAP	LOCAL	26											
CAP	5307		800										
CAP	1514 B		194										
CAP	LOCAL		6										
CAP	5307			800									
CAP	5309			6,000									
CAP	1514 B			1,645									
CAP	LOCAL			48									
CAP	LOCAL			7									
CAP	5307				800								
CAP	5309				11,760								
CAP	1514 B				3,039								
CAP	LOCAL				6								
CAP	LOCAL				95								
CAP	5307					800							
CAP	5309					4,400							
CAP	1514 B					1,258							
CAP	LOCAL					6							
CAP	LOCAL					35							
CAP	5307						800						
CAP	5309						3,040						
CAP	1514 B						929						
CAP	LOCAL						6						
CAP	LOCAL						25						
CAP	5307							800					
CAP	1514 B							194					
CAP	LOCAL							6					
CAP	5307								800				
CAP	1514 B								194				
CAP	LOCAL								6				
CAP	5307									800			
CAP	1514 B									194			
CAP	LOCAL									6			
CAP	5307										800		
CAP	1514 B										194		

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

CAP LOCAL										6			
CAP 5307											800		
CAP 1514 B											194		
CAP LOCAL											6		
CAP 5307												800	
CAP 1514 B												194	
CAP LOCAL													7
	4,000	1,000	8,500	15,700	6,499	4,800	1,000	1,000	1,000	1,000	1,000	1,000	1,001
Total FY2013-2016			29,200		Total FY2017-2020		13,299			Total FY2021-2024		4,001	

MPMS# 60571 Environmental Cleanup and Protection Program

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various

AQ Code:S2

PLANNING AREA:

DOD:

PROJECT MANAGER:

CMP:

This program provides for environmental clean up and protection activities including remediation and testing associated with underground storage tanks, lead-based paint and asbestos abatement, contaminated soil and groundwater, and air quality. Site assessments to determine environmental exposures prior to acquiring properties are also funded under this program. The project also includes activities that will reduce SEPTA's environmental footprint.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	1514 B	290											
CON	LOCAL	10											
CON	1514 B		290										
CON	LOCAL		10										
CON	1514 B			290									
CON	LOCAL			10									
CON	1514 B				290								
CON	LOCAL				10								
CON	1514 B					290							
CON	LOCAL					10							
CON	1514 B						290						
CON	LOCAL						10						
CON	1514 B							290					
CON	LOCAL							10					
CON	1514 B								290				
CON	LOCAL								10				
CON	1514 B									290			
CON	LOCAL									10			
CON	1514 B										290		
CON	LOCAL										10		
CON	1514 B											290	
CON	LOCAL											10	
		300	300	300	300	300	300	300	300	300	300	300	300
Total FY2013-2016				1,200		Total FY2017-2020		1,200		Total FY2021-2024		1,200	

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60574 Paoli Transportation Center

LIMITS Paoli Transportation Center in Chester County

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Tredyffrin Township

AQ Code:FYN

PLANNING AREA: Growing Suburb

DOD: 1

PROJECT MANAGER: **CMP:** Not SOV Capacity Adding

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 total project cost is \$44.9 million.

SEPTA is using prior year funds in the amount of \$7,610,000 to advance engineering/design of the complete Paoli Transportation Center project.

As a result of capital funding constraints, future phases of the project have been deferred in SEPTA's capital program until Fiscal Year 2017. Funding in the amount of \$23,000,000 is programmed in Fiscal Years 2017-2018. Additional funding in the amount of \$14,290,000 will be programmed in later fiscal years. Pending availability of capital funds, the project includes the construction of an intermodal station facility complete with high-level platforms, a waiting area, ticket office and passenger amenities; construction of a new commuter parking facility and bus facilities; reconfiguration of access roads and entrances to the station; construction of new pedestrian linkages throughout the station area including sidewalks, crosswalks, and a concourse linking inbound and outbound station platforms; and reconfiguration of the track/interlocking to accommodate the new transportation center.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CAP	5307					9,136								
CAP	1514 B					2,210								
CAP	LOCAL					74								
CAP	5307						9,264							
CAP	1514 B						2,241							
CAP	LOCAL						75							
CAP	LOCAL													
		0	0	0	0	11,420	11,580	0	0	0	0	0	0	
Total FY2013-2016		0				Total FY2017-2020		23,000		Total FY2021-2024				0

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60582 *Vehicle Overhaul Program*

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various

AQ Code:M3

PLANNING AREA:

DOD:

PROJECT MANAGER: **CMP: Not SOV Capacity Adding**

The Vehicle Overhaul Program provides for the major overhaul of SEPTA's rolling stock. A vehicle must receive periodic overhauls if it is to achieve, or exceed, its full, useful service life. Prudent fleet management requires a program of heavy maintenance and overhauls for optimal fleet reliability, service quality, cost efficiency, and passenger comfort. The advanced scheduling of vehicle overhauls allows SEPTA to purchase material and produce rebuilt components in an efficient and effective manner. In addition to vehicle overhauls, this program also provides for vehicle campaigns. Each vehicle type undergoes its own specialized overhaul program and campaign work. Campaigns address both critical items and vehicle equipment upgrades and modifications, which are accomplished on a fleet-wide basis.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CAP	5307	16,607											
CAP	5309	14,005											
CAP	1514 B	25,047											
CAP	LOCAL	134											
CAP	LOCAL	113											
CAP	LOCAL	588											
CAP	5307		12,597										
CAP	5309		18,289										
CAP	1514 B		25,326										
CAP	LOCAL		102										
CAP	LOCAL		147										
CAP	LOCAL		595										
CAP	5307			13,310									
CAP	5309			17,476									
CAP	1514 B			25,512									
CAP	LOCAL			602									
CAP	LOCAL			107									
CAP	LOCAL			141									
CAP	5307				14,347								
CAP	5309				16,158								
CAP	1514 B				25,696								
CAP	LOCAL				116								
CAP	LOCAL				130								
CAP	LOCAL				610								
CAP	5307					7,800							
CAP	5309					22,514							
CAP	1514 B					25,873							
CAP	LOCAL					63							
CAP	LOCAL					182							
CAP	LOCAL					618							
CAP	5307						8,243						
CAP	5309						21,872						
CAP	1514 B						26,064						
CAP	LOCAL						66						
CAP	LOCAL						176						
CAP	LOCAL						626						
CAP	5307							17,078					
CAP	5309							12,821					
CAP	1514 B							26,267					

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

CAP	LOCAL					138							
CAP	LOCAL					103							
CAP	LOCAL					634							
CAP	5307								17,608				
CAP	5309								12,056				
CAP	1514 B								26,457				
CAP	LOCAL								142				
CAP	LOCAL								97				
CAP	LOCAL								643				
CAP	5307									16,018			
CAP	5309									13,650			
CAP	1514 B									26,459			
CAP	LOCAL									129			
CAP	LOCAL									110			
CAP	LOCAL									643			
CAP	5307										18,106		
CAP	5309										11,627		
CAP	1514 B										26,475		
CAP	LOCAL										146		
CAP	LOCAL										94		
CAP	LOCAL										643		
CAP	5307											12,560	
CAP	5309											17,213	
CAP	1514 B											26,486	
CAP	LOCAL											101	
CAP	LOCAL											139	
CAP	LOCAL											643	
CAP	5307											10,705	
CAP	5309											19,058	
CAP	1514 B											26,483	
CAP	LOCAL											86	
CAP	LOCAL											154	
CAP	LOCAL											643	
		56,494	57,056	57,148	57,057	57,050	57,047	57,041	57,003	57,009	57,091	57,142	57,129
	Total FY2013-2016			227,755		Total FY2017-2020		228,141		Total FY2021-2024		228,371	

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60599 *Paratransit Vehicle Purchase*

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various

AQ Code:M10

PLANNING AREA:

DOD:

PROJECT MANAGER: **CMP: Not SOV Capacity Adding**

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. 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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
PUR	5307	3,760											
PUR	1514 B	910											
PUR	LOCAL	30											
PUR	5307		4,000										
PUR	1514 B		968										
PUR	LOCAL		32										
PUR	5307			4,000									
PUR	1514 B			968									
PUR	LOCAL			32									
PUR	5307				4,000								
PUR	1514 B				968								
PUR	LOCAL				32								
PUR	5307					4,800							
PUR	1514 B					1,161							
PUR	LOCAL					39							
PUR	5307						4,800						
PUR	1514 B						1,161						
PUR	LOCAL						39						
PUR	5307							4,800					
PUR	1514 B							1,161					
PUR	LOCAL							39					
PUR	5307								4,800				
PUR	1514 B								1,161				
PUR	LOCAL								39				
PUR	5307									4,800			
PUR	1514 B									1,161			
PUR	LOCAL									39			
PUR	5307										4,800		
PUR	1514 B										1,161		
PUR	LOCAL										39		
PUR	5307											4,800	
PUR	1514 B											1,161	
PUR	LOCAL											39	
PUR	5307												4,800
PUR	1514 B												1,161
PUR	LOCAL												39
		4,700	5,000	5,000	5,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000	6,000
		Total FY2013-2016		19,700		Total FY2017-2020		24,000		Total FY2021-2024		24,000	

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60611 *Fare Collection System/New Payment Technologies*

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various

AQ Code:M5

PLANNING AREA:

DOD:

PROJECT MANAGER: **CMP: Not SOV Capacity Adding**

The New Payment Technologies 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 and will be reloadable on-line.

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 Customized Community Transportation (CCT) operation and SEPTA's parking operations. Computer equipment and software systems will 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 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.

The NPT system will be implemented in phases. Phase 1 of the project will include the complete design, deployment of the data network backbone and customer support system, and pilot testing of the NPT system. Phase 2 will include the deployment of the system on the Trolley, Heavy Rail and Bus fleets and pilot testing on Regional Rail. In Phase 3, the Regional Rail, Parking Operations and Customized Community Transportation (CCT) segments will be deployed.

Companion projects supporting the NPT project include: Bus and trolley farebox upgrade; Market-Frankford Line and Broad Street Line fiber optics improvements; new fare lines at five downtown Railroad stations (Temple University, Market East, Suburban Station, 30th Street Station and University City); Subway-Elevated fare line improvements; Market-Frankford fare line improvements; zone offices to monitor fare lines and assist passengers; elevator control modifications for paid/unpaid elevators; and remote Railroad station waiting room security. These NPT companion projects are necessary to provide enhanced customer service and achieve cost efficiencies and revenue enhancements.

The total cost of the New Payment Technologies project is \$228.8 million. Funding in the amount of \$18.7 million was provided in prior years. Funding in the amount of \$210.1 million is programmed in Fiscal Years 2013-2018.

TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	5307	2,080											
CON	1514 B	503											
CON	LOCAL	17											
CON	5307		2,400										
CON	1514 B		581										
CON	LOCAL		19										
CON	5307			18,645									
CON	1514 B			4,511									
CON	LOCAL			150									
CON	5307				35,394								
CON	1517				5,558								
CON	1514 B				8,563								
CON	LOCAL				285								
CON	5307					48,017							
CON	1514 B					11,617							
CON	1517					5,379							
CON	LOCAL					387							
CON	5307						48,586						
CON	1514 B						11,755						
CON	1517						5,267						
CON	LOCAL						392						

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

2,600	3,000	23,306	49,800	65,400	66,000	0	0	0	0	0	0
Total FY2013-2016		78,706		Total FY2017-2020		131,400		Total FY2021-2024		0	

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60629 Job Access and Reverse Commute (JARC) and New Freedom

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various

AQ Code:20130

PLANNING AREA:

DOD:

PROJECT MANAGER: CMP: Not SOV Capacity Adding

Job Access and Reverse Commute, and New Freedom 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.

Every month, approximately 135,000 trips are made on the Southeastern Pennsylvania regional job access routes.

The New Freedom Program provides funding for 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.

TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
OP	JARC	2,152											
OP	NF	1,322											
OP	JARC-S	3,700											
OP	NF-S	319											
OP	JARC		2,155										
OP	NF		1,322										
OP	JARC-S		4,259										
OP	NF-S		319										
OP	NF			1,322									
OP	JARC			2,155									
OP	NF-S			319									
OP	JARC-S			4,259									
OP	JARC				2,155								
OP	NF				1,322								
OP	NF-S				319								
OP	JARC-S				4,259								
OP	JARC					2,155							
OP	NF					1,322							
OP	NF-S					319							
OP	JARC-S					4,259							
OP	NF						1,322						
OP	JARC						2,155						
OP	NF-S						319						
OP	JARC-S						4,259						

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA															
OP	NF									1,322					
OP	JARC									2,155					
OP	NF-S									319					
OP	JARC-S									4,259					
OP	JARC										2,155				
OP	NF										1,322				
OP	JARC-S										4,259				
OP	NF-S										319				
OP	JARC											2,155			
OP	NF											1,322			
OP	NF-S											319			
OP	JARC-S											4,259			
OP	JARC												2,155		
OP	NF												1,322		
OP	NF-S												319		
OP	JARC-S												4,259		
OP	NF													1,322	
OP	JARC													2,155	
OP	NF-S													319	
OP	JARC-S													4,259	
OP	NF													1,322	
OP	JARC													2,155	
OP	NF-S													319	
OP	JARC-S													4,259	
		7,493	8,055	8,055	8,055	8,055	8,055	8,055	8,055	8,055	8,055	8,055	8,055	8,055	8,055
		Total FY2013-2016		31,658	Total FY2017-2020				32,220	Total FY2021-2024				32,220	

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60638 *Regional Rail Car, Locomotive, and Trolley Acquisition*

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various

AQ Code:M10

PLANNING AREA:

DOD:

PROJECT MANAGER: **CMP:** Not SOV Capacity Adding

This project provides for the purchase of 245 railcars to replace SEPTA's Silverliner IV railcar fleet. The Silverliner IV rail cars were built between 1974 and 1976. Vehicles acquired will fully comply with Americans with Disabilities Act (ADA) requirements and federal and state regulations regarding safety features and systems. In addition, this project will provide for the acquisition of nine diesel/electric locomotives to replace Bombardier Push-Pull Locomotives.

This project also provides for the purchase of 170 (articulated and non-articulated) trolleys for SEPTA's Trolley Routes 10, 11, 13, 15, 34, 36, 101 & 102. These rail transit lines currently operate with 141 trolleys that were built in 1981, as well as 18 "Presidential Conference Committee" (PCC-II) cars originally manufactured in 1947 and rebuilt by Brookville Equipment Company in 2003-2004. Vehicles to be acquired will fully comply with Americans with Disabilities Act (ADA) requirements.

As a result of capital funding constraints, this project has been deferred in SEPTA's capital program until Fiscal Year 2023. Funding in the amount of \$60 million is programmed in Fiscal Years 2023-2024. Additional funding in the amount of \$2.364 billion will be programmed in later fiscal years.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024		
PUR	5309											4,235			
PUR	1517											24,707			
PUR	1514 B											1,025			
PUR	LOCAL											34			
PUR	5309												4,233		
PUR	1517												24,709		
PUR	1514 B												1,024		
PUR	LOCAL												34		
		0	0	0	0	0	0	0	0	0	0	30,001	30,000		
		Total FY2013-2016				0	Total FY2017-2020				0	Total FY2021-2024			60,001

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60651 Substation Improvement Program

LIMITS System-wide railroad substations

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various

AQ Code:M6

PLANNING AREA:

DOD: 0

PROJECT MANAGER: CMP: Not SOV Capacity Adding

This program provides for improvements to the traction power supply system for SEPTA's 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 rehabilitation or replacement of substation equipment and substations that have exceeded their useful life. As a result of the substation improvement program, the traction power distribution network will be more reliable, rail service interruptions will be reduced, and rail customers will benefit from enhanced service quality.

Substations that will be renovated/replaced as part of this program include but are not limited to:

- Ambler substation - \$8.8 million (FY 2019)
- Bethayres substation - \$9 million (FY 2022-2024)
- Chestnut Hill East substation - \$9 million (FY 2022)
- Media-Sharon Hill substation at Clifton - \$3.3 million (FY 2019)
- Equipment replacement at City Transit substations - \$17 million (FY 2022)
- Jenkintown substation - \$39.4 million (Prior Years, FY 2019-2020)
- Lenni substation - \$9.5 million (FY 2020-2021)
- Morton substation - \$9.5 million (FY 2021-2022)
- Wayne Junction substation and Static Frequency Converter - \$60.1 million (FY 2020- 2022)

Please refer to the Illustrative List of Unfunded Projects, MPMS #60651, for substation projects that have been deferred from SEPTA's capital program due to funding constraints.

TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CAP	5307							10,309					
CAP	5309							11,279					
CAP	1514 B							5,223					
CAP	1517							5,121					
CAP	LOCAL							91					
CAP	LOCAL							83					
CAP	5307								18,064				
CAP	5309								14,604				
CAP	1514 B								7,904				
CAP	1517								12,246				
CAP	LOCAL								118				
CAP	LOCAL								146				
CAP	5307									7,869			
CAP	5309									6,997			
CAP	1514 B									3,596			
CAP	1517									6,704			
CAP	LOCAL									56			
CAP	LOCAL									63			
CAP	5307										16,414		
CAP	5309										13,200		
CAP	1514 B										7,165		
CAP	1517										12,947		
CAP	LOCAL										132		
CAP	LOCAL										106		
CAP	5307											400	
CAP	5309											400	
CAP	1514 B											194	
CAP	LOCAL											3	

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA														
CAP	LOCAL												3	
CAP	5307												400	
CAP	5309												400	
CAP	1514 B												194	
CAP	LOCAL												3	
CAP	LOCAL												3	
		0	0	0	0	0	0	32,106	53,082	25,285	49,964	1,000	1,000	
Total FY2013-2016				0	Total FY2017-2020				85,188	Total FY2021-2024				77,249

MPMS# 60655 **Levittown Intermodal Facility Improvements (B)**

LIMITS Levittown station in Bucks County

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various

AQ Code:M8

PLANNING AREA:

DOD: 1

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

Adding Subcorr(s): 4A, 5I, 12A

This project includes design and phased construction of improvements at SEPTA's Levittown Intermodal Station. The total project cost is \$31.6 million.

SEPTA is using prior year funds to advance Phase I of the Levittown Intermodal Station Project. The total budget for Phase I is \$7,775,160. Phase I includes construction of intersection improvements at Levittown Parkway and Rt. 13, relocation of utilities, construction of the southern portion of the inbound parking lot and new entrance drive, and reconfiguration of the existing outbound parking lot. Phase I includes engineering/design of the entire Levittown Intermodal Station Project.

As a result of capital funding constraints, future phases of the project have been deferred in SEPTA's capital program until Fiscal Year 2023. Funding in the amount of \$21,000,000 is programmed in Fiscal Years 2023-2024. Additional funding in the amount of \$2,824,840 will be programmed in later fiscal years. Future phases (pending availability of capital funds) include 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.

TIP Program Years (\$ 000)														
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CAP	5307											6,000		
CAP	5309											4,000		
CAP	1514 B											2,419		
CAP	LOCAL											48		
CAP	LOCAL											32		
CAP	5307												4,000	
CAP	5309												2,800	
CAP	1514 B												1,645	
CAP	LOCAL												33	
CAP	LOCAL												23	
CAP	LOCAL													
		0	0	0	0	0	0	0	0	0	0	12,499	8,501	
Total FY2013-2016				0	Total FY2017-2020				0	Total FY2021-2024				21,000

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 73214 *Ardmore Station*

LIMITS Ardmore Station in Montgomery County

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Lower Merion Township

AQ Code:FYN

PLANNING AREA: Developed Community

DOD: 1

PROJECT MANAGER: CMP:

This project includes the design and construction of a new multimodal transit center at Ardmore Station in Lower Merion Township, Montgomery County. Ardmore Station is currently served by SEPTA's Paoli-Thorndale Regional Rail line, five SEPTA bus routes, and Amtrak passenger rail service. The total project cost is \$10 million.

As a result of capital funding constraints, this project has been deferred in SEPTA's capital program until Fiscal Year 2023. Funding in the amount of \$9 million is programmed in Fiscal Years 2023-2024. Additional funding in the amount of \$1 million will be programmed in later fiscal years. Pending availability of capital funds, the project includes design and construction of: 1) New station building with passenger waiting facilities, ticket office and new high-level platforms; 2) New parking garage; 3) Improved pedestrian facilities including crossings, commuter pick-up / drop-off area, taxi stand, and ADA-accessible pathways for access to the station, parking structure and bus stops; 4) Improved connections over and/or under the railroad tracks to facilitate pedestrian and vehicular movement between Lancaster Avenue, Montgomery Avenue and Suburban Square shopping center; and 5) Street infrastructure improvements.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	5307											1,600		
CON	5309											1,600		
CON	1514 B											774		
CON	LOCAL											13		
CON	LOCAL											13		
CON	5307												2,000	
CON	5309												2,000	
CON	1514 B												968	
CON	LOCAL												16	
CON	LOCAL												16	
CON	LOCAL													
		0	0	0	0	0	0	0	0	0	0	4,000	5,000	
		Total FY2013-2016			0	Total FY2017-2020				0	Total FY2021-2024			9,000

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 77180 *State of Good Repair*

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various

AQ Code:M8

PLANNING AREA:

DOD: 3

PROJECT MANAGER: **CMP: Not SOV Capacity Adding**

This program is designed to bring transit and railroad facilities and vehicles to a state of good repair.

Currently programmed projects include:

- 69th Street Platform Improvements on the Norristown High Speed Line (NHSL) - \$3 million (Prior years, FY 2013)
- I-95 PennDOT Route 15 Richmond Street Relocation Project - \$2.7 million (Prior years, FY 2013)
- Airport Line Tie Renewal - \$2.6 million (FY 2013)
- Berridge Bus Maintenance Facility Roof - \$11.7 million (FY 2022)
- Broad St. Subway Continuous Welded Rail Renewal - \$4.5 million (FY 2013-2014)
- Doylestown Line Catenary Replacement Program - \$3.5 million (FY 2013-2014)
- Media / Elwyn Line Catenary Replacement Program - \$9 million (FY 2013-2016)
- Railroad Grade Crossing Surface Renewal - \$4.2 million (FY 2013-2015)
- Rt. 10 Lancaster Ave. Street Track Renewal - \$2.7 million (FY 2013-2014)
- Rt. 11 Main St. Street Track Renewal - \$3.2 million (FY 2013-2015)
- Rt. 15 Girard Ave. and Richmond Street Track Renewal - \$3.8 million (FY 2015-2016)
- Rt. 102 Sharon Hill Line Street Track Renewal - \$3.3 million (FY 2014-2016)
- Woodland Rail Shop Roof - \$5.6 million (FY 2021)

Please refer to the Illustrative List of Unfunded Projects, MPMS #77180, for State of Good Repair projects that have been deferred from SEPTA's capital program due to funding constraints.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CAP	5307	10,400												
CAP	5309	2,950												
CAP	1514 B	3,230												
CAP	LOCAL	84												
CAP	LOCAL	24												
CAP	5307		6,400											
CAP	5309		800											
CAP	1514 B		1,742											
CAP	LOCAL		6											
CAP	LOCAL		52											
CAP	5307			5,600										
CAP	5309			1,600										
CAP	1514 B			1,742										
CAP	LOCAL			45										
CAP	LOCAL			13										
CAP	5307				2,400									
CAP	5309				1,600									
CAP	1514 B				968									
CAP	LOCAL				19									
CAP	LOCAL				13									
CAP	1517									5,600				
CAP	1517										11,700			
		16,688	9,000	9,000	5,000	0	0	0	0	5,600	11,700	0	0	
		Total FY2013-2016			39,688	Total FY2017-2020				0	Total FY2021-2024			17,300

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 87176 69th Street Intermodal Parking Garage

LIMITS At 69th Street in Delaware County

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Upper Darby Township

AQ Code:FYN

PLANNING AREA: Developed Community

DOD: 5

PROJECT MANAGER:

CMP:

This project includes the design and phased construction of parking improvements at the 69th Street Transportation Center. The 69th Street Transportation Center is an intermodal transportation facility that serves as a terminus for SEPTA customers using the Market-Frankford Line, the Norristown High Speed Line, the Media-Sharon Hill Line and 17 SEPTA bus routes. The total project cost is \$30.2 million.

SEPTA is using prior year funds to advance Phase I of the 69th Street Transportation Center Parking Facility project. The total budget for Phase I is \$7,761,575. Phase I includes construction of site improvements including an upgrade of the transformer substation area, replacement of a retaining wall, installation of a stormwater management system, repair of 60-inch stormwater main, and relocation of a sanitary line. Phase I includes engineering/design of the entire 69th Street Transportation Center Parking Facility project.

As a result of capital funding constraints, future phases of the project have been deferred in SEPTA's capital program until Fiscal Year 2023. Funding in the amount of \$17,000,000 is programmed in Fiscal Years 2023-2024. Additional funding in the amount of \$5,468,425 will be programmed in later fiscal years. Future phases (pending availability of capital funds) include the construction of a 425-space parking garage and improvements to pedestrian connections between the new garage and the existing building. The construction of this garage will provide for increased ridership on SEPTA routes serving the 69th Street Transportation Center. A portion of the new parking facilities will also serve retail customers during evenings and weekends.

TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CAP	5307											4,000		
CAP	5309											4,000		
CAP	1514 B											1,936		
CAP	LOCAL											32		
CAP	LOCAL											32		
CAP	5307												3,200	
CAP	5309												2,400	
CAP	1514 B												1,355	
CAP	LOCAL												19	
CAP	LOCAL												26	
		0	0	0	0	0	0	0	0	0	0	10,000	7,000	
Total FY2013-2016		0				Total FY2017-2020				0		Total FY2021-2024		17,000

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 90497 *Infrastructure Safety and Renewal Program*

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES:

AQ Code:M9

PLANNING AREA:

DOD:

PROJECT MANAGER:

CMP:

This program provides for the renovation, rehabilitation, or replacement of essential infrastructure and associated components of SEPTA's transit and railroad system. Projects to be funded include renovation/replacement of tracks, buildings and bridges, communications equipment and signals, and power equipment. SEPTA's ISRP projects are selected annually based on need. Projects to be advanced during FY 2013 include but are not limited to:

- Track/Right-of-Way: Trolley track work at 49th St. and Woodland Ave.; renew Trolley Route 34 track at several locations between 40th St. and 58th St. on Baltimore Ave., grade crossings at Edmonds Ave. and Berkley Ave. on the Route 102 Trolley Line; replace tie, resurface track, and perform brush cutting on the Norristown and Chestnut Hill West Regional Rail Lines; and replace curve worn rail at locations on the Market-Frankford and Trolley Lines.
- Regional Rail Line Station Facilities: Improvements (e.g. shelters, stairs, benches, floors, doors, windows, pathways, signage, sidewalks, drainage, tunnels, canopies, lighting, bicycle loops) to Norwood, Glenolden, Folcroft, Sharon Hill, Curtis Park and Darby Stations on Wilmington/Newark; renovate parking lot entrance at Glenolden; improve platforms at Warminster, 30th Street platform "A," and Fern Rock; replace tactile platform edging at Bethayres and Neshaminy Falls.
- Norristown High Speed Line reconstruction of Ardmore Avenue Station (replacement of platforms and shelters; new stairs and ramps from parking lot to the platforms; replacement of all electrical devices and lighting; and installation of new landscaping).
- Market-Frankford line: Replace roof and escalators at Spring Garden Station, and tactile platform edging at 15th St.
- Power Systems: replace DC traction power feeder cables at Loudon Substation(supports Broad Street and Trackless Trolley Lines); replace trolley wire on Route 11 along Woodland Ave. between 49th St. and Cecil St., and on Route 36 between the intersection of 49th St. & Paschall Ave. and the intersection of Elmwood Ave. & Millick St.; improvements to various City and Suburban Transit substations including replacement of high speed trip devices and breakers; replace existing Uninterrupted Power Supplies (UPS) for the Control Center and Radio Room; replace a section of duct bank and existing AC cable on the east side of Broad St. in the vicinity of Kerbaugh St.; replace catenary on Norristown and Warminster Lines.
- Maintenance/Support Facilities: repair floor beam connections at Bridge #0.49 and #0.58 on the Regional Rail Main Line. Design bridge repairs for Bridge #13.10 on the Lansdale Regional Rail Line; improvements to Broad Street Line vent wells and emergency exits; overhaul Packer Ave., 5th St. and 44th St. Pump Rooms on Market-Frankford and Broad Street Lines; improve lighting on the Broad St. Line (tunnel), Olney Transportation Center and 40th St. Station on Market-Frankford; improvements to Frontier Depot and other bus and rail vehicle maintenance shops, including energy efficient shop lighting, fencing and paving repairs; renovate office, locker room, bathroom and other transit and vehicle maintenance crew areas at Victory, Germantown, Southern, Callowhill, Fern Rock and Comly Garages; rehabilitate catenary structure attachments on 9th St. Viaduct of the Regional Rail Norristown and Main Lines.
- Regional Rail Signals/Communications Systems: install standard communications infrastructure on Airport Line, and between Temple and Wayne Junction Stations on Main Line to complement SEPTA's Positive Train Control implementation; replace existing Audio Visual Public Address (AVPA) signs at platform and mezzanine levels of 30th St. Station with industry standard LED signs; refurbish public address control units at all passenger stations on the Doylestown Line.
- Rail Operations Control Center communication improvements

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
ERC	1514 B	33,581											
ERC	LOCAL	1,119											
ERC	1514 B		33,581										
ERC	LOCAL		1,119										
ERC	1514 B			33,581									
ERC	LOCAL			1,119									
ERC	1514 B				33,581								
ERC	LOCAL				1,119								
ERC	1514 B					33,581							
ERC	LOCAL					1,119							
ERC	1514 B						33,581						
ERC	LOCAL						1,119						
ERC	1514 B							33,581					
ERC	LOCAL							1,119					
ERC	1514 B								33,581				
ERC	LOCAL								1,119				

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA													
ERC	1514 B									33,581			
ERC	LOCAL									1,119			
ERC	1514 B									33,581			
ERC	LOCAL									1,119			
ERC	1514 B										33,581		
ERC	LOCAL										1,119		
ERC	1514 B											33,581	
ERC	LOCAL											1,119	
		34,700	34,700	34,700	34,700	34,700	34,700	34,700	34,700	34,700	34,700	34,700	34,700
		Total FY2013-2016		138,800		Total FY2017-2020		138,800		Total FY2021-2024		138,800	

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 90512 SEPTA Bus Purchase Program

LIMITS System-wide

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES:

AQ Code:M10

PLANNING AREA:

DOD:

PROJECT MANAGER:

CMP:

SEPTA's Bus Fleet Management Plan provides for the acquisition of different size buses based upon needs and route characteristics including normal replacement of vehicles that have reached the end of their useful life. 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 March 22, 2012, SEPTA's Board awarded a contract for the 2012-2015 Bus Purchase Program. The 2012-2015 bus purchase program includes the purchase of approximately ninety 40-foot buses and one hundred fifty-five 60-foot buses to replace vehicles that have reached the end of their useful life. This program will replace the existing 60-foot bus fleet as follows: fifty-five buses in 2012, fifteen buses in 2013, forty-five buses in 2014 and forty buses in 2015. This program will replace ninety 40-foot buses in 2013.

The 2012-2015 Bus Purchase Program was structured with the option to purchase the 40-foot and 60-foot buses as hybrids (diesel-electric) or clean diesel in any given calendar year. SEPTA received supplemental Federal Transit Administration (FTA) discretionary funds that will allow the Authority to purchase of 60-foot hybrid buses in 2012 and 40-foot hybrid bus in 2013.

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.

Funding for this program is also provided from MPMS #65109, FHWA Transit Flex to SEPTA.

State Bond funds programmed in MPMS #90512 in the amount of \$4.133 million each year will be applied as a state match for the flex funds programmed in MPMS# 65109.

TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
PUR	5307	17,397											
PUR	1514 B	4,209											
PUR	1514 B	4,133											
PUR	LOCAL	140											
PUR	LOCAL	138											
PUR	5307		21,317										
PUR	1514 B		4,133										
PUR	1514 B		5,157										
PUR	LOCAL		172										
PUR	LOCAL		138										
PUR	5307			17,397									
PUR	1514 B			4,209									
PUR	1514 B			4,133									
PUR	LOCAL			138									
PUR	LOCAL			140									
PUR	5307				22,757								
PUR	1514 B				5,506								
PUR	1514 B				4,133								
PUR	LOCAL				183								

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

PUR	LOCAL			138									
PUR	5307				13,621								
PUR	1514 B				3,295								
PUR	1514 B				4,133								
PUR	LOCAL				110								
PUR	LOCAL				138								
PUR	5307					13,493							
PUR	1514 B					3,264							
PUR	1514 B					4,133							
PUR	LOCAL					109							
PUR	LOCAL					138							
PUR	5307						22,757						
PUR	1514 B						5,506						
PUR	1514 B						4,133						
PUR	LOCAL						183						
PUR	LOCAL						138						
PUR	5307							22,757					
PUR	1514 B							4,133					
PUR	1514 B							5,506					
PUR	LOCAL							183					
PUR	LOCAL							138					
PUR	5307								22,757				
PUR	1514 B								5,506				
PUR	1514 B								4,133				
PUR	LOCAL								183				
PUR	LOCAL								138				
PUR	5307									22,757			
PUR	1514 B									5,506			
PUR	1514 B									4,133			
PUR	LOCAL									183			
PUR	LOCAL									138			
PUR	5307										22,757		
PUR	1514 B										5,506		
PUR	1514 B										4,133		
PUR	LOCAL										183		
PUR	LOCAL										138		
PUR	5307											31,893	
PUR	1514 B											7,716	
PUR	1514 B											4,133	
PUR	LOCAL											257	
PUR	LOCAL											138	
PUR	5307											32,021	
PUR	1514 B											7,747	
PUR	1514 B											4,133	
PUR	LOCAL											258	
PUR	LOCAL											138	
		26,017	30,917	26,017	32,717	21,297	21,137	32,717	32,717	32,717	32,717	44,137	44,297
		Total FY2013-2016		115,668		Total FY2017-2020		107,868		Total FY2021-2024		153,868	

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 95402 *Bridge Improvement Program*

LIMITS System-wide bridges

No Let Date

IMPROVEMENT Transit Improvements

MUNICIPALITIES:

AQ Code:M9

PLANNING AREA:

DOD:

PROJECT MANAGER: CMP:

This program will restore SEPTA's bridges to a state of good repair. Currently programmed projects include but are not limited to:
 - Chestnut Hill West Regional Rail Line - Bridge 0.35 replacement - \$5.5 million (FY 2019)
 - Media Regional Rail Line – Crum Creek Viaduct replacement - \$59 million (FY 2020-2021)
 - Media Regional Rail Line – Replacement of bridge timbers on three viaducts and painting - \$8.2 million (FY 2022)
 - Norristown High Speed Line (NHSL) - Viaduct over Schuylkill River Rehab, Timbers/Cables and Painting - \$33.8 million (FY 2019-2020)
 - Norristown High Speed Line - Bridge 0.15 replacement - \$13.5 million (FY 2021-2022)
 - Regional Rail lines - Stone arch bridge rehabilitation - \$6 million (FY 2022-2023)

Please refer to the Illustrative List of Unfunded Projects, MPMS #95402, for bridge projects that have been deferred from SEPTA's capital program due to funding constraints.


TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CAP	5307							19,188					
CAP	5309							10,008					
CAP	1514 B							7,064					
CAP	LOCAL							155					
CAP	LOCAL							81					
CAP	5307								9,560				
CAP	5309								6,967				
CAP	1514 B								3,999				
CAP	LOCAL								77				
CAP	LOCAL								56				
CAP	5307									21,346			
CAP	5309									12,982			
CAP	1514 B									8,305			
CAP	LOCAL									172			
CAP	LOCAL									105			
CAP	5307										10,712		
CAP	5309										8,800		
CAP	1514 B										4,721		
CAP	LOCAL										86		
CAP	LOCAL										71		
CAP	5307											1,265	
CAP	1514 B											306	
CAP	LOCAL											10	
		0	0	0	0	0	0	36,496	20,659	42,910	24,390	1,581	0
	Total FY2013-2016				0			Total FY2017-2020	57,155			Total FY2021-2024	68,881

Total For SEPTA	2013	2014	2015	2016	2013-2016	2017-2020	2021-2024
	\$342,731	\$343,345	\$343,398	\$343,453	\$1,372,927	\$1,374,199	\$1,372,574

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Interstate Management Program
for the
FY2013 Transportation Improvement Program (TIP)
for
Pennsylvania
of
Southeastern Pennsylvania

A decorative graphic consisting of a solid blue horizontal band at the top, which transitions into a larger area of various shades of blue. This area contains several overlapping, semi-transparent, curved shapes that resemble stylized waves or abstract architectural forms, creating a dynamic and modern background.

I-95 Reconstruction Project, Section A Roadmap

I-95 is a major facility built in the 1960s that crosses Bucks, Philadelphia, and Delaware Counties in the DVRPC region. Over \$2 billion will repair, reconstruct, and restore Section A of I-95. This reconstruction of I-95 has been broken out to more than 20 separate MPMS#s; some of which appear in the Statewide Interstate Management Program (IMP) that is strictly for reconstruction components, or in the DVRPC Regional TIP FY2013-16.

Section A's Sub-sections	Breakout Sections per Sub-section	MPMS	Limits	Estimated Construction Cost ('000) and Status			
				First FY (2013-16)	Second FY (2017-20)	Third FY (2021-24)	Total Cost
Girard Avenue Interchange (GIR)	GIR	17821	I-95: Shackamaxon - Ann Sts.	Design Parent Project (PE and FD) in current TIP. No construction.			
	GR0	80094	Temporary I-95 Southbound Off-Ramp for Left Turn	\$ -	\$ -	\$ -	\$10,000
	GR1	79686	I-95: Columbia Ave. to Ann St.	\$10,000*	\$ -	\$ -	\$98,562
	GR2	79825	I-95: Shackamaxon St. to Columbia Ave.	Replaced by GR2 (MPMS 83640)			
	GR2	83640	I-95: Shackamaxon St. to Columbia Ave.	\$54,590	\$ -	\$ -	\$54,590
	GR3	79826	I-95N: Columbia Ave. to Ann St. (N)	\$173,600	\$132,045	\$ -	\$305,645
	GR4	79827	I-95S: Columbia Ave. to Ann St. (N)	\$ -	\$196,500	\$196,104	\$392,604
	GR5	79828	I-95: Race to Shackamaxon Sts.	\$ -	\$90,000	\$297,410	\$387,410
Betsy Ross Bridge to Girard Avenue (AFC)	AFC	47813	I-95: Ann St. to Wheatshaeaf Lane/Frankford Creek	Design Parent Project (PE, FD, UTL, and ROW) in Statewide IMP. No construction.			
	AF1	79911	I-95: Allegheny Ave. Interchange, Ann to Castor Sts.	\$ -	\$155,227	\$ -	\$155,227
	AF2	79912	I-95: Allegheny Ave. Interchange (Tioga Street to the railroad bridge south of Frankford Creek, Betsy Ross Bridge, and Castor Avenue)	\$ -	\$ -	\$166,646	\$166,646
Bridge Street to Betsy Ross Bridge (BRI)	BRI	47812	I-95: Betsy Ross Interchange (BRI) (South side of the Wheatshaeaf Lane crossing, adjoining Section AFF to north of Orthodox Street at the south side of the Margaret Street/Lefevre Street crossing)	Design Parent Project (PE, FD, UTL, and ROW) in Statewide IMP. No construction.			
	BR0	79903	I-95: Betsy Ross Bridge Ramps Construction, Betsy Ross Bridge to Aramingo Ave. Interchange	\$62,280	\$93,325	\$ -	\$155,605
	BR2	79904	I-95N: Betsy Ross Interchange (from north side of Wheatshaeaf Lane to north side of Orthodox St. Crossing)	\$ -	\$101,494	\$ -	\$101,494
	BR3	79905	I-95S: Betsy Ross Interchange	\$ -	\$35,700	\$79,579	\$115,279
Levick Street to Bridge Street (BSR)	BSR	47811	I-95: Orthodox to Levick Sts.	Design Parent Project (PE, FD, UTL, and ROW) in Statewide IMP. No construction.			
	BS1	79908	I-95: Relocated Carver St. Bridge to Levick St.	\$37,500	\$33,527	\$ -	\$71,027
	BS2	79910	I-95S: Bridge St. Interchange	\$ -	\$55,750	\$124,550	\$180,300
Cottman-Princeton Interchange (CPR)	CPR	47394	I-95: Levick St. to Bleigh Ave	Design Parent Project with work appearing under CP1 (MPMS 79683) and CP2 (MPMS 79685). No construction.			
	CP1	79683	Cottman - Princeton Local Street Improvements/ Ramps from Unruh to Bleigh Aves.	\$ -	\$ -	\$ -	\$29,972
	CP2	79685	I-95: Cottman-Princeton Main Line and Ramps from Levick St. to Bleigh Ave.	\$82,818*	\$ -	\$ -	\$222,941
	CPU	80014	I-95: Utility Relocation & Surface St. from Cottman to Princeton Sts.	Work combined into CP1 (MPMS 79683).			
TOTAL ESTIMATED CONSTRUCTION COST ('000):							\$2,447,302

- Grey shading denotes project MPMS#s are no longer being used. Work is undertaken under another MPMS#.
- Yellow shading denotes project is currently programmed in the DVRPC Regional TIP FY2013-16 for construction.
- Orange shading denotes project is currently programmed in the Statewide IMP.
- Green shading denotes pre-construction projects in DVRPC Regional TIP 2013-16, Statewide IMP, or neither.
- Pink shading denotes project has been let, which means bids for construction by the project contractor may be open thus beginning the project's construction process.

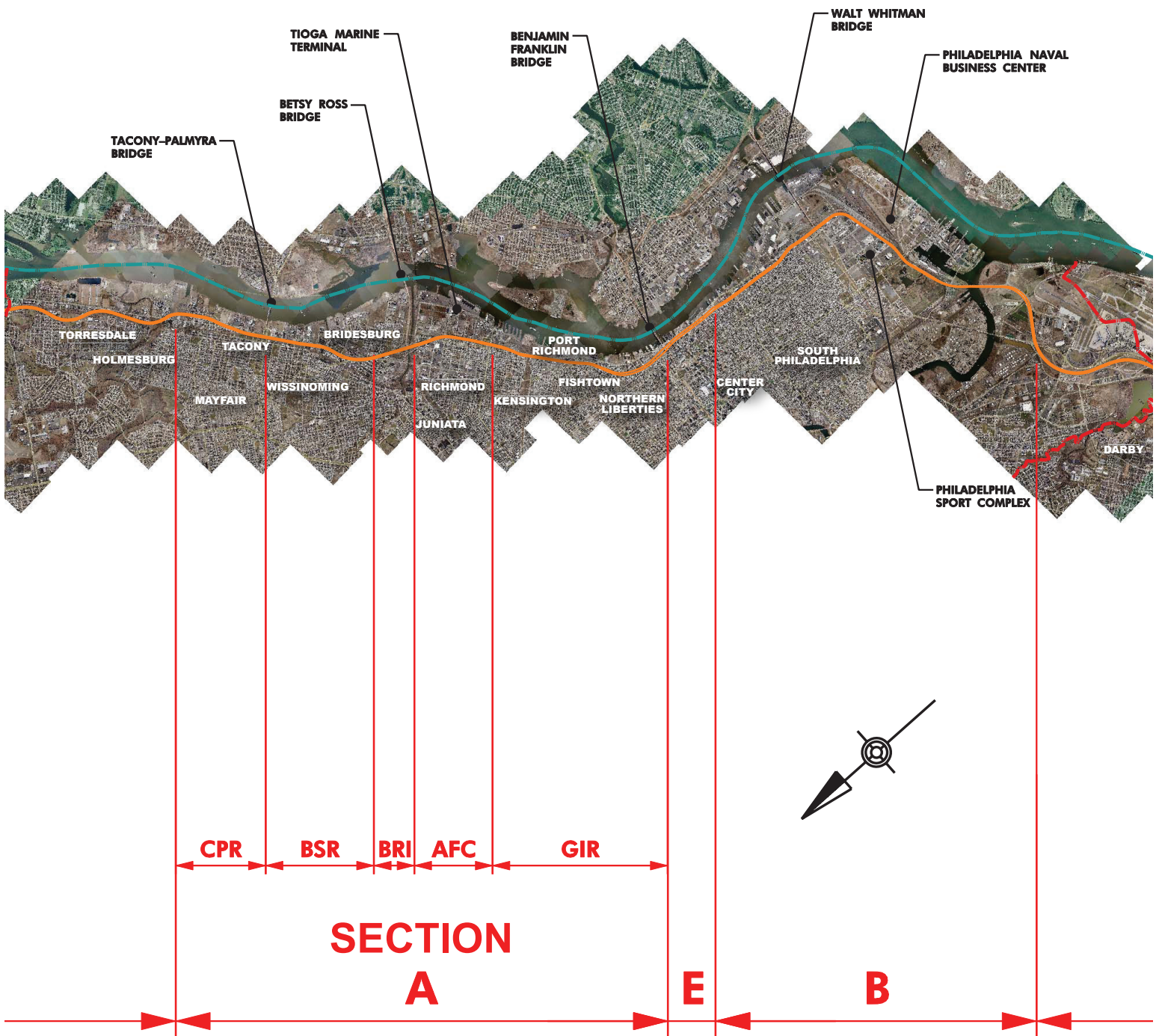
Abbreviations: PE (Preliminary Engineering), FD (Final Design), ROW (Right-of-Way Acquisition); UTL (Utilities); MPMS (Multimodal Project Management System); N (North); S (South)

Notes:

1. This chart does not reflect engineering design work costs for individual breakout projects of sub-sections GIR, AFC, BRI, BSR, and CPR.
2. *This project is programmed in the DVRPC Regional TIP FY2013-16 for an amount that differs from the total estimate cost. The asterisk ("*") also indicates that funds are programmed for conversion purposes. The majority of funds for this project have been federally authorized. If there is no asterisk ("*"), a portion of the federal funds the project requires was obligated.
3. See next page for a location map of I-95's Section A and its sub-sections GIR, AFC, BRI, BSR, and CPR. For further information on the I-95 Reconstruction project, visit the website at www.95revive.com.

I-95 Reconstruction in Philadelphia

CITY OF PHILADELPHIA



Source: Graphic provided by Michael Baker Jr., Inc. for PennDOT District 6-0.
See I-95 Reconstruction Project Section A Roadmap for programming information on previous page.
For more information, go to www.95revive.com.

Project Listing Index

Projects listed below are ordered alphabetically.

MPMS#	County/Agency	Project Name	Page #
79912	Philadelphia	I-95: Allegheny Ave Inter (AF2)	287
79911	Philadelphia	I-95: Allegheny Ave Interchange (AFI)	286
47813	Philadelphia	I-95: Ann Street to Wheetshaeaf Lane (AFC)	276
79903	Philadelphia	I-95: Betsy Ross Bridge Ramps Construction (BR0) (IMP)	281
47812	Philadelphia	I-95: Betsy Ross Interchange (BRI) - Design(IMP)	275
79685	Philadelphia	I-95: Cottman-Princeton Main Line and Ramps (CP2) (IMP)	277
79908	Philadelphia	I-95: North of Bridge Street Interchange Construction (BS1) (IMP)	284
47811	Philadelphia	I-95: Orthodox Street to Levick Street (BSR) - Design(IMP)	274
79828	Philadelphia	I-95: Race - Shackamaxon (GR5)	280
83640	Philadelphia	I-95: Shackamaxon Street to Columbia Avenue (GR2) (IMP)	288
79904	Philadelphia	I-95N: Betsy Ross Inter (BR2)	282
79826	Philadelphia	I-95N: Columbia-Ann St N (GR3)	278
79905	Philadelphia	I-95S: Betsy Ross Inter (BR3)	283
79910	Philadelphia	I-95S: Bridge St Inter (BS2)	285
79827	Philadelphia	I-95S: Columbia-Ann St N (GR4)	279

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 47811 **I-95: Orthodox Street to Levick Street (BSR) - Design(IMP) SR:0095**

LIMITS Orthodox Street to Levick Street

No Let Date

IMPROVEMENT Bridge Repair/Replacement

LRPID:65

MUNICIPALITIES: Philadelphia City

AQ Code:2020M

PLANNING AREA: Core City

DOD: 4

PROJECT MANAGER: AECOM/MG

CMP: Major SOV Capacity

Adding Subcorr(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and involves bridge replacement.

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. See MPMS #87784 for the local street construction work for this section.

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 2007 and 2010 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

TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
FD	IM	18,000												
FD	581-IM	800												
ROW	IM	12,978												
ROW	581-IM	1,442												
UTL	IM		13,367											
UTL	581-IM		1,485											
		33,220	14,852	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			48,072	Total FY2017-2020				0	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 47812 I-95: Betsy Ross Interchange (BRI) - Design(IMP) SR:0095

LIMITS Wheatsheaf Lane to Orthodox Street

No Let Date

IMPROVEMENT Roadway New Capacity

LRPID:65

MUNICIPALITIES: Philadelphia City

AQ Code:2020M

PLANNING AREA: Core City

DOD: 4

PROJECT MANAGER: WEE

CMP: Major SOV Capacity

Adding Subcorr(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP).

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 Wheatsheaf 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 Wheatsheaf 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 2007 and 2010 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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
FD	IM	13,800												
FD	581-IM	3,450												
ROW	IM	6,192												
ROW	581-IM	688												
UTL	IM	5,760												
UTL	581-IM	1,440												
		31,330	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016	31,330		Total FY2017-2020				0	Total FY2021-2024				0

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 47813 **I-95: Ann Street to Wheatsheaf Lane (AFC) SR:0095**

LIMITS Ann St. to Wheatsheaf Lane

No Let Date

IMPROVEMENT Bridge Repair/Replacement

LRPID:65

MUNICIPALITIES: Philadelphia City

AQ Code:2020M

PLANNING AREA: Core City

DOD: 3

PROJECT MANAGER: WEE

CMP: Major SOV Capacity

Adding Subcorr(s): 4B

This Section AFC project involves rehabilitating or replacing 10 bridges and .9 miles of roadway. The limits of this project extend along I-95 from Ann Street to Frankford Creek for a length of approximately 1.2 miles. The Preferred Build Option for Section AFC would involve consolidating existing disjointed interchanges at Allegheny Avenue, Westmoreland Street, and Castor Avenue will be reconfigured into two half interchanges: half-diamond interchange at Allegheny Avenue for Southbound I-95 and a partial clover interchange at Castor Avenue for Northbound I-95.

The existing off-ramp at Westmoreland Street would be removed, leaving a half-diamond interchange at Allegheny Avenue for I-95 Southbound. A new northbound on-ramp would be added Castor Avenue to create a partial-clover interchange at Castor Avenue for I-95 Northbound. The existing loop-ramp may be split to provide both access to I-95 Northbound and the Betsy Ross Bridge.

Existing I-95 has 4 lanes northbound and 4 lanes southbound. The proposed I-95 will have an auxiliary lane Southbound, between the Betsy Ross on-ramp and the off-ramp at Allegheny Avenue, and an auxiliary lane Northbound between the Girard Interchange and the off-ramp to the Betsy Ross bridge..

Complete reconstruction and widening of the existing pavement. Reconstruction or redecking of all existing bridges. Elimination of a multi-span two-lane ramp viaduct over Castor Avenue. Widening of Westmoreland Street to five lanes between Bath Road and Thompson Street.

The four existing ramps (two at Allegheny, one at Westmoreland, and one at Castor) are all single lane ramps. The two ramps at Allegheny, and the two ramps at Castor will be single lane ramps, except at the termini of the off-ramps where they will be widened to two lanes at signalized intersections.

Various sections of I-95 Reconstruction: MPMS #'s 17821, 46948, 47314, 47394, 47811, 47812, 47783, 47813, 50575, and 57874. Investment of more than \$600 million will provide for the repair, reconstruction and restoration of this major facility built in the 1960's.

This project is integral to the Delaware Valley Freight Corridors Initiative. 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 2007 and 2010 annual memoranda on supplemental strategies for details related to this project.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
PE	581-IM		3,235										
FD	IM				6,362								
FD	581-IM				707								
FD	IM					6,300							
FD	581-IM					700							
ROW	IM				4,052								
ROW	581-IM				450								
UTL	IM				3,039								
UTL	581-IM				338								
		0	3,235	0	14,948	7,000	0	0	0	0	0	0	0
		Total FY2013-2016			18,183	Total FY2017-2020			7,000	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 79685 *I-95: Cottman-Princeton Main Line and Ramps (CP2) (IMP)*

LIMITS Levick Street to Bleigh Avenue

No Let Date

IMPROVEMENT Roadway New Capacity

MUNICIPALITIES: Philadelphia City

AQ Code:2020M

PLANNING AREA: Core City

DOD: 4

PROJECT MANAGER: **CMP:** Major SOV Capacity

Adding Subcorr(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP).

This project provides 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 2007 and 2010 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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	IM*	82,818												
		82,818	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016		82,818		Total FY2017-2020			0		Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 79826 I-95N: Columbia-Ann St N (GR3)

New-B

LIMITS CITY OF PHILADELPHIA

No Let Date

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Philadelphia City

AQ Code:S10

PLANNING AREA: Core City

DOD: 3

PROJECT MANAGER: EE/

CMP: Major SOV Capacity

Adding Subcorr(s): 4B

I-95: COLUMBIA AVE - N OF ANN ST
CITY OF PHILADELPHIA
ROADWAY RECONSTRUCTION

RECONSTRUCTION AND WIDENING OF I-95 NORTHBOUND FROM COLUMBIA AVE TO NORTH OF ANN ST AND THE RECONSTRUCTION OF THE NORTHBOUND GIRARD AVE INTERCHANGE RAMPS. WORK INCLUDES DEMOLITION AND REPLACEMENT OF FIVE BRIDGES.

This construction contract will include reconstruction and widening of I-95 northbound to include 4 thru lanes plus a fifth auxiliary lane (12--0-- lane widths) from Columbia Avenue to north of Ann Street in multiple stages. The existing substandard shoulder widths (varies up to 10--0--) will be replaced with full width shoulders (varies up to 12--0--). This contract will include reconstruction of the northbound Girard Avenue Interchange ramps (Ramps E and A). This phase will include demolition and replacement of numerous bridge structures, including I-95 NB over Palmer Street to Berks Street; I-95 NB over Aramingo Avenue to south of Girard Avenue; I-95 NB over Girard Avenue to Ann Street; I-95 NB off-ramp (Ramp E); and I-95 NB on-ramp (Ramp A). Also included will be completion of the surface street tie-ins with the northbound ramp terminals and the construction of associated retaining walls, sound barrier walls and roadway on fill sections. An early stage of this contract will include surface street relocation work along York Street. A majority of the utility impacts will be limited to areas of work along the surface street crossing under I-95. This project is being coordinated with the I-95 Section CPR and Section AFC projects from a construction letting and geographical location standpoint.

09/02/08-let date changed from 6/2011 to 1/2012 because of schedule delays on 95-GR1.

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 2007 and 2010 annual memoranda on supplemental strategies for details related to this project.

TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
UTL	IM	9,270											
UTL	581-IM	1,030											
CON	IM		19,800										
CON	BOO-IM		153,800										
CON	TOLL												
CON	IM					13,185							
CON	BOO-IM					118,860							
CON	TOLL												
		10,300	173,600	0	0	132,045	0	0	0	0	0	0	0
		Total FY2013-2016		183,900		Total FY2017-2020		132,045		Total FY2021-2024		0	

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 79827 I-95S: Columbia-Ann St N (GR4)

New-B

LIMITS CITY OF PHILADELPHIA

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

PLANNING AREA: Core City

DOD: 1

PROJECT MANAGER: EE/

CMP: Major SOV Capacity

Adding Subcorr(s): 4B

I-95: COLUMBIA AVE - N OF ANN ST
CITY OF PHILADELPHIA
ROADWAY RECONSTRUCTION

RECONSTRUCTION AND WIDENING OF I-95 SOUTHBOUND FROM COLUMBIA AVE TO NORTH OF ANN ST AND THE RECONSTRUCTION OF THE SOUTHBOUND GIRARD AVE INTERCHANGE RAMPS. THIS PHASE INCLUDES DEMOLITION AND REPLACEMENT OF NINE BRIDGES.

This construction contract will include reconstruction and widening of I-95 southbound to include 4 thru lanes plus a fifth auxiliary lane (12--0-- lane widths) from Columbia Avenue to north of Ann Street in multiple stages. The existing substandard shoulder widths (varies up to 10--0--) will be replaced with full width shoulders (varies up to 12--0--). This contract will include reconstruction of the southbound Girard Avenue Interchange ramps (Ramps B, B Spur and D). This phase will include demolition and replacement of numerous bridge structures, including I-95 SB over Girard Avenue to Ann Street; I-95 SB over Aramingo Avenue to south of Girard Avenue; I-95 SB over Berks Street; I-95 SB over Montgomery Avenue; I-95 SB over Palmer Street; I-95 SB off-ramp (Ramp B); I-95 SB off-ramp to Aramingo Avenue SB and Delaware Avenue (Ramp B Spur); I-95 SB on-ramp (Ramp D); and Aramingo Avenue SB over Ramp B, Girard Avenue and Spur A. Also included will be completion of the surface street tie-ins with the southbound ramp terminals and the construction of associated retaining walls, sound barrier walls and roadway on fill sections. An early stage of this contract will include surface street relocation work along Wildey Street and Susquehanna Avenue to make room for the I-95 improvements. A majority of the utility impacts will be limited to areas of work along the surface street crossing under I-95. This project is being coordinated with the I-95 Section CPR and Section AFC projects from a construction letting and geographical location standpoint.

09/02/08-est let date changed from 6/15/2015 to 01/15/2016 due to delays of the first GR1 section due to ROW & UTL issues with Conrail.

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 2007 and 2010 annual memoranda on supplemental strategies for details related to this project.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
UTL	IM			6,884									
UTL	581-IM			765									
CON	IM					28,800							
CON	BOO-IM					167,700							
CON	TOLL												
CON	IM									28,581			
CON	BOO-IM									167,523			
CON	TOLL												
		0	0	7,649	0	0	196,500	0	0	196,104	0	0	0
		Total FY2013-2016			7,649	Total FY2017-2020			196,500	Total FY2021-2024			196,104

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 79828 I-95: Race - Shackamaxon (GR5)

New-B

LIMITS CITY OF PHILADELPHIA

No Let Date

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Philadelphia City

AQ Code:S10

PLANNING AREA: Core City

DOD: 1

PROJECT MANAGER: EE/

CMP: Major SOV Capacity

Adding Subcorr(s): 4B

I-95: RACE - SHACKAMAXON ST
CITY OF PHILADELPHIA
ROADWAY RECONSTRUCTION

RECONSTRUCTION, REHABILITATION AND WIDENING OF I-95 BETWEEN RACE ST AND SHACKAMAXON ST AND THE RECONSTRUCTION OF THE NORTHERN VINE ST INTERCHANGE RAMP CONNECTIONS WITH I-95. THIS PROJECT INCLUDES REHABILITATION, DECK REPLACEMENT, DEMOLITION, AND REPLACEMENT OF EIGHT BRIDGES.

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 2007 and 2010 annual memoranda on supplemental strategies for details related to this project.

TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
ROW	IM	9,270											
ROW	581-IM	1,030											
UTL	581-IM					11,941							
CON	IM							30,000					
CON	BOO-IM							60,000					
CON	TOLL												
CON	IM									70,836			
CON	BOO-IM									226,574			
CON	TOLL												
		10,300	0	0	0	0	11,941	90,000	0	297,410	0	0	0
		Total FY2013-2016			10,300	Total FY2017-2020			101,941	Total FY2021-2024		297,410	

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 79903 **I-95: Betsy Ross Bridge Ramps Construction (BR0) (IMP)**

LIMITS Betsy Ross Bridge to Aramingo Avenue Interchange

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

LRPID:65

MUNICIPALITIES: Philadelphia City

AQ Code:2020M

PLANNING AREA: Core City

DOD: 4

PROJECT MANAGER: **CMP: Major SOV Capacity**

Adding Subcorr(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP).

The BR0 section provides for 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 overlaid 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 2007 and 2010 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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	NHS-IM			5,644									
CON	BOO-IM			50,408									
CON	581-IM			627									
CON	185-IM			5,601									
CON	NHS-IM					8,376							
CON	BOO-IM					75,616							
CON	581-IM					931							
CON	185-IM					8,402							
		0	0	62,280	0	93,325	0	0	0	0	0	0	0
Total FY2013-2016		62,280			Total FY2017-2020		93,325		Total FY2021-2024			0	

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 79904 I-95N: Betsy Ross Inter (BR2)

New-B

LIMITS Philadelphia County

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

AQ Code:2020M

PLANNING AREA: Core City

DOD: 3

PROJECT MANAGER: AECOM/MG

CMP: Major SOV Capacity

Adding Subcorr(s): 4B

I-95: BETSY ROSS BRG INTERCHANGE
PHILADELPHIA COUNTY
WIDENING/RECONSTRUCTION

The BR2 section is a part of the I-95 Reconstruction, SR 0095 Section BRI, also known as the Betsy Ross Interchange. Section BR2 provides for the design and reconstruction of the northbound (NB) SR 0095 mainline and several ramps in the Betsy Ross Interchange. Section BR2 consists of reconstructing 1.1 miles of the NB SR 0095 mainline roadway starting from north side of Wheatsheaf 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 NB SR 0095 will be eliminated from the Betsy Ross Interchange crossing to the Margaret Street/Lefevre Street crossing. Within Section BR2, the NB collector-distributor roads and the Ramp Y NB on-ramp will be demolished and removed. The proposed NB SR 0095 mainline will have four NB lanes from Wheatsheaf Lane to Orthodox Street/Pearce Street crossing. On the NB SR 0095 mainline, the project includes reconstruction of the NB portions of three structures (the structure over Frankford Creek; the viaduct structure over the Earth Fill area from the Betsy Ross Interchange to south of Orthodox Street crossing; and the structures over Orthodox and Pearce Streets). The viaduct structure over the Earth Fill area will be reconstructed with a geotechnical-engineered fill embankment system comprised of compensating fill and pile-supported geosynthetically reinforced embankment. A new Ramp YY NB SR 0095 off-ramp will be constructed from the SR 0095 structure over Frankford Creek to Orthodox Street. Section BR2 also includes reconstruction of three connecting bridge ramp structures (Ramp G from Adams Avenue Connector and Aramingo Avenue to SR 0095 NB; Ramp H from Betsy Ross Bridge to SR 0095 NB; and Ramp GH from Ramp G and Ramp H to SR 0095 NB). Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations)

Various sections of I-95 Reconstruction: MPMS #-s 47812, 79903, and 79905.

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

1/25/08--PM changed from W/EE to AECOM/MG
11/17/11- PM changed from AECOM/MG to CH2MHill.

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 2007 and 2010 annual memoranda on supplemental strategies for details related to this project.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024		
CON	IM						39,807								
CON	BOO-IM						51,538								
CON	581-IM						4,423								
CON	185-IM						5,726								
		0	0	0	0	0	101,494	0	0	0	0	0	0		
		Total FY2013-2016				0	Total FY2017-2020			101,494	Total FY2021-2024				0

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 79905 I-95S: Betsy Ross Inter (BR3)

New-B

LIMITS Philadelphia County

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

AQ Code:2030M

PLANNING AREA: Core City

DOD: 4

PROJECT MANAGER: AECOM/MG

CMP: Major SOV Capacity

Adding Subcorr(s): 4B

I-95: BETSY ROSS BRG INTERCHANGE
 PHILADELPHIA COUNTY
 WIDENING/RECONSTRUCTION

The BR3 section is a part of the I-95 Reconstruction, SR 0095 Section BRI, also known as the Betsy Ross Interchange. Section BR3 provides for the design and reconstruction of the southbound (SB) SR 0095 mainline and several ramps in the Betsy Ross Interchange. Section BR3 consists of reconstructing 1.1 miles of the SB SR 0095 mainline roadway starting from north side of 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 SB SR 0095 will be eliminated from the Betsy Ross Interchange crossing to the Margaret Street/Lefevre Street crossing. Within Section BR3, the SB collector-distributor roads and the Ramp X SB on-ramp will be demolished and removed. The proposed SB SR 0095 mainline will have four SB lanes from Wheatshaeaf Lane to Orthodox Street/Pearce Street crossing. On the SB SR 0095 mainline, the project includes reconstruction of the SB portions of three structures (the structure over Frankford Creek; the viaduct structure over the Earth Fill area from the Betsy Ross Interchange to south of Orthodox Street crossing; and the structures over Orthodox and Pearce Streets). The viaduct structure over the Earth Fill area will be reconstructed with a geotechnical-engineered fill embankment system comprised of compensating fill and pile-supported geosynthetically reinforced embankment. Section BR3 also includes reconstruction of portions of roadway approaches to two connecting bridge ramp structures (Ramp D, at the traffic merge point with SR 0095 SB, from Adams Avenue Connector and Aramingo Avenue to SR 0095 SB; Ramp EE and Ramp F, at the exit point with SR 0095 SB, from SR 0095 SB to Betsy Ross Bridge and Aramingo Avenue). Orthodox Street will be widened directly under the SR 0095 mainline to provide for two-directional traffic from the Ramp YY SR 0095 NB off-ramp to Aramingo Avenue. Pearce Street will be realigned directly under the SR 0095 mainline at Orthodox 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)

Various sections of I-95 Reconstruction: MPMS #-s 47812, 79904, and 79903.
 This project is integral to the Delaware Valley Freight Corridors Initiative.
 1/25/08--PM changed from W/EE to DMJM/MG
 11/17/11- PM changed from AECOM/MG to CH2MHill.

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 2007 and 2010 annual memoranda on supplemental strategies for details related to this project.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
CON	BOO-IM								18,000					
CON	IM								14,130					
CON	581-IM								1,570					
CON	185-IM								2,000					
CON	IM									28,128				
CON	BOO-IM									43,491				
CON	581-IM									3,125				
CON	185-IM									4,832				
		0	0	0	0	0	0	0	35,700	79,576	0	0	0	
		Total FY2013-2016				0	Total FY2017-2020			35,700	Total FY2021-2024			79,576

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 79908 *I-95: North of Bridge Street Interchange Construction (BS1) (IMP)*

LIMITS Relocated Carver Street to Levick Street

No Let Date

IMPROVEMENT Roadway Rehabilitation

LRPID:65

MUNICIPALITIES: Philadelphia City

AQ Code:2020M

PLANNING AREA: Core City

DOD: 4

PROJECT MANAGER: **CMP:** Major SOV Capacity

Adding Subcorr(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP).

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 2007 and 2010 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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	IM			25,200									
CON	BOO-IM			8,550									
CON	581-IM			2,800									
CON	185-IM			950									
CON	IM					22,208							
CON	BOO-IM					7,966							
CON	581-IM					2,468							
CON	185-IM					885							
		0	0	37,500	0	33,527	0	0	0	0	0	0	0
		Total FY2013-2016		37,500		Total FY2017-2020	33,527			Total FY2021-2024	0		

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 79910 I-95S: Bridge St Inter (BS2)

New-B

LIMITS Philadelphia County

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

AQ Code:2030M

PLANNING AREA: Core City

DOD: 4

PROJECT MANAGER: AECOM/MG

CMP: Major SOV Capacity

Adding Subcorr(s): 4B

I-95S: BRIDGE ST INTERCHANGE
PHILADELPHIA COUNTY
WIDENING/RECONSTRUCTION

Section BSR of I-95 will eliminate the SB lane drop at the James Street Ramp, eliminate the NB add lane at Bridge Street, and widen I-95 to four lanes in each direction from Orthodox Street to Levick Street. Exclusive acceleration/ deceleration lanes will be added at the interchanges. Six dual, mainline bridges and one ramp bridge will be replaced and one mainline structure will be widened. Long retaining walls will line I-95 through much of this section, and two sound barriers will be constructed. It is anticipated that Section BSR will be constructed in three stages, the second of which is BS2, which includes:

- *Widening & reconstructing SR 0095 from Sta. 524+48 to 568+00
 - *Reconstructing Tacony Street from Aramingo Avenue to Bridge Street.
 - *Replacing the Margaret Street Bridge, Tacony Street Viaduct, Bridge Street on-ramp, and Fraley Street Bridge.
 - *Constructing 9 NB and 8 SB retaining Walls
 - *Constructing 2 structure mounted noise walls
 - *Installing a new traffic signal at intersection of Tacony and Bridge Streets.
 - *Installing a new traffic signal at intersection of James and Bridge Streets
- Utility impacts under I-95 are anticipated.

1/25/08--PM changed from W/EE to DMJM/MG
11/17/11- PM changed from AECOM/MG to CH2MHill.

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 2007 and 2010 annual memoranda on supplemental strategies for details related to this project. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	IM								44,640				
CON	BOO-IM								5,535				
CON	581-IM								4,960				
CON	185-IM								615				
CON	IM									89,128			
CON	BOO-IM									22,967			
CON	581-IM									9,903			
CON	185-IM									2,552			
		0	0	0	0	0	0	0	55,750	124,550	0	0	0
Total FY2013-2016		0				Total FY2017-2020				55,750	Total FY2021-2024		124,550

DVRPC FY 2013-2016 TIP for PA

Final Version

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 79911 I-95: Allegheny Ave Interchange (AFI)

LIMITS Ann Street to Castor Street

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

LRPID:65

MUNICIPALITIES: Philadelphia City

PLANNING AREA: Core City

DOD: 3

PROJECT MANAGER: CMP: Major SOV Capacity

Adding Subcorr(s): 4B

Removal of NB off-ramp at Westmoreland Street, addition of NB off-ramp at Castor Avenue. Widening and reconstruction of I-95 between Ann Street and Tioga Street. Reconstruction or redecking of bridge over Allegheny Avenue and the Westmoreland Viaduct (Westmoreland Street to Tioga Street).

Breakout of AFC

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 2007 and 2010 annual memoranda on supplemental strategies for details related to this project.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
ROW	IM					7,303								
ROW	581-IM					811								
UTL	IM					4,173								
UTL	581-IM					464								
CON	IM						83,153							
CON	BOO-IM						56,551							
CON	581-IM						9,239							
CON	185-IM						6,283							
		0	0	0	0	12,751	155,226	0	0	0	0	0	0	
		Total FY2013-2016				0	Total FY2017-2020			167,977	Total FY2021-2024			0

DVRPC FY 2013-2016 TIP for PA

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 79912 I-95: Allegheny Ave Inter (AF2)

New-B

LIMITS Philadelphia County

No Let Date

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

AQ Code:2030M

PLANNING AREA: Core City

DOD: 3

PROJECT MANAGER: EE/

CMP: Major SOV Capacity

Adding Subcorr(s): 4B

I-95: ALLEGHENY AVE INTER
PHILADELPHIA COUNTY
WIDEN, RECONSTRUCTION

Project will reconstruct I-95 from Tioga Street to the railroad bridge (south of Frankford Creek), including reconstruction of the NB off-ramp to the Betsy Ross Bridge over Castor Avenue, and reconstruction the NB on-ramp from Castor Avenue. I-95 traffic will be maintained on 3 lanes NB and 3 lanes SB during peak hours.

This project includes work on the following bridge structures:

- *I-95 NB over Venango Street - Replace superstructure
- *I-95 SB over Venango Street - Replace superstructure
- *I-95 NB over Castor Avenue - Widening and replace superstructure
- *I-95 SB over Castor Avenue - Widening and replace superstructure
- *I-95 NB over Richmond Street - Widening & redeck
- *I-95 SB over Richmond Street - Widening & redeck
- *I-95 NB over Wheatsheaf Lane - Total replacement
- *I-95 SB over Wheatsheaf Lane - Total replacement
- *Betsy Ross Ramp A Viaduct (NB) - Removal

Also included is construction of associated retaining walls, sound barrier walls, and roadway on fill sections. The proposed I-95 will have 5 lanes northbound and 5 lanes southbound. New ramp movements are not being created, but are being relocated. The existing disjointed interchange will be reconfigured into a conventional diamond interchange at Allegheny Avenue.

Various sections of I-95 Reconstruction: MPMS #'s 47813 and 79911. This project is integral to the Delaware Valley Freight Corridors Initiative.

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 2007 and 2010 annual memoranda on supplemental strategies for details related to this project.

A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
ROW	IM							6,641					
ROW	581-IM							738					
UTL	IM						4,299						
UTL	581-IM						478						
CON	IM									39,014			
CON	BOO-IM									110,967			
CON	581-IM									4,335			
CON	185-IM									12,330			
		0	0	0	0	0	4,777	7,379	0	166,646	0	0	0
		Total FY2013-2016			0	Total FY2017-2020			12,156	Total FY2021-2024			166,646

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 83640 I-95: Shackamaxon Street to Columbia Avenue (GR2) (IMP)

LIMITS Shackamaxon Street to Columbia Avenue

No Let Date

IMPROVEMENT Roadway New Capacity

MUNICIPALITIES: Philadelphia City

AQ Code:2020M

PLANNING AREA: Core City

DOD: 2

PROJECT MANAGER: CMP: Major SOV Capacity

Adding Subcorr(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP).

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 2007 and 2010 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	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024
CON	IM	49,131											
CON	581-IM	5,459											
		54,590	0	0	0	0	0	0	0	0	0	0	0
		Total FY2013-2016		54,590		Total FY2017-2020				0			
						Total FY2021-2024				0			

Total For Philadelphia	2013	2014	2015	2016	2013-2016	2017-2020	2021-2024
	\$222,558	\$191,687	\$107,429	\$14,948	\$536,622	\$937,415	\$864,286

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Illustrative Unfunded Project Listing
for the
FY2013 Transportation Improvement Program (TIP)
for
Pennsylvania



DVRPC Illustrative List of Unfunded Projects

The DVRPC region has worked diligently to prepare a draft program which maintains a state of good repair and advances critical infrastructure projects. Unfortunately, due to severe funding limitations the projects listed on the following pages are unfunded as they do not appear in the first four years of the FY2013 Draft TIP for PA FY13-FY16, nor do they fit within the 12 year constrained programming horizon (FY2013-FY2024) assuming the region's current available funding levels. These projects were identified as active TIP projects in a previous TIP, but severe funding constraints have necessitated that they be pushed even beyond FY2024. The highway and transit projects contained in DVRPC's Illustrative Unfunded List could advance sooner only if additional resources were made available to the region.

Federal funding options for the future are unclear and there are innumerable challenges and uncertainties to address. SAFETEA-LU expired on September 30, 2009, and after almost three years of short-term extensions and continuing resolutions, Congress passed and the President signed (on July 6, 2012) MAP-21, Moving Ahead for Progress in the 21st Century. This law will provide federal funding through September 30, 2014. The future level of funding beyond that 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 continued to decrease over the last three years, while both operating and capital expenses increased dramatically. Fiscal Year 2013 is the third consecutive year of reduced capital funding due to a reduction in State Appropriation 916 funds (previously known as Act 44 funds).

Overall funding levels provided to the DVRPC region and documented in PennDOT's Financial Guidance show current highway funding levels are 30% lower than at the time of developing the FY2009 TIP for PA. SEPTA indicates that annual capital funding levels provided for the Draft FY2013 TIP for PA are the lowest since 1997.

SEPTA's programming for the first four years of the TIP (FY 2013-2016) is focused on funding financial obligations, commitments to contracts currently awarded, federal mandates, and safety-related or essential vehicle and infrastructure replacement and rehabilitation programs. Without adequate capital funding, SEPTA cannot advance essential projects such as substation and bridge rehabilitations until outer years of the TIP. SEPTA's substations are generally more than 80 years old, and many bridges are over 100 years old, but these important repairs have been deferred until FY 2018. Major station projects are being delayed until 2023. Funding is not available to ensure that SEPTA can continue to purchase hybrid (rather than diesel) vehicles.

Programming for highway projects in the DVRPC region within the first four years (FY13-FY16) is focused on "fix it first" road and bridge rehabilitation and reconstruction projects. Additional funds were provided to the region to advance the I-95/PA Turnpike Interchange completion project, but many projects that cannot be advanced at this time include medium and large scale, multi-year funded projects such as US 1 and US 422 rehabilitation, and new capacity projects such as a US 30 Bypass, in addition to a multitude of structurally deficient bridges located all over the region. The Illustrative Unfunded highway projects all fall beyond the constrained 12-year programming horizon established for fiscal years FY13-FY24.

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. Further, 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. Drastic reductions in resources force the region to make very challenging decisions regarding selection of projects for funding.

Highway Illustrative Unfunded List in the DVRPC Region

The following projects do not appear in the 4 year Draft DVRPC FY2013 TIP period of FY13-FY16, nor do they fit within the 12 year constrained programming horizon. They could advance sooner only if additional resources were made available to the region

County	MPMS#	Project	Unfunded Construction Estimate
Bucks	12923	Bristol Road Extension	\$8,000,000
	12965	Lawn Avenue Corridor Improvement (Roadway, Curb, Sidewalk, and Wall Reconstruction with Other Improvements as Required)	\$15,300,000
	13549	US 1 Bridges and Reconstruction Old Lincoln - PA 413	\$192,000,000
	90327	River Road Over Trib Delaware (Bridge)	\$1,100,000
Chester	14580/14581	US 1 Expressway Reconstruction PA/MD State line - Schoolhouse Road	\$160,000,000
	14698/64220	US 422 Reconstruction, East of Schuylkill River to PA 724 Interchange	\$90,074,600
	84884/87781	US 30, Coatesville Downingtown Bypass from PA 10 to US 30/Lincoln Highway (Roadway Rehabilitation and Reconstruction of Mainline Pavement and Other Improvements)	\$445,500,000
Delaware	79329	Bridgewater Road Extension	\$11,000,000
	92808	Marshall Road Over Cobbs Crk (Bridge)	\$10,000,000
Montgomery	16239	New Hanover Square Road Bridge	\$5,000,000
	16211/48187	I-76 Ramps Henderson/Gulph Roads, Phase 2 & 3 (Widening and Intersection Improvements)	\$21,000,000
	16738	US 422 Reconstruction, Park Drive to Keim	\$81,000,000
	16741	Swamp Road at PA 663 (Bridge)	\$1,600,000
	48172	PA 23 at Allendale and Beidler (4-Lane Controlled Access Construction)	\$11,600,000
	48175	Ridge Pike, Norristown to Butler Pike Reconstruction/Widening	\$28,500,000
	48181	Fitzwatertown Road at PA 63 Intersection Improvements	\$1,300,000
	57861	Pleasant View Road Replacement/Rehabilitation	\$2,520,000
	64795	Belmont Avenue at I-76 Interchange Improvements	\$20,000,000
	79928	Lafayette Street/Dannehower Bridge Interchange (New Interchange and Bridge Reconstruction)	\$35,000,000
	83643	Limekiln Pike Over SEPTA (Bridge)	\$2,400,000
84308	SR 422, "S" Curve -West Pottsgrove Township (SR 0422 Reconstruction plus Reconfiguration of the "S-curve" and Stowe Interchange)	\$70,000,000	
Philadelphia	17407	Erie Avenue Over Conrail (Bridge)	\$3,000,000
	17581	Bells Mill Road Restoration	\$3,000,000
	17782	I-95 and Aramingo Avenue/Adams Avenue Connector	\$16,000,000
	64805	Citywide Sidewalk Bumpouts	\$1,000,000
	69914	Fifth Street Over Conrail (Bridge)	\$2,200,000
	75804	University Avenue/CSX Rail (Bridge)	\$4,500,000
	81292	Frankford Avenue/Frankford Creek (Bridge)	\$3,000,000
	83736	Roosevelt Boulevard Over Wayne Junction (Bridge)	\$61,575,301
	92809	Roosevelt Boulevard Exit (Bridge)	\$9,825,000
TOTAL			\$1,316,994,901

Note: Cost estimates are from FY2012.

SEPTA's Illustrative Unfunded List

The following projects do not appear in the 4 year Draft DVRPC FY2013 TIP period of FY13-FY16, nor do they fit within the 12 year constrained programming horizon. They could advance sooner only if additional resources were made available to the region.

MPMS Number	Project	Total Cost	Prior Funding Already Secured in a Grant	Amount Unfunded
87176	69th Street Intermodal Parking Garage	\$30,230,000	\$7,761,575	\$22,468,425
73214	Ardmore Station	\$10,000,000	\$0	\$10,000,000
95402	Bridge Improvement Program	\$105,250,000	\$0	\$105,250,000
	Chestnut Hill East Bridge Rehab Program - 5 Bridges	\$24,900,000	\$0	\$24,900,000
	Chestnut Hill West Bridge Rehab Program - 7 Bridges	\$27,100,000	\$0	\$27,100,000
	Mainline Bridge Rehab - 9 Bridges	\$53,250,000	\$0	\$53,250,000
90512	Bus Purchase Program	\$120,000,000	\$0	\$120,000,000
	Hybrid Differential	\$120,000,000	\$0	\$120,000,000
60335	City Hall Station / 15th Street Station Rehabilitation	\$142,000,000	\$24,000,000	\$118,000,000
60636	Elwyn to Wawa Rail Service	\$112,999,565	\$21,613,000	\$91,386,565
60655	Levittown Intermodal Facility Improvements	\$31,600,000	\$7,775,160	\$23,824,840
60574	Paoli Transportation Center	\$44,891,000	\$7,610,000	\$37,281,000
60638	Regional Rail Car, Locomotive and Trolley Acquisition	\$2,424,100,000	\$0	\$2,424,100,000
	Diesel/Electric Locomotives (9)	\$95,900,000	\$0	\$95,900,000
	Silverliner VI (81 single/82 MP)	\$1,323,100,000	\$0	\$1,323,100,000
	Trolleys (115 Single) and Articulated Trolleys (55)	\$1,005,100,000	\$0	\$1,005,100,000
60255	Regional Rail Signal Modernization Program	\$47,365,879	\$3,300,000	\$44,065,879
	Paoli Regional Rail Line Interlockings and Signals	\$47,365,879	\$3,300,000	\$44,065,879
77180	State of Good Repair	\$302,057,430	\$1,500,000	\$300,557,430
	1234 Market Street Improvements	\$2,000,000	\$0	\$2,000,000
	30th St - 'K' and Powelton Yard - Catenary including Structures	\$49,900,000	\$0	\$49,900,000
	69th St Motor Shop	\$689,000	\$0	\$689,000
	69th St. Terminal Roof Replacement	\$10,600,000	\$0	\$10,600,000
	Allegheny Bus Garage - Fire Suppression	\$2,256,528	\$0	\$2,256,528
	Allegheny Bus Garage - Vehicle Washers	\$3,045,380	\$0	\$3,045,380
	BSS Ridge-Spur Signals	\$5,538,000	\$0	\$5,538,000
	Callowhill Bus Garage - Roof Replacement	\$11,303,840	\$1,500,000	\$9,803,840
	Callowhill Shop Replacement	\$125,000,000	\$0	\$125,000,000
	Catenary Structures Rehab on Regional Rail Lines	\$13,000,000	\$0	\$13,000,000
	Comly Garage Roof Replacement	\$6,650,000	\$0	\$6,650,000
	Fern Rock Carhouse Roof Replacement	\$6,650,000	\$0	\$6,650,000
	Frazer Rail Shop - Vehicle Washer	\$2,560,430	\$0	\$2,560,430
	Frontier & Southern Paving	\$4,452,000	\$0	\$4,452,000
	Frontier Roof & Washer	\$4,500,000	\$0	\$4,500,000
	Lansdale Line Signal Hut Fencing	\$795,000	\$0	\$795,000
	Midvale Bus Garage - Vehicle Washers	\$3,045,380	\$0	\$3,045,380
	New Washer at Overbrook Shop	\$2,850,000	\$0	\$2,850,000
	Norristown High Speed Line Sink Hole Mitigation	\$2,501,176	\$0	\$2,501,176
	Norristown High Speed Line Tie Replacement and Continuous Welded Rail	\$26,347,988	\$0	\$26,347,988
	Overbrook Maintenance Facility Roof Replacement	\$6,750,000	\$0	\$6,750,000
	Powelton Switch Heaters	\$3,307,200	\$0	\$3,307,200
	Powelton Yard - Replace Office Rehabilitation	\$300,000	\$0	\$300,000
	Roberts #2 & Powelton Crew Roofs	\$1,100,280	\$0	\$1,100,280
	Tunnel Lighting	\$2,114,700	\$0	\$2,114,700
	Victory/Southern/Frontier Emergency Gen.	\$2,544,000	\$0	\$2,544,000
	Woodland Rail Shop - Fire Suppression	\$2,256,528	\$0	\$2,256,528

MPMS Number	Project	Total Cost	Prior Funding Already Secured in a Grant	Amount Unfunded
60271	Station Accessibility Program - ADA Compliance	\$46,500,000	\$0	\$46,500,000
	Erie, Snyder, 40th Street, Margaret-Orthodox and 69th St. / Cecil B. Elev.	\$46,500,000	\$0	\$46,500,000
60651	Substation Improvement Program	\$75,782,500	\$0	\$75,782,500
	Doylestown Substation	\$5,591,250	\$0	\$5,591,250
	Hatboro Substation	\$5,591,250	\$0	\$5,591,250
	Jenkintown SFC	\$30,600,000	\$0	\$30,600,000
	New Woodbourne Traction & Signal Substations	\$34,000,000	\$0	\$34,000,000
60557	System Improvements	\$344,324,799	\$0	\$344,324,799
	BSS Radiax/MFSE Radiax	\$32,324,799	\$0	\$32,324,799
	Centralized Warehouse	\$29,000,000	\$0	\$29,000,000
	Extension to Atglen on the Paoli Line	\$4,500,000	\$0	\$4,500,000
	Information Technology New Initiatives	\$16,000,000	\$0	\$16,000,000
	New Rail Shop at Midvale	\$100,000,000	\$0	\$100,000,000
	Norristown Third Track	\$30,000,000	\$0	\$30,000,000
	Railroad Yard Storage Expansion	\$34,500,000	\$0	\$34,500,000
	SEPTA/CSX West Trenton Separation	\$98,000,000	\$0	\$98,000,000
77183	Transit & Regional Rail Station Program	\$319,025,360	\$5,800,000	\$313,225,360
	5th Street Station	\$11,464,960	\$0	\$11,464,960
	69th Street Transportation Center Roof	\$3,900,000	\$0	\$3,900,000
	69th West Terminal Loop	\$1,295,320	\$0	\$1,295,320
	Broad Street Subway Station Program	\$10,500,000	\$0	\$10,500,000
	Bus & Trolley Loop Program	\$6,700,000	\$0	\$6,700,000
	Devon Station	\$20,000,000	\$0	\$20,000,000
	East Falls Station on the Manayunk/Norristown Rail Line	\$8,500,000	\$0	\$8,500,000
	Exton Station Rehabilitation	\$17,742,800	\$0	\$17,742,800
	Fairmount Station	\$15,000,000	\$0	\$15,000,000
	Fern Rock Complex Rehabilitation	\$74,500,000	\$0	\$74,500,000
	Jenkintown Station & Garage	\$62,575,000	\$5,800,000	\$56,775,000
	Parking Expansions - Gwynedd Valley, North Wales, Philmont	\$10,345,600	\$0	\$10,345,600
	Primos Parking Expansion	\$2,000,000	\$0	\$2,000,000
	Regional Rail Station Program	\$32,000,000	\$0	\$32,000,000
	Secane Station	\$22,501,680	\$0	\$22,501,680
	Wynnewood Station	\$20,000,000	\$0	\$20,000,000
15407	Villanova Intermodal Station (Phase II)	\$14,520,000	\$0	\$14,520,000
TOTAL				\$4,091,286,798

SEPTA Projects with Proposed Costs Beyond FY24

The following table shows transit projects that have proposed costs in FY25, beyond the 12 year programming horizon of the FY2013 TIP. These projects appear in the TIP document and also on the Illustrative Unfunded list because they could not be fully funded within the 12 year constrained program. This table shows the total costs of the projects.

MPMS#	Project Title	FY13-16	FY17-20	FY21-24	FY25 and Later	Total Cost
60335	City Hall Station / 15th Street Station Rehabilitation	\$0	\$0	\$38,563,000	\$79,038,000	\$117,601,000
60574	Paoli Transportation Center	\$0	\$23,000,000	\$0	\$14,290,000	\$37,290,000
60655	Levittown Intermodal Facility Improvements (B)	\$0	\$0	\$21,000,000	\$2,825,000	\$23,825,000
73214	Ardmore Station	\$0	\$0	\$9,000,000	\$1,000,000	\$10,000,000
87176	69th Street Intermodal Parking Garage	\$0	\$0	\$17,000,000	\$5,468,000	\$22,468,000

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Transportation Enhancement/
Hometown Streets/
Safe Routes to School
Project Listing



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

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Regional Trails Program List



DVRPC Regional Trails Program

Phase I Projects Selected for Funding

- (1) Schuylkill River National & State Heritage Area – Reading to Hamburg Schuylkill River Trail Gap (Leesport section) – \$142,630 (design and construction) – Berks County
- (2) PA DCNR – Big Woods/Schuylkill-Hopewell Furnace Trail – \$500,000 (construction – Phase 1, survey – Phase 2) – Berks and Chester Counties – Berks County
- (4) Doylestown Township – Neshaminy Creek Greenway (Phase I) -- \$130,148 (construction) – Bucks County
- (10) Camden County – Kaighn’s Avenue to Route 130 Connector Trail – \$125,000 (construction) – Camden County
- (13) Cooper's Ferry Development Corporation (Camden) – Baldwin’s Run Tributary Trail – \$150,000 (design) – Camden County
- (15) Chester County – Chester Valley Trail Phase III – \$500,000 (construction) – Chester County
- (17) Phoenixville Borough – Phoenixville Schuylkill River Trail Segment – Phase I -- \$285,000 (design and construction) – Chester County
- (18) Haverford Township – Darby Creek Trail -- \$290,000 (construction) – Delaware County
- (19) Lawrence-Hopewell Trail Corporation – Lawrence-Hopewell Trail: Lewisville Road Section -- \$248,000 (construction) – Mercer County
- (22) Montgomery County Commissioners – Chester Valley Trail Extension – \$325,000 (construction) – Montgomery County
- (23) Montgomery County Commissioners – Canal Towpath Spillway Bridge – \$170,000 (construction) – Montgomery County
- (29) Manayunk Development Corporation – Manayunk Bridge -- \$400,000 (design) – Philadelphia
- (31) Philadelphia Parks & Recreation – Schuylkill South -- \$165,000 (acquisition for future extension of waterfront trail) – Philadelphia

- (32) Philadelphia Parks & Recreation – Tacony Frankford Greenway Trail – \$500,000 (construction) – Philadelphia
- (33) Delaware River Waterfront Corporation – Penn Street Trail – \$500,000 (design and construction) – Philadelphia
- (34) Pennsylvania Environmental Council – Spring Garden Street Greenway – \$75,000 (design) – Philadelphia

Funding level unchanged.

- (36) Schuylkill River Development Corporation – Schuylkill Crossing at Grays Ferry – \$260,000 (preliminary design) – Philadelphia

Total amount for the 17 approved projects is \$4,765,778.

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FY2011 Major Project Status



Delaware Valley Regional Planning Commission (DVRPC)

Major Project Status Report State Transportation Improvement Program (STIP) for Pennsylvania (FY2013 - 2016)

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 FY2011-14 STIP.

MPMS#	County	Project Name	Project Status
60255	SEPTA	Regional Rail Signal Modernization Program	The Signal Modernization Program is ongoing. Doylestown, Warminster, and Chestnut Hill East lines have been modernized. The Norristown and Chestnut Hill West lines are under construction. The Cynwyd line is in design. Implementation of the Positive Train Control (PTC) system is underway with completion scheduled in December 2015.
60286	SEPTA	SEPTA Bus Purchase Program - 40'	The 2008-2011 Bus Purchase Program is complete. The 2012-2015 Bus Purchase Program is included in MPMS #90512.
60557	SEPTA	System Improvements	The System Improvements program is currently active. SEPTA continues to make improvements to the information technology infrastructure. Design of the Route 101/102 Trolley Lines Positive Train Control (PTC) System is scheduled to begin in Fall of 2012. The Radio Narrowbanding project is currently underway with completion scheduled in 2013. The Route 13 Chester Avenue and Street Track projects are complete. Construction of the Girard Avenue Route 15 Trolley Trackage and Wire Relocation Project, which is part of PennDOT's I-95 Girard Avenue Interchange project, is underway.
60611	SEPTA	Fare Collection System/ New Payment Technologies	A vendor contract for the New Payment Technologies project was awarded in November 2011 and construction is underway.
60636	SEPTA	Elwyn to Wawa Rail Improvements	This project is on the Illustrative Unfunded list as funding is not available.

MPMS#	County	Project Name	Project Status
77183	SEPTA	Transit and Regional Rail Station Program	The 33rd and Dauphin Bus Facility is currently in design with construction scheduled to begin in Fall of 2012. The Escalator Program, Primos Station, Ardmore Avenue and Wayne Junction Intermodal Facility projects are in construction. The Cheltenham/Ogontz Bus Loop, Parkside Bus Loop, Olney Station (BSS), and Ryers Station projects have been completed. Additional station projects (Hatboro, Noble and Willow Grove) are on the Illustrative Unfunded list as funding is not available.
90515	SEPTA	Infrastructure Safety and Renewal Program - Communication and Signals	This ongoing project is currently active, and is now part of MPMS #90497.
90509	SEPTA	Infrastructure Safety and Renewal Program - Building and Bridges	This ongoing project is currently active, and is now part of MPMS #90497.
90528	SEPTA	Infrastructure Safety and Renewal Program - Power	This ongoing project is currently active, and is now part of MPMS #90497.
12923	Bucks	Bristol Road Extension	This project is on the Illustrative Unfunded List as funding is not available.
12965	Bucks	Lawn Avenue	This project is on the Illustrative Unfunded List as funding is not available.
13167	Bucks	Geigel Hill Road Bridge Over Tinicum Creek	This project was let for construction on 12/16/2010.
13347	Bucks	I-95, PA Turnpike Interchange (TPK)- STAGE 1	This project is currently active in the Final Design phase
13549	Bucks	US 1 (Bridges)	This project is on the Illustrative Unfunded List as funding is not available.
13576	Bucks	PA 413, New Rodgers Road Corridor Improvements	This project was let for construction on 2/17/2011.
13611	Bucks	Street Rd: Brstl- Wll Pnn	This project has been completed.
13745	Bucks	US 13, Bristol Pike (Signals)	This project has been completed.
47392	Bucks	Route 13/Bristol Pike, PA 413 to Levittown Parkway Restoration	This project currently active in Final Design and scheduled to be let September 2012.
47395	Bucks	US 202 Parkway, Pickertown Rd to PA 611 (Sec. 721)	This project is complete.
47396	Bucks	US 202 Parkway, PA 463 to Pickertown Rd (Sec. 711)	This project was let 9/10/2009
49315	Bucks	Portzer Road Connector	This project is on the Illustrative Unfunded List as funding is not available.

MPMS#	County	Project Name	Project Status
50633	Bucks	PA 263, Old York Road Concrete Rehabilitation and Overlay	This project is currently active in the Final Design phase.
50634	Bucks	County Line Road Restoration (M04)(3R)	This project is currently active in the Preliminary Engineering phase.
50728	Bucks	US 202 Wetland Mitigation Section 700	This project is complete.
57619	Bucks	Route 313 Corridor Improvements	This project is currently active in the Final Design phase.
57626	Bucks	Trenton Road	This project is complete.
64779	Bucks	County Line Road Widening	This project is currently active in the Final Design, Utility, and Right of Way phases.
64780	Bucks	Swamp Road Corridor	This project has been dropped from the TIP mostly due to controversy surrounding any upgrading of roadway features. PennDOT maintenance will continue to deal with the condition of the roadway for the foreseeable future
69827	Bucks	Street Road (Bridge)	This project is complete.
84086	Bucks	US 1 over PA 213 Maple Avenue Bridge Replacement	This project was let 10/27/2011.
90197	Bucks	Tyburn Road Bridges (1) Over Amtrak/Conrail	This project currently in Final Design, scheduled for September 2012 letting.
93446	Bucks	Route 1 Improvement	This project is currently active in the Final Design phase.
13945	Chester	US 202, PA 252 to US 30 (Sec. 300 Design)	This project is currently active in the Final Design phase
14484	Chester	PA 41 Study	This project is complete. Infrastructure improvements may be identified and advanced if they are eligible improvements for the remaining earmarks.
14515	Chester	PA 100, Shoen Road to Gordon Drive (02L)	This project is currently active in the Final Design phase

14532	Chester	US 30, Coatesville Downingtown Bypass Reconstruction Design	This project has had preliminary engineering authorization, but is on the Illustrative Unfunded List as funding is not available for future phases.
MPMS#	County	Project Name	Project Status
14580	Chester	US 1 Expressway Reconstruction	This project is on the Illustrative Unfunded List as funding is not available.
14581	Chester	US 1 Expressway Reconstruction	This project is on the Illustrative Unfunded List as funding is not available.
14663	Chester	Chester Valley Trail (Sec 1/3) - Phase 1	This project is complete.
14698	Chester	US 422, Reconstruction (M2B)	This project is on the Illustrative Unfunded List as funding is not available.
15385	Chester	US 202, Section 100 (ES1) - Design	This project is currently active in the Preliminary Engineering phase.
64220	Chester	US 422 Expressway Reconstruction (M03)	This project is on the Illustrative Unfunded List as funding is not available.
64222	Chester	US 422 Expressway Reconstruction, Chester and Montgomery (M1A)	This project was let 6/28/2012.
64494	Chester	US 202, Swedesford Road to PA 29 (Section 320)	This project was let 12/9/2010.
64498	Chester	US 202, Exton Bypass to Route 29 (Section 330-Mainline)	This project is active in Final Design, expected letting October 2012.
70240	Chester	US 30 Business	This project has been deferred to later fiscal years as funding is currently not available.
70241	Chester	Kenneth Square Closed Loop Signal System	This project is active in Final Design with an expected October 2012 let date.
84884	Chester	US 30, Coatesville Downingtown Bypass (CWR-Western Section)	This project is on the Illustrative Unfunded List as funding is not available.
87781	Chester	US 30, Coatesville Downingtown Bypass (CER-Eastern Section)	This project is on the Illustrative Unfunded List as funding is not available.
14747	Delaware	US 322 Final Design	This project is currently active in the Final Design phase.

14767	Delaware	US 30, Lancaster Avenue Closed Loop Signals	This project is complete.
15251	Delaware	US 1, Baltimore Pike Interchange Improvements	This project is currently active in the Preliminary Engineering phase.
15406	Delaware	PA 452, Market Street Bridge Over Amtrak/SEPTA R-2 Rail Line	This project is currently active in the Final Design phase.
MPMS#	County	Project Name	Project Status
15477	Delaware	I-95/322/Conchester Hwy. Interchange/Impvts. (322)	This project is currently active in the Preliminary Engineering phase.
57750	Delaware	Baltimore Pike Closed Loop Signals	This project is complete.
57780	Delaware	Rt. 322/Comm Barry Bridge/I-95 2nd St. Interchange	This project is complete.
68027	Delaware	Route 1, Upper Darby Township Closed Loop Signals	This project is complete.
69665	Delaware	South Creek Road Bridge Over Brandywine Creek	This project is currently active in the Preliminary Engineering phase.
69815	Delaware	US 322, Environmental Mitigation (MIT)	This project currently active in the Final Design phase.
69816	Delaware	US 322, US 1 to Featherbed Lane (Section 101)	This project currently active in the Right of Way phase.
69817	Delaware	US 322, Featherbed Lane to I-95 (Section 102)	This project currently active in the Right of Way phase.
79329	Delaware	Bridgewater Road Extension	This project is on the Illustrative Unfunded List as funding is not available.
16211	Montgomery	I-76 Ramps Phase 3, Henderson/Gulph Rds. Widening	This project is on the Illustrative Unfunded List as funding is not available.
16214	Montgomery	PA 611, Old York Road Over SEPTA R3	This project is currently active in the Final Design phase.
16334	Montgomery	PA 73, Church Road Intersection and Signal Improvements	This project is currently active in the Preliminary Engineering phase.
16438	Montgomery	PA 309, Connector Project - Phase I	This project was let for construction 7/2/2009.

16577	Montgomery	Ridge Pike, Butler Pike to Philadelphia Reconstruction and Signal Upgrade	This project is on the Illustrative Unfunded List as funding is not available.
16732	Montgomery	US 202 (Sec. 405)	This project is complete.
16738	Montgomery	US 422 Expressway Section M1B	This project is on the Illustrative Unfunded List as funding is not available.
16755	Montgomery	US 202, Morris Road to PA 309 Design (Section 650)	This project is active, and includes the final design funding for both MPMS# 63491 (US 202 - 65S) and MPMS# 63492 (US 202 - 65N)

MPMS#	County	Project Name	Project Status
48172	Montgomery	PA 23 Relocation at Allendale Rd. and Beidler Rd.	This project is on the Illustrative Unfunded List as funding is not available.
48175	Montgomery	Ridge Pike, Norristown Boro to Butler Pike (Pha I)	This project is on the Illustrative Unfunded List as funding is not available.
48182	Montgomery	PA 611, Old York Road Signals	This project is complete.
48187	Montgomery	I-76 Ramps Phase 2 - Henderson/Gulph Road Widen	This project is on the Illustrative Unfunded List as funding is not available.
57851	Montgomery	Plank Road/Otts Road/Meyers Road/Seitz Road Intersection Improvements	This project is currently active in the Final Design phase.
57858	Montgomery	Lafayette Street Extension (MG1)	This project currently active in Final Design and Right of Way phases.
57865	Montgomery	Edge Hill Road Reconstruction	This project is currently active in the Final Design phase.
63486	Montgomery	US 202, Johnson Highway to Township Line Road (61S)	This project is currently active in the Final Design, Utility, and Right of Way phases.
63490	Montgomery	US 202, Township Line Road to Morris Road (61N)	This project is currently active in the Final Design, Utility, and Right of Way phases.
63491	Montgomery	US 202, Morris Road to Swedesford Road (65S)	This project is currently active in the Final Design, Utility, and Right of Way phases.
63492	Montgomery	US 202, Swedesford Rd. to PA 309 (Section 65N)	This project was let 12/17/2009.
64795	Montgomery	Belmont Ave at I-76 Interchange	This project is on the Illustrative Unfunded List as funding is not available.

64796	Montgomery	US 422/PA 363 Interchange Reconstruction (4TR) - Part 2 of River Crossing Complex	This project is currently active in the Final Design and Right of Way phases.
66986	Montgomery	US 422, Schuylkill River Bridge Over Schuylkill River (M2A-Stowe))	This project is currently active in the Final Design and Right of Way phases.
70197	Montgomery	US 422, (New) Expressway Bridge Over Schuylkill River (SRB) - Part 3 of River Crossing Complex	This project is currently active in the Final Design phase.
77804	Montgomery	Huntingdon Pike Traffic Signal Upgrade	This project is complete.
79864	Montgomery	Lafayette Street, Barbados Street to Ford Street Widening (MGN)	This MPMS# for Construction only, design work being done under MPMS# 57858.

MPMS#	County	Project Name	Project Status
79928	Montgomery	Lafayette St./US 202 Dannehower Bridge Intchg (MGD)	This project is on the Illustrative Unfunded List as funding is not available.
80021	Montgomery	US 202, Markley Street Improvements (Section 510)	This project is currently active in Final Design phase, Design is being funded under MPMS# 16665.
80479	Montgomery	I-476, Mid County Expressway Roadway Reconstruction	This project was let 7/30/2009
86924	Montgomery	PA 422, Resurfacing (PM2)	This project is currently active in the Preliminary Engineering phase.
17782	Philadelphia	I-95 & Aramingo Ave., Adams Ave. Connector	This project is currently active in the Preliminary Engineering phase.
17816	Philadelphia	Chestnut Street Bridges (4) at 30th Street	This project is currently active in the Preliminary Engineering phase.
17821	Philadelphia	I-95, Shackamaxon Street to Ann Street (GIR) - Design	This project is currently active in the Final Design phase.
46956	Philadelphia	North Delaware Avenue Extension	This project is currently active in the Final Design phase.
47394	Philadelphia	I-95, Levick St. to Bleigh Ave. (CPR) (IMP)	This project was the design parent for MPMS#'s 79685 and 79683 both of which have been let MPMS# 79685 let 5/17/2012 and 79683 let 1/9/2009
47811	Philadelphia	I-95, Orthodox Street to Levick Street (BSR) - Design(IMP)	This project is currently active in the Final Design phase.

47812	Philadelphia	I-95, Betsy Ross Interchange (BR1) - Design(IMP)	This project is currently active in the Final Design phase.
56768	Philadelphia	41st Street Bridge Over Amtrak's Harrisburg Line (CB)	This project is currently active in the Preliminary Engineering phase.
57893	Philadelphia	Lehigh Avenue East Signal Modernization	This project was let 6/23/2011.
57898	Philadelphia	Lancaster Avenue Signal Modernization	This project is complete.
57904	Philadelphia	PA 291, Platt Bridge Over Schuylkill River	This project was let 3/3/2011.
64844	Philadelphia	30th Street Bridges (6) Over Amtrak's Northeast Corridor Rail Lines	This project was let 9/30/2010.
MPMS#	County	Project Name	Project Status
68067	Philadelphia	Tidal Schuylkill River Greenway & Trail/Boardwalk (TIGER)	This project was let 11/10/2011.
69828	Philadelphia	Market Street Bridges (2) Over Schuylkill River and CSX Railroad (MSB)	This project is currently active in the Preliminary Engineering phase.
78758	Philadelphia	JFK Boulevard Bridges (3) Over 21st/22nd/23rd Streets	This project is currently active in the Preliminary Engineering phase.
79683	Philadelphia	Cottman-Princeton Local Street Improvements/ Ramps (CP1)(IMP)	This project was let 1/8/2009.
79685	Philadelphia	I-95, Cottman-Princeton Main Line and Ramps (CP2) (IMP)	This project was let 5/17/2012.
79686	Philadelphia	I-95, Columbia Street to Ann Street (GR1)	This project was let 7/28/2011
79825	Philadelphia	I-95: Shckmxon - Columbia (GR2)	This project is advertised for letting 8/9/2012
79903	Philadelphia	I-95, Betsy Ross Bridge Ramps Construction (BR0) (IMP)	This MPMS# for Construction only, design work being done under MPMS# 47812.
79904	Philadelphia	I-95N: Betsy Ross Inter (BR2)	This MPMS# for Construction only, design work being done under MPMS# 47812.

79905	Philadelphia	I-95S: Betsy Ross Inter (BR3)	This MPMS# for Construction only, design work being done under MPMS# 47812.
79908	Philadelphia	I-95, North of Bridge Street Interchange Construction (BS1) (IMP)	This MPMS# for Construction only, design work being done under MPMS# 47811.
79910	Philadelphia	I-95S: Bridge St Inter (BS2)	This MPMS# for Construction only, design work being done under MPMS# 47811.
79911	Philadelphia	I-95 Allegheny Ave Interchange (AFI)	This MPMS# for Construction only, design work being done under MPMS# 47813.
79912	Philadelphia	I-95: Allegheny Ave Inter (AF2)	This MPMS# for Construction only, design work being done under MPMS# 47813.

MPMS#	County	Project Name	Project Status
80054	Philadelphia	Vine Street Expressway Bridges (7) Over I-676 Expressway (PAB) - Part 2	This project is currently active in the Preliminary Engineering phase.
80055	Philadelphia	Holme Avenue Bridges (2) Over Roosevelt Boulevard	This project is currently active in the Final Design phase.
83640	Philadelphia	I-95, Shackamaxon Street to Columbia Avenue (GR2) (IMP)	This project is advertised for letting 8/9/2012
83736	Philadelphia	Roosevelt Blvd over Wayne Junction (WAV)	This project is on the Illustrative Unfunded List as funding is not available.
87784	Philadelphia	I-95: Orthodox to Levick Street	This MPMS# for Construction only, design work being done under MPMS# 47811.
88767	Philadelphia	Vine Street Expressway Bridges (2) Over I-676 Expressway (PAA) - Part 1	This project is currently active in the Preliminary Engineering phase, PE activities are being funded under MPMS# 80054

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FY2011 Transition List



DVRPC Transition List for the FY2013 TIP for PA

The Final FY2013 TIP for PA will include a "Transition List" for projects which were programmed for implementation in the FY2011-FY2014 TIP and therefore do not appear in the FY2013 TIP, but which for either scheduling or obligation authority limitation reasons, will not be able to be implemented until after October 1, 2012, when the FY2013 TIP takes effect. This list helps to provide a smoother transition of project actions and programming between the end of the FY2011 TIP and the beginning of the FY2013 TIP as projects included in the Transition List will be considered eligible for federal funding actions, even if they are not included in the FY2013 TIP. This list is also important because it indicates the anticipated level of financial impact on the FY2013 TIP for projects that still need to receive federal authorization to advance.

Bucks				
13236	TIP	Butler Avenue Bridge Over West Branch of Neshaminy Creek	UTL	\$219
				\$219
13342	TIP	Delaware Road Bridge Over Delaware Canal	UTL	\$5
				\$5
13360	TIP	Bridgeton Hill Road Bridge over Pennsylvania Canal	CON	\$1,916
				\$1,916
13742	TIP	Hellertown Road Bridge Over Cooks Creek (Cooks Crossing)	CON	\$1,395
				\$1,395
13762	TIP	West Maple Avenue Bridge Over Neshaminy Creek	CON	\$6,956
			UTL	\$55
				\$7,011
69826	TIP	Steinburg Road Bridge Over Molasses Creek	CON	\$896
				\$896
92403	TIP	Trenton Avenue Corridor Study (PCTI) - Round 2	STDY	\$90
				\$90
92404	TIP	Trumbauersville Road Gateway Improvements (PCTI) - Round 2	CON	\$629
				\$629
Chester				
70241	TIP	Kennett Square Closed Loop Signal System	CON	\$2,357
				\$2,357
84989	TIP	PA 100, South Pines Community Noisewalls	FD	\$350
				\$350
87281	TIP	Grove Road Drainage Improvements	UTL	\$55
			FD	\$212
				\$267
92405	TIP	State Route 29/Great Valley Multi-Modal Study (PCTI) - Round 2	STDY	\$128
				\$128
92407	TIP	Central Chester County Bike & Ped Circulation Plan (PCTI) - Round 2	STDY	\$85
				\$85
Delaware				
47986	TIP	Chester Creek Bicycle/Pedestrian Trail	CON	\$5,978
				\$5,978
Montgomery				

15769	TIP	Limekiln Pike Bridge Over Little Neshaminy Creek	UTL	\$113
				\$113
15793	TIP	Salfordville Road Bridge Over East Branch of Perkiomen Creek	UTL	\$70
				\$70
63494	TIP	US 202, Section 700 ITS	FD	\$250
			ROW	\$100
				\$350
64845	TIP	Terwood Road Bridge Over Branch of Pennypack Creek	CON	\$1,061
				\$1,061
75764	TIP	Salford Station Road Bridges (2) Over Mill Race and Perkiomen Creek	FD	\$1,061
			UTL	\$212
				\$1,273

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Appendix A

Board Resolutions



RESOLUTION

by the Board of the Delaware Valley Regional Planning Commission

Adoption of the DVRPC FY2013 Transportation Improvement Program (TIP) for Pennsylvania (FY2013-FY2016)

WHEREAS, the Delaware Valley Regional Planning Commission (DVRPC) is the Metropolitan Planning Organization (MPO) responsible for developing and updating the Transportation Improvement Program (TIP) for the nine-county Philadelphia, Camden and Trenton metropolitan area as required by Section 134 of U.S.C. Title 23 and Section 5303 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 programs be developed by MPO's, approved by the Governor, reviewed by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA); and,

WHEREAS, DVRPC has certified that the transportation planning process has been conducted in a manner meeting the requirements of all appropriate federal regulations; and,

WHEREAS, the nine-county DVRPC planning area has been designated as a nonattainment area for ozone by US EPA; portions of the counties of Burlington, Camden, Mercer and Philadelphia have been designated as a limited maintenance areas for carbon monoxide (CO); and the nine-county planning area is part of two nonattainment areas for fine particulate matter (PM_{2.5}) as required by the Clean Air Act As Amended (CAAA) under respective ozone, CO and PM_{2.5} National Ambient Air Quality Standards (NAAQS); and,

WHEREAS, MPO transportation plans and programs are required to conform to the purposes of the State Implementation Plans and the Clean Air Act under the Final Conformity Rule promulgated by EPA on November 24, 1993 and amended by guidance issued in July 2004; and,

WHEREAS, the Final Conformity Rule requires that the MPO determine that the transportation plans and programs conform with the CAAA requirements by meeting criteria described in the Final Rule, and,

WHEREAS, DVRPC has completed conformity analysis of the TIPs and the long-range plan (Plan) 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, direct PM_{2.5} and PM_{2.5} precursors are less in 2013, 2020, 2030, 2035, and 2040 than the applicable established budgets or relevant baseline tests for the respective analysis year; and that emissions estimates of CO are not required for areas with limited maintenance plans, and,

WHEREAS, all other requirements of the Final Rule and all appropriate federal and state regulations have been met; and,

WHEREAS, the projects included in this TIP have been drawn from a Plan developed in accordance with this certified planning process and which plan has been found to conform to all applicable state and federal laws and rules pertaining to air quality, and,

WHEREAS, the 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 TIP; and,

WHEREAS, this TIP is consistent with and furthers the implementation of the DVRPC's Long- range Plan, as well as local, county, regional and state plans and policies; and,

WHEREAS, the projects in this TIP have been fiscally constrained by the member agencies to a funding level which is reasonable for the Delaware Valley to expect to receive; and,

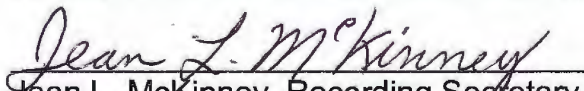
WHEREAS, the projects included in this TIP were selected using a cooperative approach based on reaching consensus of the regional priority for all transportation improvements;

NOW, THEREFORE, BE IT RESOLVED, that the Delaware Valley Regional Planning Commission adopts the FY 2013 Transportation Improvement Program (TIP) for Pennsylvania (FY2013-FY2016) as the region's official selection of transportation projects for federal funding.

BE IT FURTHER RESOLVED, that the Delaware Valley Regional Planning Commission determines that the FY 2013 Transportation Improvement Program for Pennsylvania (FY2013-FY2016) conforms to the State Implementation Plan for Pennsylvania and is consistent with the Final Conformity Rule.

Adopted this 28th day of June 2012
by the Board of the Delaware Valley
Regional Planning Commission.

I certify that this is a true and correct copy of Resolution No. B-FY12-006.


Jean L. McKinney, Recording Secretary

RESOLUTION

by the Board of the Delaware Valley Regional Planning Commission

Adoption of the Conformity Finding for the DVRPC FY 2012-2015 Transportation Improvement Program (TIP) for New Jersey, FY 2013-2016 TIP for Pennsylvania, and the *Connections* Long-range Plan

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 State Implementation Plans (SIPs) 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 for the 1997 and 2008 eight-hour ozone standard, 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 nonattainment areas for the annual and 24-hour fine particulate matter (PM_{2.5}) standards as required by CAAA under the 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 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} Nonattainment Area, where there are no SIP PM_{2.5} MVEBs; and,

WHEREAS, the EPA designated the DVRPC region as part of a 2008 eight-hour ozone nonattainment area and the Final Rule requires that a region must demonstrate conformity to that standard within one year of this designation; and,

WHEREAS, DVRPC has completed the conformity analysis of the TIPs and the Plan 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,

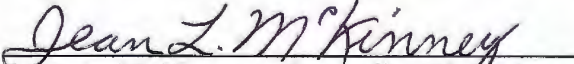
WHEREAS, the analysis demonstrates that emissions of ozone precursors and PM_{2.5} are less than applicable requirements: either the established MVEB test for both the 1997 and 2008 ozone standard and PM_{2.5} in New Jersey or the interim analysis baselines of 2002 and 2008 in Pennsylvania; and,

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 2012 Transportation Improvement Program for New Jersey and FY 2013 Transportation Improvement Program for Pennsylvania, as amended, conform to the respective State Implementation Plans of Pennsylvania and New Jersey, 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 28th day of June 2012 by the Board of the Delaware Valley Regional Planning Commission.

I certify that this is a true and correct copy of Resolution No. B-FY12-005.


Jean L. McKinney, Recording Secretary

B-FY12-005
Page 2 of 2

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,

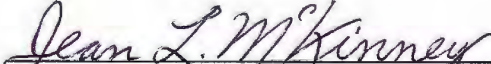
WHEREAS, DVRPC recognizes the federal standards that are in place, but strives to exceed those standards, whenever possible, to ensure the health of the region's citizens and the sustainability of the Delaware Valley.

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 this 28th day of June
2012 by the Board of the Delaware
Valley Regional Planning Commission.

I certify that this is a true and correct copy of Resolution No. B-FY12-007.



Jean L. McKinney, Recording Secretary

Appendix B

Financial and Procedural Guidance



June 9, 2011

PENNSYLVANIA’S 2013 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

Draft financial guidance, presented in this document by the Financial Guidance Work Group, is the Group's best assessment regarding near term revenues that can support a 2013 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 a June 1, 2011 conference call. Recommendations of the work group that are reflected in this document include the following:

- Needs based formulas are retained from 2011 Financial Guidance. No changes were made to existing formulas.
- Act 44 funds continue at a reduced level as prescribed by Act 44 of 2007.
- A zero percent revenue growth assumption in federal highway and bridge funds for the entire 2013-2016 Program is recommended by the Financial Guidance Workgroup. This is the most realistic "best case" scenario that can be assumed. Even at the best case scenario, this still reflects an overall decrease of \$238 million from the 2011 Program. This is due primarily to the assumption of a 4% growth rate in years 2013 and 2014 that was made under the 2011 Program Financial Guidance.
- State Motor License Funds reflect a \$900 million decrease due to declining revenues, discontinuation of the bridge bonding program, and debt service on existing bonds.
- State highway and bridge funding is also decreased based on revenue estimates and debt service on bonds.
- A zero percent revenue growth assumption for the federal transit program mirrors the assumptions on the federal highway side of the equation.
- State transit funding is based on estimated revenues to the Public Transportation Trust Fund.
- 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 2013 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 expired September 30, 2009. As of the date of this financial guidance, reauthorization legislation is not in place. Federal funding levels reflect zero growth. State funding levels reflect a decline due to decreased revenues, debt service on existing bonds, and an assumption of no further bonding.

FUNDING DISTRIBUTION

The distribution of federal funds follows previous formulas and policy decisions that were approved in conjunction with the 2011 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 Line Items** – reserve an average of \$33 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 to maintain the existing system. Any capacity adding and non-capital (stand alone ITS) projects will be advanced in coordination with the MPO/RPO and regional funds. A preliminary draft Interstate Management program will be provided to MPOs/RPOs and other stakeholders 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

- Pavement Structure Age
- Pavement Surface Age
- Number of Resurfacings
- International Roughness Index
- Overall Pavement Index
- Traffic volume
- Truck volume
- Remaining Service Life

Bridge Condition Assessment

- Bridge Risk Assessment
- SD Status
- Vertical Clearance Issues

Projects will be prioritized using Decision Lens software. Selected and programmed projects are based on prioritization, schedule and available funding.

• **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.

• **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.

- **Surface Transportation Program-Urban (STU)** – funding is allocated to each region with populations greater than 200,000 based on current federal formula. The federal formula suballocates STP funds within each state between urbanized areas with populations greater than 200,000 and the rest of the state in proportion to their relative share of the total state population as well as the total state urbanized area population in proportion to all other states total urbanized area population. The suballocation formula is currently based on the 2000 Federal Census.

- **Surface Transportation Program-Enhancement (STE)** – 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. 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. Statewide solicitation by the Department of Transportation for Enhancement projects is contingent on reauthorization legislation. In regions that have or will have advanced all previously approved Transportation Enhancement projects, funds made available under the 2013 Program may be utilized to consider additional projects as determined by the MPO/RPO.

- **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 funded with HSIP federal funds must be included as part of an overall Department and FHWA approved Safety Program.

- **High Risk Rural Roads** – funding for this safety 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.

- **Federal Safe Routes to School** – funding for this program will be held in a statewide line item. The Federal Safe Routes to School program is a competitive program. Funds are not distributed via formula. Applications are periodically solicited based on the availability of funds and rate of project delivery. It is anticipated that if this program is continued in reauthorization legislation, a solicitation for projects will be evaluated as appropriate.

- **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.

- **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. A summary report on the Cost to Complete Estimate may be found at: http://www.arc.gov/images/programs/transp/2007_adhs_cost-to-complete/2007_cost_pennsylvania.pdf

- **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 at \$200 million per year was discontinued in FFY 2012. No new or additional bond funding is included in the FY 2013 – 2016 Financial Guidance.

- **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. 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%). Funds are directed to the Interstate Program consistent with the Financial Guidance. Act 44 funds are directed to the Interstate Program consistent with formulas established in previous 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, projects that focus on reducing the number of structurally deficient bridges and improving ride quality on state highways should be given priority. 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** 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 require programming the advance construct costs for projects that are initiated prior to the beginning of the 2013 Program period (October 1, 2012), and which will require conversion funding during the 2013 Program period and beyond. 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 provide flexibility for regions to reserve funding for projects or phases of projects that will be identified at some future date. However, with the continual “roll-over” of two years of projects each TIP update, a best practice is to limit the amount of line items in the first two years of a new TIP. Common sense planning tells us that we ought to be able to identify the vast majority of projects that will be undertaken in the first two years of the TIP. Because the schedule for the development of the 2013 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 these purposes 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 2010 via SAFETEA-LU and its anticipated successor. Federal revenue assumes no growth.

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 2010-11; 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.

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 were distributed to transit agencies based on their demonstrated need. Transit agencies are required to submit to the Bureau of Public Transit and MPOs/RPOs annually 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: The funding level for this program was \$150 million in SFY 2009-10, but is \$0 in SFY 2010-11 and subsequent years.

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:** No funding has been available for this program.

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, are 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.

NOTE: If state funds have not been approved in a Consolidated Capital Grant through dotGrants or by letter from the Department, all non federal funding should be identified as "local" on the TIP. Adjustments to sources of project funding should be made following execution of the Consolidated Capital Grant agreement.

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, 2011. 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
2013 Financial Guidance
Highway and Bridge Funds - (\$000)**

Highway Funds	2013	2014	2015	2016	2013 -2016 Total	2011-2014 Total	Change
National Highway System (NHS)	236,644	236,644	236,644	236,644	946,575	982,738	(36,163)
Surface Transportation Program (STP)	265,827	265,827	265,827	265,827	1,063,307	1,103,930	(40,623)
Interstate Maintenance	217,758	217,758	217,758	217,758	871,031	904,308	(33,277)
Equity Bonus	90,452	90,452	90,452	90,452	361,809	375,632	(13,823)
Subtotal - Fed. Hwy.	810,681	810,681	810,681	810,681	3,242,722	3,366,607	(123,885)
State Highway	130,000	130,000	130,000	130,000	520,000	700,000	(180,000)
Bridge Funds							
Federal Bridge	469,849	469,849	469,849	469,849	1,879,396	1,951,196	(71,800)
State Bridge	116,000	101,000	101,000	101,000	419,000	490,000	(71,000)
Other Funds							
Cong. Mitigation/Air Quality (CMAQ)	108,087	108,087	108,087	108,087	432,347	448,864	(16,517)
Safety (HSIP/HRRR)	47,227	47,227	47,227	47,227	188,906	196,123	(7,217)
Safe Routes to Schools	6,405	6,405	6,405	6,405	25,621	26,600	(979)
Appalachian Development	105,494	105,494	105,494	105,494	421,975	438,096	(16,121)
Rail/Highway Crossings	7,410	7,410	7,410	7,410	29,640	30,773	(1,133)
Act 44	200,000	200,000	200,000	200,000	800,000	800,000	0
Bridge Bond to Allocate	0	0	0	0	0	650,000	(650,000)
Total	2,001,152	1,986,152	1,986,152	1,986,152	7,959,607	9,098,259	(1,138,653)

*Apportionments Reflect 2% setaside for Statewide Planning

**Federal and State funds
Subject to Distribution via Base Allocation Formulas - (\$000)**

Funds	2013	2014	2015	2016	2013-2016 Total	2011-2014 Total	Change
STP	265,827	265,827	265,827	265,827	1,063,307	1,103,930	(40,623)
Plus Equity Bonus	90,452	90,452	90,452	90,452	361,809	375,632	(13,823)
Less Enhancements	28,559	28,559	28,559	28,559	114,235	118,599	(4,364)
Less Urban	87,255	87,255	87,255	87,255	349,021	362,355	(13,334)
Less Transit	25,000	25,000	25,000	25,000	100,000	100,000	0
Less Statewide	6,200	6,200	6,200	6,200	24,800	24,800	0
Less Spike (20%)	41,853	41,853	41,853	41,853	167,412	174,761	(7,349)
STP to Allocate	167,412	167,412	167,412	167,412	669,648	699,046	(29,398)
NHS	236,644	236,644	236,644	236,644	946,575	982,738	(36,163)
Less Spike (20%)	47,329	47,329	47,329	47,329	189,315	196,548	(7,233)
NHS to Allocate	189,315	189,315	189,315	189,315	757,260	786,191	(28,930)
State Highway	130,000	130,000	130,000	130,000	520,000	700,000	(180,000)
Less Econ. Develop.	25,000	25,000	25,000	25,000	100,000	100,000	0
Less Statewide	1,550	1,550	1,550	1,550	6,200	6,200	0
Less Spike (20%)	20,690	20,690	20,690	20,690	82,760	118,760	(36,000)
State Highway to Allocate	82,760	82,760	82,760	82,760	331,040	475,040	(144,000)
Total Federal and State Highway	439,487	439,487	439,487	439,487	1,757,948	1,960,276	(202,328)
Federal Bridge	469,849	469,849	469,849	469,849	1,879,396	1,951,196	(71,800)
Less Statewide Reserve	20,096	20,096	20,096	20,096	80,384	83,455	(3,071)
Federal Bridge to Allocate	449,753	449,753	449,753	449,753	1,799,012	1,867,741	(68,729)
State Bridge	116,000	101,000	101,000	101,000	419,000	490,000	(71,000)
Less Statewide Reserve	5,024	5,024	5,024	5,024	20,096	20,864	(768)
State Bridge to Allocate	110,976	95,976	95,976	95,976	398,904	469,136	(70,232)
Total Fed. + Sta. Bridge	560,729	545,729	545,729	545,729	2,197,916	2,336,877	(138,962)
Enhancements	28,559	28,559	28,559	28,559	114,235	118,599	(4,364)
Less Secretary's Reserve	5,712	5,712	5,712	5,712	22,847	23,720	(873)
Enhancements \$ to Allocate	22,847	22,847	22,847	22,847	91,388	94,879	(3,491)
Federal Safe Routes to School	6,405	6,405	6,405	6,405	25,621	26,600	(979)
Less Administrative Costs	80	80	80	80	320	320	0
Safe Routes to School to Alloc.	6,325	6,325	6,325	6,325	25,301	26,280	(979)
Urban to Allocate	87,255	87,255	87,255	87,255	349,021	362,355	(13,334)
CMAQ to Allocate	108,087	108,087	108,087	108,087	432,347	448,864	(16,517)
Rail/Hwy Crossings to Allocate	7,410	7,410	7,410	7,410	29,640	30,773	(1,133)
Safety to Allocate	47,227	47,227	47,227	47,227	188,906	196,123	(7,217)
Interstate Maintenance to Allocate	217,758	217,758	217,758	217,758	871,031	904,308	(33,277)
Appalachian Development to Allocate	105,494	105,494	105,494	105,494	421,975	438,096	(16,121)
Bridge Bond to Allocate *	0	0	0	0	0	650,000	(650,000)
Act 44 Revenue	200,000	200,000	200,000	200,000	800,000	660,000	0
Less Secretary's Discretionary	30,000	30,000	30,000	30,000	120,000	99,000	0
Less County/Municipality Distribution	35,000	35,000	35,000	35,000	140,000	0	0
Act 44 to Allocate	135,000	135,000	135,000	135,000	540,000	561,000	(21,000)
TOTAL FUNDS TO ALLOCATE	1,737,618	1,722,618	1,722,618	1,722,618	6,905,473	8,045,267	(1,139,794)

* Note that bonding for state bridges is not anticipated for the 2013-2016 Program

APPENDIX 2

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	TOTAL	% of TOTAL
Delaware Valley	0	37,994	36,771	12,471	63,750	17,673	43,104	9,813	40,990	1,313	5,989	27,656	297,524	17.12%
Southwest Penna	0	36,342	35,096	11,903	114,009	31,548	21,203	9,239	23,087	1,700	4,423	28,346	316,987	18.24%
Harrisburg	0	7,431	7,284	2,470	9,922	2,812	4,363	2,366	5,107	226	957	5,054	47,993	2.76%
Scranton/WB	0	6,649	6,412	2,174	13,866	3,859	4,625	2,075	4,976	288	908	4,823	50,655	2.92%
Lehigh Valley	0	7,226	7,049	2,391	15,612	4,328	6,631	2,130	6,016	443	1,005	4,752	57,581	3.31%
Altoona	0	1,701	1,653	561	3,988	1,110	0	544	1,181	103	236	1,426	12,504	0.72%
Johnstown	0	2,332	2,266	769	3,489	986	0	583	1,335	94	277	1,699	13,830	0.80%
Centre County	0	1,989	1,924	652	2,622	735	0	618	1,431	47	333	1,332	11,685	0.67%
Williamsport	0	2,299	2,214	751	3,799	1,081	0	614	0	62	293	1,367	12,480	0.72%
Erie	0	3,486	3,364	1,141	3,716	1,048	0	1,059	2,608	393	485	2,389	19,689	1.13%
Lancaster	0	6,430	6,332	2,148	10,169	2,860	3,926	1,813	4,828	319	844	4,189	43,859	2.52%
York	0	5,350	5,169	1,753	4,785	1,339	0	1,561	4,043	337	718	3,221	28,277	1.63%
Reading	0	5,074	4,953	1,680	16,684	4,596	2,879	1,568	3,824	237	680	3,622	45,796	2.64%
Lebanon	0	1,615	1,569	532	2,497	692	0	549	1,242	88	229	1,092	10,104	0.58%
SVATS	0	1,922	1,859	631	5,635	1,559	524	660	1,084	157	236	1,580	15,848	0.91%
Total Urban	0	127,839	123,916	42,025	274,633	76,227	87,255	35,191	101,753	5,808	17,616	92,548	984,811	56.68%
Northwest	0	6,199	5,929	2,011	12,551	3,488	0	1,630	0	229	703	3,584	36,322	2.09%
Northcentral	0	5,950	5,696	1,932	16,358	4,513	0	1,573	759	256	843	4,130	42,009	2.42%
Northern Tier	0	7,431	7,026	2,383	10,794	3,038	0	1,497	1,056	54	666	3,590	37,536	2.16%
Southern Allegh.	0	5,779	5,530	1,875	10,342	2,899	0	1,507	0	253	618	3,679	32,482	1.87%
NEPA	0	8,352	8,026	2,722	18,287	5,031	0	2,564	2,185	113	1,021	4,797	53,095	3.06%
SEDA-COG	0	7,550	7,290	2,472	18,019	5,045	0	2,068	0	457	889	4,450	48,240	2.78%
Adams	0	1,926	1,881	638	2,838	786	0	514	943	88	199	1,053	10,866	0.63%
Franklin	0	2,198	2,119	719	2,403	669	0	682	1,391	152	294	1,269	11,895	0.68%
Total Rural	0	45,383	43,497	14,752	91,592	25,468	0	12,036	6,333	1,602	5,231	26,552	272,446	15.68%
Interstate Program	217,758	16,093	0	25,963	83,527	9,281	0	0	0	0	0	15,900	368,542	21.21%
SRTS* Reserve	0	0	0	0	0	0	0	0	0	0	6,325	0	6,325	0.36%
Appalachian Dev.	0	0	0	0	0	0	0	0	0	0	0	0	105,494	6.07%
Grand Total	217,758	189,315	167,412	82,760	449,753	110,976	87,255	47,227	108,087	7,410	29,172	135,000	1,737,618	100.00%

* SRTS = Federal Safe Routes to School

APPENDIX 2

Highway/Bridge Base Funding Allocations
FFY 2014 (\$000)

Region	Interstate Maintenance	NHS	STP	State Highway	Federal Bridge	State Bridge	Urban	Safety	CMAQ	Rail	Enhance ments	ACT 44 Revenue	TOTAL	% of TOTAL
Delaware Valley	0	37,994	36,771	12,471	63,750	15,066	43,104	9,813	40,990	1,313	5,989	27,656	294,917	17.12%
Southwest Penna	0	36,342	35,096	11,903	114,099	26,895	21,203	9,239	23,087	1,700	4,423	28,346	312,334	18.13%
Harrisburg	0	7,431	7,284	2,470	9,922	2,397	4,363	2,366	5,107	226	957	5,054	47,578	2.76%
Scranton/WB	0	6,849	6,412	2,174	13,866	3,290	4,625	2,075	4,976	288	908	4,823	50,085	2.91%
Lehigh Valley	0	7,226	7,049	2,391	15,612	3,689	6,631	2,130	6,016	443	1,005	4,752	56,943	3.31%
Alltoona	0	1,701	1,653	561	3,988	947	0	544	1,181	103	236	1,426	12,340	0.72%
Johnstown	0	2,332	2,266	769	3,489	840	0	583	1,335	94	277	1,699	13,684	0.79%
Centre County	0	1,989	1,924	652	2,622	627	0	618	1,431	47	335	1,332	11,576	0.67%
Williamsport	0	2,299	2,214	751	3,799	921	0	614	0	62	293	1,367	12,320	0.72%
Erie	0	3,486	3,364	1,141	3,716	893	0	1,059	2,608	393	485	2,389	19,534	1.13%
Lancaster	0	6,430	6,332	2,148	10,169	2,439	3,926	1,813	4,828	319	844	4,189	43,438	2.52%
York	0	5,350	5,169	1,753	4,785	1,142	0	1,561	4,043	337	718	3,221	28,080	1.63%
Reading	0	5,074	4,953	1,680	16,684	3,918	2,879	1,568	3,824	237	680	3,622	45,118	2.62%
Lebanon	0	1,615	1,569	532	2,497	590	0	549	1,242	88	229	1,092	10,002	0.58%
SVATS	0	1,922	1,859	631	5,635	1,329	524	660	1,084	157	236	1,580	15,618	0.91%
Total Urban	0	127,839	123,916	42,025	274,633	64,983	87,255	35,191	101,753	5,808	17,616	92,548	973,568	56.52%
Northwest	0	6,199	5,929	2,011	12,551	2,973	0	1,630	0	229	703	3,584	35,808	2.08%
Northcentral	0	5,950	5,696	1,932	16,358	3,847	0	1,573	759	256	843	4,130	41,344	2.40%
Northern Tier	0	7,431	7,026	2,383	10,794	2,590	0	1,497	1,056	54	666	3,590	37,087	2.15%
Southern Allegh.	0	5,779	5,530	1,875	10,342	2,471	0	1,507	0	253	618	3,679	32,055	1.86%
NEPA	0	8,352	8,026	2,722	18,287	4,289	0	2,564	2,185	113	1,021	4,797	52,353	3.04%
SEDA-COG	0	7,550	7,290	2,472	18,019	4,301	0	2,068	0	457	889	4,450	47,496	2.76%
Adams	0	1,926	1,881	638	2,838	670	0	514	943	88	199	1,063	10,750	0.62%
Franklin	0	2,198	2,119	719	2,403	570	0	682	1,391	152	284	1,269	11,797	0.68%
Total Rural	0	45,383	43,497	14,752	91,592	21,712	0	12,036	6,333	1,602	5,231	26,552	268,690	15.60%
Interstate Program	217,758	16,093	0	25,983	83,527	9,281	0	0	0	0	0	15,900	368,542	21.39%
SRTS* Reserve	0	0	0	0	0	0	0	0	0	0	6,325	0	6,325	0.37%
Appalachian Dev.	0	0	0	0	0	0	0	0	0	0	0	0	105,494	6.12%
Grand Total	217,758	189,315	167,412	82,760	449,753	95,976	87,255	47,227	108,087	7,410	29,172	135,000	1,722,618	100.00%

* SRTS = Federal Safe Routes to School

APPENDIX 2

Highway/Bridge Base Funding Allocations
FFY 2015 (\$000)

Region	Interstate Maintenance	NHS	STP	State Highway	Federal Bridge	State Bridge	Urban	Safety	CMAQ	Rail	Enhancements	ACT 44 Revenue	TOTAL	% of TOTAL
Delaware Valley	0	37,994	36,771	12,471	63,750	15,066	43,104	9,813	40,990	1,313	5,989	27,656	294,917	17.12%
Southwest Penna	0	36,342	35,096	11,903	114,099	26,895	21,203	9,239	23,087	1,700	4,423	28,346	312,334	18.13%
Harrisburg	0	7,431	7,284	2,470	9,922	2,397	4,363	2,366	5,107	226	957	5,054	47,578	2.76%
Scranton/WB	0	6,649	6,412	2,174	13,866	3,290	4,625	2,075	4,976	288	908	4,823	50,085	2.91%
Lehigh Valley	0	7,226	7,049	2,391	15,612	3,689	6,631	2,130	6,016	443	1,005	4,752	56,943	3.31%
Altoona	0	1,701	1,653	561	3,988	947	0	544	1,181	103	236	1,426	12,340	0.72%
Johnstown	0	2,332	2,266	769	3,489	840	0	583	1,335	94	277	1,699	13,684	0.79%
Centre County	0	1,989	1,924	652	2,622	627	0	618	1,431	47	335	1,332	11,576	0.67%
Williamsport	0	2,299	2,214	751	3,799	921	0	614	0	62	293	1,367	12,320	0.72%
Erie	0	3,486	3,364	1,141	3,716	893	0	1,059	2,608	393	485	2,389	19,534	1.13%
Lancaster	0	6,430	6,332	2,148	10,169	2,439	3,926	1,813	4,828	319	844	4,189	43,438	2.52%
York	0	5,350	5,169	1,753	4,785	1,142	0	1,561	4,043	337	718	3,221	28,080	1.63%
Reading	0	5,074	4,953	1,680	16,684	3,918	2,879	1,568	3,824	237	680	3,622	45,118	2.62%
Lebanon	0	1,615	1,569	532	2,497	590	0	549	1,242	88	229	1,092	10,002	0.58%
SVATS	0	1,922	1,859	631	5,635	1,329	524	660	1,084	157	236	1,580	15,618	0.91%
Total Urban	0	127,839	123,916	42,025	274,633	64,983	87,255	35,191	101,753	5,808	17,616	92,548	973,568	56.52%
Northwest	0	6,199	5,929	2,011	12,551	2,973	0	1,630	0	229	703	3,584	35,808	2.08%
Northcentral	0	5,950	5,696	1,932	16,358	3,847	0	1,573	759	256	843	4,130	41,344	2.40%
Northern Tier	0	7,431	7,026	2,383	10,794	2,590	0	1,497	1,056	54	666	3,590	37,087	2.15%
Southern Allegh.	0	5,779	5,530	1,875	10,342	2,471	0	1,507	0	253	618	3,679	32,055	1.86%
NEPA	0	8,352	8,026	2,722	18,287	4,289	0	2,564	2,185	113	1,021	4,797	52,353	3.04%
SEDA-COG	0	7,550	7,290	2,472	18,019	4,301	0	2,068	0	457	889	4,450	47,496	2.76%
Adams	0	1,926	1,881	638	2,838	670	0	514	943	88	199	1,053	10,750	0.62%
Franklin	0	2,198	2,119	719	2,403	570	0	682	1,391	152	294	1,269	11,797	0.68%
Total Rural	0	45,383	43,497	14,752	91,592	21,712	0	12,036	6,333	1,602	5,231	26,552	268,690	15.60%
Interstate Program	217,758	16,093	0	25,983	83,527	9,281	0	0	0	0	0	15,900	368,542	21.39%
SRTS* Reserve	0	0	0	0	0	0	0	0	0	0	6,325	0	6,325	0.37%
Appalachian Dev.	0	0	0	0	0	0	0	0	0	0	0	0	105,494	6.12%
Grand Total	217,758	189,315	167,412	82,760	449,753	95,976	87,255	47,227	108,087	7,410	29,172	135,000	1,722,618	100.00%

* SRTS = Federal Safe Routes to School

APPENDIX 2

Highway/Bridge Base Funding Allocations
FFY 2016 (\$000)

Region	Interstate Maintenance	NHS	STP	State Highway	Federal Bridge	State Bridge	Urban	Safety	CMAQ	Rail	Enhance ments	ACT 44 Revenue	TOTAL	% of TOTAL
Delaware Valley	0	37,994	36,771	12,471	63,750	15,066	43,104	9,813	40,990	1,313	5,989	27,656	294,917	17.12%
Southwest Penna	0	36,342	35,096	11,903	114,099	26,895	21,203	9,239	23,087	1,700	4,423	28,346	312,334	18.13%
Harrisburg	0	7,431	7,284	2,470	9,922	2,397	4,363	2,366	5,107	226	957	5,054	47,578	2.76%
Scranton/WB	0	6,649	6,412	2,174	13,866	3,290	4,625	2,075	4,976	288	908	4,823	50,085	2.91%
Lehigh Valley	0	7,226	7,049	2,391	15,612	3,689	6,631	2,130	6,016	443	1,005	4,752	56,943	3.31%
Alltoona	0	1,701	1,653	561	3,988	947	0	544	1,181	103	236	1,426	12,340	0.72%
Johnstown	0	2,332	2,266	769	3,489	840	0	583	1,335	94	277	1,699	13,684	0.79%
Centre County	0	1,989	1,924	652	2,622	627	0	618	1,431	47	335	1,332	11,576	0.67%
Williamsport	0	2,299	2,214	751	3,799	921	0	614	0	62	293	1,367	12,320	0.72%
Erie	0	3,486	3,364	1,141	3,716	893	0	1,059	2,608	393	485	2,389	19,534	1.13%
Lancaster	0	6,430	6,332	2,148	10,169	2,439	3,926	1,813	4,828	319	844	4,189	43,438	2.52%
York	0	5,350	5,169	1,753	4,785	1,142	0	1,561	4,043	337	718	3,221	28,080	1.63%
Reading	0	5,074	4,953	1,680	16,684	3,918	2,879	1,568	3,824	237	680	3,622	45,118	2.62%
Lebanon	0	1,615	1,569	532	2,497	590	0	549	1,242	88	229	1,092	10,002	0.58%
SVATS	0	1,922	1,859	631	5,635	1,329	524	660	1,084	157	236	1,580	15,618	0.91%
Total Urban	0	127,839	123,916	42,025	274,633	64,983	87,255	35,191	101,753	5,808	17,616	92,548	973,568	56.52%
Northwest	0	6,199	5,929	2,011	12,551	2,973	0	1,630	0	229	703	3,584	35,808	2.08%
Northcentral	0	5,950	5,696	1,932	16,358	3,847	0	1,573	759	256	843	4,130	41,344	2.40%
Northern Tier	0	7,431	7,026	2,383	10,794	2,590	0	1,497	1,056	54	666	3,590	37,087	2.15%
Southern Allegh.	0	5,779	5,530	1,875	10,342	2,471	0	1,507	0	253	618	3,679	32,055	1.86%
NEPA	0	8,352	8,026	2,722	18,287	4,289	0	2,564	2,185	113	1,021	4,797	52,353	3.04%
SEDA-COG	0	7,550	7,290	2,472	18,019	4,301	0	2,068	0	457	889	4,450	47,496	2.76%
Adams	0	1,926	1,881	638	2,838	670	0	514	943	88	199	1,053	10,750	0.62%
Franklin	0	2,198	2,119	719	2,403	570	0	682	1,391	152	294	1,269	11,797	0.68%
Total Rural	0	45,383	43,497	14,752	91,592	21,712	0	12,036	6,333	1,602	5,231	26,552	268,690	15.60%
Interstate Program	217,758	16,093	0	25,983	83,527	9,281	0	0	0	0	0	15,900	368,542	21.39%
SRTS* Reserve	0	0	0	0	0	0	0	0	0	0	6,325	0	6,325	0.37%
Appalachian Dev.	0	0	0	0	0	0	0	0	0	0	0	0	105,494	6.12%
Grand Total	217,758	189,315	167,412	82,760	449,753	95,976	87,255	47,227	108,087	7,410	29,172	135,000	1,722,618	100.00%

* SRTS = Federal Safe Routes to School

APPENDIX 2

Highway/Bridge Base Funding Allocations
TOTAL FFY 2013-2016 (\$000)

Region	Interstate Maintenance	NHS	STP	State Highway	Federal Bridge	State Bridge	Urban	Safety	CMAQ	Rail	Enhancements	ACT 44 Revenue	TOTAL	% of TOTAL
Delaware Valley	0	151,975	147,084	49,882	254,999	62,871	172,417	39,253	163,959	5,254	23,958	110,625	1,182,276	17.12%
Southwest Penna	0	145,369	140,385	47,611	456,398	112,233	84,812	36,955	92,349	6,801	17,693	113,384	1,253,988	18.16%
Harrisburg	0	29,723	29,138	9,882	39,688	10,004	17,451	9,462	20,429	906	3,827	20,216	190,726	2.76%
Scranton/WB	0	26,594	25,647	8,698	55,466	13,729	18,498	8,301	19,904	1,151	3,632	19,291	200,911	2.91%
Lehigh Valley	0	28,905	28,195	9,562	62,448	15,395	26,526	8,518	24,064	1,771	4,019	19,007	228,410	3.31%
Alltoona	0	6,803	6,612	2,242	15,953	3,950	0	2,176	4,725	412	946	5,705	49,523	0.72%
Johnstown	0	9,326	9,066	3,075	13,957	3,507	0	2,331	5,342	375	1,108	6,797	54,883	0.79%
Centre County	0	7,957	7,694	2,609	10,486	2,615	0	2,471	5,725	187	1,338	5,330	46,413	0.67%
Williamsport	0	9,197	8,856	3,003	15,196	3,845	0	2,454	0	249	1,172	5,468	49,440	0.72%
Elie	0	13,943	13,458	4,564	14,863	3,727	0	4,235	10,431	1,574	1,942	9,555	78,291	1.13%
Lancaster	0	25,721	25,329	8,590	40,675	10,176	15,706	7,253	19,313	1,277	3,377	16,755	174,172	2.52%
York	0	21,402	20,677	7,012	19,142	4,765	0	6,244	16,172	1,349	2,873	12,883	112,517	1.63%
Reading	0	20,294	19,811	6,719	66,736	16,351	11,518	6,272	15,297	947	2,718	14,487	181,149	2.62%
Lebanon	0	6,459	6,276	2,128	9,987	2,462	0	2,197	4,966	351	916	4,368	40,111	0.58%
SVATS	0	7,687	7,437	2,522	22,542	5,546	2,094	2,641	4,337	630	945	6,321	62,702	0.91%
Total Urban	0	511,357	495,662	168,100	1,098,532	271,177	349,021	140,764	407,014	23,231	70,463	370,193	3,905,514	56.56%
Northwest	0	24,795	23,715	8,043	50,206	12,408	0	6,519	0	914	2,811	14,334	143,745	2.08%
Northcentral	0	23,800	22,784	7,727	65,430	16,055	0	6,292	3,035	1,025	3,370	16,522	166,040	2.40%
Northern Tier	0	29,724	28,103	9,531	43,177	10,809	0	5,987	4,224	217	2,664	14,361	148,798	2.15%
Southern Allegh.	0	23,117	22,120	7,502	41,368	10,313	0	6,029	0	1,011	2,471	14,716	128,646	1.86%
NEPA	0	33,406	32,103	10,888	73,148	17,897	0	10,254	8,741	450	4,082	19,186	210,155	3.04%
SEDA-COG	0	30,198	29,160	9,890	72,077	17,946	0	8,273	0	1,829	3,554	17,801	190,728	2.76%
Adams	0	7,703	7,526	2,552	11,352	2,796	0	2,058	3,770	354	796	4,211	43,118	0.62%
Franklin	0	8,791	8,476	2,875	9,611	2,380	0	2,730	5,563	610	1,176	5,075	47,286	0.68%
Total Rural	0	181,533	173,986	59,006	366,369	90,604	0	48,143	25,333	6,409	20,925	106,207	1,078,516	15.62%
Interstate Program	871,031	64,370	0	103,933	334,110	37,123	0	0	0	0	0	63,600	1,474,168	21.35%
SRTS* Reserve	0	0	0	0	0	0	0	0	0	0	25,301	0	25,301	0.37%
Appalachian Dev.	0	0	0	0	0	0	0	0	0	0	0	0	421,975	6.11%
Grand Total	871,031	757,260	669,648	331,040	1,799,012	398,904	349,021	188,906	432,347	29,640	116,689	540,000	6,905,473	100.00%

* SRTS = Federal Safe Routes to School

Appendix 3
State Transit Funds
 Estimated Total Funding (\$000) 2013-2016

	OPERATOR	Asset Improvement		Capital# Improvement	Operating+ Assistance	JARC	New Freedoms	Total
		Bond	Discretionary *					
URBAN	SEPTA	336,000	0	196,972	2,068,088	17,036	1,104	2,619,200
	PAAC	120,000	0	40,036	737,832	9,380	1,112	908,360
	AMTRAN -- Blair	0	0	432	9,548	0	0	9,980
	BARTA -- Berks	0	0	1,828	27,792	0	0	29,620
	BCTA -- Beaver	0	0	524	11,024	0	0	11,548
	CAT -- Dauphin	0	0	1,608	25,668	0	0	27,276
	CATA -- Centre	0	0	4,436	13,512	0	0	17,948
	CCTA -- Cambria	0	0	724	17,680	0	0	18,404
	COLTS -- Lackawanna	0	0	1,068	25,344	0	0	26,412
	EMTA Erie	0	0	1,864	27,268	0	0	29,132
	Fayette County	0	0	72	2,332	0	0	2,404
	HPT -- Hazleton	0	0	124	6,244	0	0	6,368
	LANTA -- Lehigh-Northampton	0	0	3,452	46,564	0	0	50,016
	LCTA -- Luzerne	0	0	996	19,508	0	0	20,504
	COLT -- Lebanon	0	0	180	5,404	0	0	5,584
	MMVTA -- Mid Mon Valley	0	0	264	8,500	0	0	8,764
	Pottstown	0	0	168	3,756	0	0	3,924
	RRTA -- Lancaster	0	0	1,136	17,760	0	0	18,896
	SVSS -- Shenango Valley	0	0	56	2,596	0	0	2,652
	Washington	0	0	28	3,824	0	0	3,852
	WBT -- Williamsport	0	0	796	12,924	0	0	13,720
WCTA -- Westmoreland	0	0	228	6,276	0	0	6,504	
YCTA -- York	0	0	836	14,648	0	0	15,484	
Unallocated	20,000	0	0	0	0	0	20,000	
Urban Total	476,000	0	257,828	3,114,092	26,416	2,216	3,876,552	
RURAL	ATA	0	0	196	12,792	0	0	12,988
	BCTA -- Beaver	0	0	12	960	0	0	972
	BTA -- Butler	0	0	144	2,364	0	0	2,508
	Carbon	0	0	8	808	0	0	816
	CATA -- Crawford	0	0	132	2,004	0	0	2,136
	CCTA -- Cambria	0	0	64	5,656	0	0	5,720
	DUFAST	0	0	36	1,792	0	0	1,828
	EMTA -- Endless Mtns.	0	0	76	2,212	0	0	2,288
	ICTA -- Indiana	0	0	288	3,924	0	0	4,212
	MCTA -- Monroe	0	0	144	6,588	0	0	6,732
	Mid-County -- Armstrong	0	0	28	2,008	0	0	2,036
	Mt. Carmel	0	0	36	1,136	0	0	1,172
	NCATA -- New Castle	0	0	696	14,088	0	0	14,784
	STS -- Schuylkill	0	0	152	5,412	0	0	5,564
	TAWC -- Warren	0	0	44	2,052	0	0	2,096
	VCTO -- Venango	0	0	32	1,072	0	0	1,104
	WCTA -- Westmoreland	0	0	52	3,284	0	0	3,336
	YCTA -- York	0	0	32	1,332	0	0	1,364
	Unallocated	0	0	0	0	0	0	0
	Rural Total	0	0	2,172	69,484	0	0	71,656
Reserve	24,000	0	0	0	0	0	24,000	
Other Unallocated (Urban/Rural)	0	0	18,727	204,038	7,888		230,653	
GRAND TOTAL	500,000	0	278,727	3,387,614	36,520		4,202,861	

* 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).

Federal Transit	FY 2013					
Urban Area	Urbanized Area (5307 & 5340)	Non Urbanized 5311	Fixed Guideway Modernization	Formula JARC	New Freedoms	Total
Allentown-Bethlehem***	7,535	0	0	277	191	8,003
Altoona*	1,162	0	0	0	0	1,162
Erie*	3,218	0	0	0	0	3,218
Harrisburg***	5,283	0	0	152	113	5,548
Hazleton*	662	0	0	0	0	662
Johnstown*	1,276	0	0	0	0	1,276
Lancaster**	7,416	0	0	140	104	7,660
Lebanon*	1,037	0	0	0	0	1,037
Monessen*	1,243	0	0	0	0	1,243
Philadelphia***	94,574	0	94,488	2,155	1,322	192,539
Pittsburgh***	29,309	0	22,323	968	608	53,208
Pottstown*	836	0	0	0	0	836
Reading**	3,206	0	0	139	86	3,431
Scranton/Wilkes-Barre***	4,267	0	0	247	167	4,681
Sharon*	504	0	0	0	0	504
State College*	2,176	0	0	0	0	2,176
Uniontown-Connellsville*	998	0	0	0	0	998
Williamsport*	1,738	0	0	0	0	1,738
York	2,673	0	0	0	0	2,673
Unallocated Small Urban	0	0	0	1,076	658	1,734
Unallocated Non Urbanized	0	7,000	0	1,276	809	9,085
TOTALS	169,113	7,000	116,811	6,430	4,058	303,412

* 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

Federal Transit	FY 2014					
Urban Area	Urbanized Area (5307 & 5340)	Non Urbanized 5311	Fixed Guideway Modernization	Formula JARC	New Freedoms	Total
Allentown-Bethlehem***	7,535	0	0	277	191	8,003
Altoona*	1,162	0	0	0	0	1,162
Erie*	3,218	0	0	0	0	3,218
Harrisburg***	5,283	0	0	152	113	5,548
Hazleton*	662	0	0	0	0	662
Johnstown*	1,276	0	0	0	0	1,276
Lancaster**	7,416	0	0	140	104	7,660
Lebanon*	1,037	0	0	0	0	1,037
Monessen*	1,243	0	0	0	0	1,243
Philadelphia***	94,574	0	94,488	2,155	1,322	192,539
Pittsburgh***	29,309	0	22,323	968	608	53,208
Pottstown*	836	0	0	0	0	836
Reading**	3,206	0	0	139	86	3,431
Scranton/Wilkes-Barre***	4,267	0	0	247	167	4,681
Sharon*	504	0	0	0	0	504
State College*	2,176	0	0	0	0	2,176
Uniontown-Connellsville*	998	0	0	0	0	998
Williamsville*	1,738	0	0	0	0	1,738
York	2,673	0	0	0	0	2,673
Unallocated Small Urban	0	0	0	1,076	658	1,734
Unallocated Non Urbanized	0	7,000	0	1,276	809	9,085
TOTALS	169,113	7,000	116,811	6,430	4,058	303,412

* 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

Federal Transit	FY 2015					
Urban Area	Urbanized Area (5307 & 5340)	Non Urbanized 5311	Fixed Guideway Modernization	Formula JARC	New Freedoms	Total
Allentown-Bethlehem***	7,535	0	0	277	191	8,003
Altoona*	1,162	0	0	0	0	1,162
Erie*	3,218	0	0	0	0	3,218
Harrisburg***	5,283	0	0	152	113	5,548
Hazleton*	662	0	0	0	0	662
Johnstown*	1,276	0	0	0	0	1,276
Lancaster**	7,416	0	0	140	104	7,660
Lebanon*	1,037	0	0	0	0	1,037
Monessen*	1,243	0	0	0	0	1,243
Philadelphia***	94,574	0	94,488	2,155	1,322	192,539
Pittsburgh***	29,309	0	22,323	968	608	53,208
Pottstown*	836	0	0	0	0	836
Reading**	3,206	0	0	139	86	3,431
Scranton/Wilkes-Barre***	4,267	0	0	247	167	4,681
Sharon*	504	0	0	0	0	504
State College*	2,176	0	0	0	0	2,176
Uniontown-Connellsville*	998	0	0	0	0	998
Williamsville*	1,738	0	0	0	0	1,738
York	2,673	0	0	0	0	2,673
Unallocated Small Urban	0	0	0	1,076	658	1,734
Unallocated Non Urbanized	0	7,000	0	1,276	809	9,085
TOTALS	169,113	7,000	116,811	6,430	4,058	303,412

* 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

Federal Transit	FY 2016					
Urban Area	Urbanized Area (5307 & 5340)	Non Urbanized 5311	Fixed Guideway Modernization	Formula JARC	New Freedoms	Total
Allentown-Bethlehem***	7,535	0	0	277	191	8,003
Altoona*	1,162	0	0	0	0	1,162
Erie*	3,218	0	0	0	0	3,218
Harrisburg***	5,283	0	0	152	113	5,548
Hazleton*	662	0	0	0	0	662
Johnstown*	1,276	0	0	0	0	1,276
Lancaster**	7,416	0	0	140	104	7,660
Lebanon*	1,037	0	0	0	0	1,037
Monessen*	1,243	0	0	0	0	1,243
Philadelphia***	94,574	0	94,488	2,155	1,322	192,539
Pittsburgh***	29,309	0	22,323	968	608	53,208
Pottstown*	836	0	0	0	0	836
Reading**	3,206	0	0	139	86	3,431
Scranton/Wilkes-Barre***	4,267	0	0	247	167	4,681
Sharon*	504	0	0	0	0	504
State College*	2,176	0	0	0	0	2,176
Uniontown-Connellsville*	998	0	0	0	0	998
Williamsville*	1,738	0	0	0	0	1,738
York	2,673	0	0	0	0	2,673
Unallocated Small Urban	0	0	0	1,076	658	1,734
Unallocated Non Urbanized	0	7,000	0	1,276	809	9,085
TOTALS	169,113	7,000	116,811	6,430	4,058	303,412

* 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

Federal Transit	Total FY 2013 - FY 2016					
Urban Area	Urbanized Area (5307 & 5340)	Non Urbanized 5311	Fixed Guideway Modernization	Formula JARC	New Freedoms	Total
Allentown-Bethlehem***	30,140	0	0	1,108	764	32,012
Altoona*	4,648	0	0	0	0	4,648
Erie*	12,872	0	0	0	0	12,872
Harrisburg***	21,132	0	0	608	452	22,192
Hazleton*	2,648	0	0	0	0	2,648
Johnstown*	5,104	0	0	0	0	5,104
Lancaster**	29,664	0	0	560	416	30,640
Lebanon*	4,148	0	0	0	0	4,148
Monessen*	4,972	0	0	0	0	4,972
Philadelphia***	378,296	0	377,952	8,620	5,288	770,156
Pittsburgh***	117,236	0	89,292	3,872	2,432	212,832
Pottstown*	3,344	0	0	0	0	3,344
Reading**	12,824	0	0	556	344	13,724
Scranton/Wilkes-Barre***	17,068	0	0	988	668	18,724
Sharon*	2,016	0	0	0	0	2,016
State College*	8,704	0	0	0	0	8,704
Uniontown-CConnellsville*	3,992	0	0	0	0	3,992
Williamspport*	6,952	0	0	0	0	6,952
York	10,692	0	0	0	0	10,692
Unallocated Small Urban	0	0	0	4,304	2,632	6,936
Unallocated Non Urbanized	0	28,000	0	5,104	3,236	36,340
TOTALS	676,452	28,000	467,244	25,720	16,232	1,213,648

* 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 5
2013-2016 Federal and State Transit Funding by Region
(\$000)

Region	2013			2014			2015			2016			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	193,375	655,781	849,156	193,375	655,781	849,156	193,375	655,781	849,156	193,375	655,781	849,156	773,500	2,623,124	3,396,624
Southwest Penna	55,449	242,320	297,769	55,449	242,320	297,769	55,449	242,320	297,769	55,449	242,320	297,769	221,796	969,280	1,191,076
Harrisburg	5,548	6,819	12,367	5,548	6,819	12,367	5,548	6,819	12,367	5,548	6,819	12,367	22,192	27,276	49,468
Scranton/WB	5,343	13,321	18,664	5,343	13,321	18,664	5,343	13,321	18,664	5,343	13,321	18,664	21,372	53,284	74,656
Lehigh Valley	8,003	12,504	20,507	8,003	12,504	20,507	8,003	12,504	20,507	8,003	12,504	20,507	32,012	50,016	82,028
Altoona	1,162	2,495	3,657	1,162	2,495	3,657	1,162	2,495	3,657	1,162	2,495	3,657	4,648	9,980	14,628
Johnstown	1,276	6,031	7,307	1,276	6,031	7,307	1,276	6,031	7,307	1,276	6,031	7,307	5,104	24,124	29,228
Centre County	2,176	4,487	6,663	2,176	4,487	6,663	2,176	4,487	6,663	2,176	4,487	6,663	8,704	17,948	26,652
Williamsport	1,738	3,430	5,168	1,738	3,430	5,168	1,738	3,430	5,168	1,738	3,430	5,168	6,952	13,720	20,672
Erie	3,218	7,283	10,501	3,218	7,283	10,501	3,218	7,283	10,501	3,218	7,283	10,501	12,872	29,132	42,004
Lancaster	7,660	4,724	12,384	7,660	4,724	12,384	7,660	4,724	12,384	7,660	4,724	12,384	30,640	18,896	49,536
York	2,673	4,212	6,885	2,673	4,212	6,885	2,673	4,212	6,885	2,673	4,212	6,885	10,692	16,848	27,540
Reading	3,431	7,405	10,836	3,431	7,405	10,836	3,431	7,405	10,836	3,431	7,405	10,836	13,724	29,620	43,344
Lebanon	1,037	1,396	2,433	1,037	1,396	2,433	1,037	1,396	2,433	1,037	1,396	2,433	4,148	5,584	9,732
SVATS	504	663	1,167	504	663	1,167	504	663	1,167	504	663	1,167	2,016	2,652	4,668
Total Urban	292,593	972,871	1,265,464	292,593	972,871	1,265,464	292,593	972,871	1,265,464	292,593	972,871	1,265,464	1,170,372	3,891,484	5,061,856
Northwest	0	1,334	1,334	0	1,334	1,334	0	1,334	1,334	0	1,334	1,334	0	5,336	5,336
Northcentral	0	3,704	3,704	0	3,704	3,704	0	3,704	3,704	0	3,704	3,704	0	14,816	14,816
Northern Tier	0	572	572	0	572	572	0	572	572	0	572	572	0	2,288	2,288
Southern Allegh.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NEPA	0	3,278	3,278	0	3,278	3,278	0	3,278	3,278	0	3,278	3,278	0	13,112	13,112
SEDA-COG	0	293	293	0	293	293	0	293	293	0	293	293	0	1,172	1,172
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	9,181	9,181	0	9,181	9,181	0	9,181	9,181	0	9,181	9,181	0	36,724	36,724
Unallocated	3,819	35,620	39,439	3,819	53,410	57,229	3,819	71,557	75,376	3,819	90,066	93,885	15,276	250,653	265,929
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	296,412	1,023,672	1,320,084	296,412	1,041,462	1,331,874	296,412	1,059,609	1,350,021	296,412	1,078,118	1,368,530	1,185,648	4,202,861	5,364,509

* Section 5311 Federal Funding is discretionary and based on annual approval of budget deficits up to total amount appropriated for Pennsylvania.

APPENDIX 6

SCHEDULE FOR DEVELOPING & APPROVING THE 2013 TRANSPORTATION PROGRAM

- By 4/29/11 General and Procedural Guidance and Schedule for Developing and approving the 2013 Transportation Program are finalized.
- By 6/3/11 Draft Financial Guidance is issued.
- By 6/17/11 A conference call with all Planning Partners' and Districts is held. Department program priorities are shared along with draft financial guidance. The goal is to reach consensus on the guidance.
- By 6/24/11 The Department issues final guidance to planning partners for the development of the 2013 Program.
- By 6/24/11 The Department shares the 2013 Interstate Capital Plan with planning partners.
- By 7/29/11 Linking Planning and NEPA Training completed for Planning Partners and Department staff.
- By 7/29/11 Linking Planning and NEPA database operational for data input.
- 8/11/11 to 9/16/11 State Transportation Commission, PennDOT and planning partners conduct public hearings for the update of the 12 Year Program. Environmental justice (EJ) activities are also initiated.
- By 9/23/11 PennDOT Districts will provide updates of scopes, costs, and schedules for all carryover projects and candidate projects to planning partners.
- By 10/3/11 PennDOT District project priorities are shared with planning partners. PennDOT will provide the MPO/RPOs with a listing of the draft Interstate Management Program projects.
- 10/19/11 to 10/21/11 A three-day Planning Partners' Meeting is held in State College to discuss the program update process and other transportation issues.
- By 12/2/11 MPOs/RPOs/PennDOT review highway, bridge and transit projects for possible inclusion in the 2013 Program. TIP negotiations begin.
- On 12/8/11 State Transportation Commission meets and is updated on development of the 2013 Program.
- By 12/30/11 MPO and RPO "Boards" meet to discuss the 2013 schedule and guidance; set their TIP approval meeting dates for the spring of 2012.

- By 12/30/11 MPOs and RPOs develop draft TIPs (highways/bridges and transit) and submit that information to the Program Center, appropriate District Office(s) and FHWA/FTA. TIP negotiations continue.
- By 1/13/12 Program Center completes initial review of preliminary draft TIPs to ensure that Department priorities are reflected, fiscal constraint and year of expenditure are met, and all project phases are accounted for and programmed in the proper year.
- By 1/27/12 Program Center conducts individual meetings with MPOs, RPOs, and District Offices to review all candidate projects, to agree on projects for inclusion in the Program, and to negotiate/resolve any remaining issues.
- By 1/30/12 Interagency (FHWA, FTA, EPA & PennDOT) air quality consultation initiated. All air quality significant projects are shared with FHWA, FTA and EPA before conformity determination work begins by planning partners or PennDOT. TIP negotiations continue.
- By 2/10/12 PennDOT, via the Program Center, submits comments and proposed program revisions back to the MPOs and RPOs, including the final “spike” decisions, and share this information with the Districts and FHWA/FTA. PennDOT identifies any changes to air quality significant project lists that were developed earlier and shares this information through interagency consultation with the PA Air Quality Conformity Working Group.
- By 3/2/12 All negotiations are concluded. MPOs, RPOs, and PennDOT reach agreement on the respective portions of the Program.
- By 3/2/12 Interagency air quality consultations are concluded and conformity analyses are underway.
- By 5/18/12 MPO, RPO and PennDOT complete air quality conformity analyses.
- By 7/20/12 MPOs, RPOs, and PennDOT complete joint public comment periods on their STIP/TIPs, including conformity determinations and environmental justice requirements. All relevant documents are placed on websites for public access.
- By 7/27/12 MPOs and RPOs formally approve their individual TIPs and submit their portions of the Program to the Program Center
- By 8/9/12 State Transportation Commission approves the Twelve Year Program.
- By 8/15/12 Gov./Secretary on behalf of the Commonwealth submits the STIP to FHWA/FTA for review and approval. FHWA coordinates with EPA on the air quality conformity documents.
- By 9/28/12 PennDOT obtains joint approval from FHWA and FTA on the 2013 Program.

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PENNSYLVANIA'S 2013 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 “2013 Transportation Program” or “2013 Program” in the general and procedural guidance refer to both of the following project listings:

- the 2013-2024 Twelve Year Program and
- the 2013-2016 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 2013 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 planning regions strive for, 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 2013 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.
- Utilize the Project Development Screening Forms developed from the Department's Linking Planning and NEPA effort to initiate all new projects being considered for a region's Long Range Transportation Plan and 2013–2016 Transportation Improvement Program.
- 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 2013 Transportation Program. Planning partners and the District Offices will help to identify and comment on the interstate projects through the development of the 2013 Transportation Program. Added capacity to an interstate within a region can be done with cost sharing between the MPO/RPO's and the Department. 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) highway, bridge and transit financial guidance (4) public transportation financial capacity analysis (MPOs only); (5) air quality conformity determination report in non-attainment and maintenance areas only; (6) draft TIP modification procedures; and (7) environmental justice (EJ) analysis (community profiles and methodology); (8) current public participation plan; (9) 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 based on the project phase begin and end dates. This shall include the estimated total cost of the project construction which may extend beyond the four years of the TIP and STIP and within the 2nd or 3rd period of the Twelve Year Transportation Program and the Long Range Transportation Program in accordance with 23 C.F.R. 450.324(i) & (e)(2).

- The TIP financial plans consolidated statewide in the STIP documentation shall contain system-level estimates of cost and revenue sources 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 Strike Off Letter 470-11-02 dated January 21, 2011, 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., 2013, 2014, 2015, and 2016) 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 and the Transit 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 or phase (i.e. Transit Agencies, PennDOT; MPOs/RPOs; Local Government and private partnerships).
- 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 that 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 detailed narratives); (3) public transportation program project listing (public version with long narrative); (4) public transportation financial capacity analysis (MPOs only); (5) list important regional projects implemented from previous TIPs; (6) air quality conformity determination report in non-attainment areas only; (7) air quality resolution (nonattainment areas only); (8) self-certification resolution including significant documentation for non-TMA MPOs to indicate compliance (MPOs only); (9) TIP modification procedures; (10) 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); (11) environmental justice (EJ) summary; (12) documentation of the project prioritization and selection process and how it relates to the LRTP vision, goals and objectives; (13) public participation plan; (14) Highway, bridge and transit financial guidance; (15) General and Procedural Guidance (16) a list of major projects from the previous TIP that experienced significant delays, and (17) 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 2013 Program development.
- The management and monitoring systems, corridor studies, Project Development Screening Forms developed from the Department's Linking Planning and NEPA, 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 on the TIP (Federal, state, local, private and private partnership, special Federal, turnpike, airport, rail, infrastructure bank, etc.) and in the Twelve Year Transportation 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 2013 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.
- The use of Reserve Line items programmed on the draft 2013-2016 TIP should be kept to a minimum. Betterment line items are appropriate as well as contingency line item in the first year of the TIP. Every effort should be made to identify TE, CMAQ, Local; Safety and Bridge Preservation projects in the first 2 years of the TIP.
- 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 2013 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 2013 Program, special attention must be placed on projects or phases of projects that may be or will be carried over from the 2011 Program; this matter needs to be carefully considered during the October through mid-December 2011 time frame. Set asides (line item reserves) in the 2013 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 2013 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 2011 Program should be used as a starting point for the development of each planning partner's 2013 Program modification procedures. The 2013 program modification procedures must also be part of the public comment period on the recommended 2013 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 AND PROJECT DELIVERY:

- 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. An additional report detailing project completion and total cost will be developed by PennDOT and shared with Planning Partners of a quarterly basis.
- 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.
- MPOs and RPOs should identify meaningful Performance Measures to evaluate their planning efforts.
- Once finalized, all 2013 Program guidance and the 2013 Program development schedule will be placed on the PennDOT website, www.dot.state.pa.us.

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SEPTA's Operating Assistance and Financial Capacity Analysis



SEPTA's Operating Assistance

Fiscal Year	State Funding	Local Funding
FY2013	\$522,304,284 State	\$78,345,643 Local
FY2014	\$532,750,370 State	\$79,912,556 Local
FY2015	\$543,405,377 State	\$81,510,807 Local
FY2016	\$544,492,188 State	\$83,141,023 Local
Total	\$2,142,952,219 State	\$322,910,029 Local

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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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Daniel J. Kubik

Kenneth Lawrence, Jr.

Charles H. Martin

Michael J. O'Donoghue

General Manager

Joseph M. Casey

May 22, 2012

Mr. Barry Seymour
Executive Director
Delaware Valley Regional Planning Commission
190 North Independence Mall West, 8th Floor
Philadelphia, PA 19106-1520

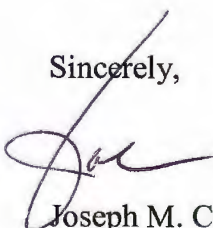
Re: SEPTA's Financial Capacity Assessment

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 Fiscal Year 2013-2016 Transportation Improvement Program (TIP).

Should you have any questions, please contact Catherine Popp-McDonough, Director of Capital Budget and Grant Development at 215-580-7374.

Sincerely,



Joseph M. Casey
General Manager

cc: Tony Cho, Federal Transit Administration

RECEIVED

MAY 22 2012

DELAWARE VALLEY
REGIONAL PLANNING
COMMISSION

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY

FINANCIAL CAPACITY ASSESSMENT

May 18, 2012

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 Fiscal Year 2013-2016 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 Streetcar Rail (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

In Philadelphia, City Transit Operations provides a network of 84 subway, subway-elevated, trolley, trackless trolley and bus routes. In Fiscal Year 2011, approximately 927,000 (unlinked) passenger trips were generated per weekday.

SEPTA's Railroad Operations serves all five counties with a network of thirteen regional rail lines, serving approximately 124,000 (unlinked) passenger trips per weekday in Fiscal Year 2011. This service also operates to Newark, Delaware and to Trenton and West Trenton, New Jersey.

Suburban Operations (Victory and Frontier Divisions) provides service in the suburbs, north and west of the City of Philadelphia, with a network of 46 bus, trolley, and heavy rail routes serving approximately 71,000 (unlinked) passenger trips per weekday in Fiscal Year 2011.

Customized Community Transportation (CCT) serves Philadelphia and the surrounding counties and schedules approximately 7,300 customized weekday trips for seniors and persons with disabilities.

SEPTA's six small bus circulator and shuttle services connect fixed route operations to business, health and educational centers, as well as to park and ride facilities. In Fiscal Year 2011, these services provided transportation for approximately 4,000 passengers per weekday.

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY

FINANCIAL CAPACITY ASSESSMENT

May 18, 2012

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 2007 through Fiscal 2011. Passenger fares during this period increased from \$342.8 million to \$438.0 million, or 6.9% per year. Operating expenses during the five year period increased from \$985.1 million to \$1,184.6 million, or 5.1% per year. Operating subsidies increased from \$541.7 million to \$693.6 million, or 7.0% per year, due in part to the new state Act 44 legislation enacted in Fiscal Year 2008. Operations for the Fiscal Years 2007 through 2011 resulted in a relatively small surplus each year as total revenues exceeded total expenses by \$2.1 million for the five year period. Fiscal Years 2010 and 2011 also reflect the gain or loss on investment related to the adoption of Governmental Accounting Standards Board Statement No. 53 in Fiscal Year 2010.

Transportation usage and services increased slightly during the five year period. The number of passengers carried increased from 321.8 million total unlinked passenger trips in FY 2007 to 358.8 million unlinked trips in FY 2011. Service supplied, in the form of total actual vehicle revenue miles, also increased for the five year period from 85.0 million to 89.7 million, or 1.4% per year.

SEPTA was able to meet its financial obligations during the five year period and its long-term debt, incurred for capital expenditures, decreased from \$366.1 million at June 30, 2007 to \$353.2 million at June 30, 2011. SEPTA's recovery ratio, expressed as a percentage of total operating revenues to total operating expenses, remained relatively high ranging between 38.8% and 45.0% during the five year period.

C. Current Condition

For FY 2011, the most recent fiscal year for which comparative information is available, total passenger fares increased 11.0% over the prior fiscal year. This increase was due to a fare increase effective July 1, 2010 and an increase in ridership of 5.2% that was partially impacted by a six-day transit work stoppage in November 2009. The ridership increase was also impacted by an increase in the price of gasoline which encouraged greater use of transit, along with a growing Center City population, and various service improvements. Operating expenses increased 3.2% primarily due to increases in wages, fringe benefits, fuel, electric, and claims costs. FY 2011 operating subsidies decreased 1.3% over FY 2010 primarily due to higher than expected passenger revenue that resulted from the ridership increase. FY 2011 ended with a relatively small surplus as total revenues exceeded total expenses by \$322 thousand.

The Authority projects that it will end Fiscal Year 2012 with unaudited financial results consistent with its balanced budget.

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY

FINANCIAL CAPACITY ASSESSMENT

May 18, 2012

D. Financial Projections

With the passage of Act 44 of 2007, the Commonwealth of Pennsylvania created the Public Transportation Trust Fund. This legislation promised to end years of uncertainty with regard to SEPTA's operating subsidy. The growth potential of the new funding initially allowed SEPTA to project balanced budgets for the foreseeable future. However, subsidy levels have remained constant or declined since the Pennsylvania Turnpike Commission was unable to obtain approval to begin tolling Interstate 80 and a suitable alternative has yet to be found to fund statewide highway and public transportation systems. The problem is further exacerbated by state tax receipts, which have also not grown as originally expected. SEPTA projects that operating expenses will exceed available subsidy in Fiscal Year 2014 through 2018, unless an alternate source of funding is identified.

Appendix B, Financial Projections Consolidated Budget, provides the detailed projections through Fiscal Year 2018.

Forecast Assumptions By Category:

Passenger Revenue

The revenue growth for Fiscal Year 2013 includes the effect and continuation of ridership growth. Additional fare increases are projected for Fiscal Years 2014 and 2018.

Other Revenue

This revenue category is forecast to grow by approximately 10% over the five-year period. Income from advertising, parking lot fees, station naming rights and right-of-way leasing for fiber optics is reflected in this category. Investment income is also included.

Expenses

Due to historical trends, national healthcare mandates, and recent market pressures, medical, prescription drug coverage, and other fringe benefit costs are forecast to rise at a rate significantly higher than that of general inflation.

The Other Expense categories anticipate third party supplier's price increases. SEPTA has a one year diesel fuel contract in place until early Spring.

Subsidy

The subsidy categories reflect the anticipated growth potential of the Public Transportation Trust Fund and other subsidy sources.

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY

FINANCIAL CAPACITY ASSESSMENT

May 18, 2012

E. Capital Program

The Fiscal Year 2013 Capital Budget was developed based on following principles:

- Forecasted Federal, State and Local Funding Levels; and
- 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 2013 Capital Budget and Fiscal Years 2013-2024 Capital Program:

- Federal funding levels consistent with amounts received in FY 2011;
- Financial guidance for state funding from the Public Transportation Trust Fund; and
- City/Counties local match requirements on federal and state funding.

Fiscal Year 2013 Projects

The Fiscal Year 2013 Capital Budget consists of 15 capital projects totaling \$303.2 million. Projects highlighted by capital investment category are described below.

State of Good Repair

Projects programmed include Infrastructure Safety Renewal Program, Station and Parking Improvements Program, State of Good Repair Initiatives, and Lease of Amtrak Trackage.

Normal Replacement

Projects programmed include the Bus Purchase Program, Paratransit Vehicle Purchase, Utility Fleet Renewal, Silverliner V Rail Car Acquisition and the Vehicle Overhaul Program.

System Improvement

Projects programmed include New Payment Technologies, Station Accessibility Improvements, Regional Rail Signal System Modernization, System Improvements Program, and Safety and Security Improvements.

System Expansion

Projects programmed include Congestion Mitigation Activities.

F. Financial Capability

SEPTA has the financial capacity to carry out the projects included in the FY 2013-2016 Transportation Improvement Program (TIP).

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY

FINANCIAL CAPACITY ASSESSMENT

May 18, 2012

SEPTA is designated by the Governor of Pennsylvania as the sole recipient of Section 5307 formula, Section 5316 Job Access and Reverse Commute (JARC) and Section 5317 New Freedom funds for the five-county Southeastern Pennsylvania region of Bucks, Chester, Delaware, Montgomery, and the City of Philadelphia. As such, the Authority submits, executes, and administers over \$300 million in federal and state grants annually. SEPTA's Fiscal Year 2011 Federal Transit Administration (FTA) Triennial Review reported no deficiencies. SEPTA is the first of the ten largest transit agencies to undergo a FTA Triennial Review with a "no deficiencies" determination.

The Commonwealth of Pennsylvania's Public Transportation Trust Fund provides SEPTA with financial resources for transit capital projects. In order to create a sustainable program and to leverage transportation investments, the State of Pennsylvania has established the match requirement of the Federal grant commitments as a top priority of the State Trust Fund. Additionally, local governments, such as the City of Philadelphia and the Counties of Bucks, Chester, Delaware, and Montgomery contribute a percentage of the local share. This funding is provided through the Annual Capital Budget process for each government entity.

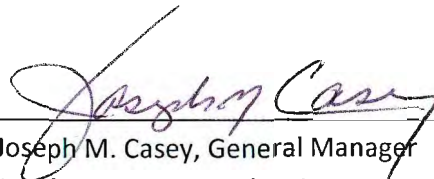
SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY

FINANCIAL CAPACITY ASSESSMENT

May 18, 2012

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 the DVRPC FY 2013-2016 Transit Improvement Program (TIP).

A handwritten signature in dark ink, appearing to read "Joseph M. Casey", is written over a horizontal line.

Joseph M. Casey, General Manager
Southeastern Pennsylvania Transportation Authority

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY

FINANCIAL CAPACITY ASSESSMENT

May 18, 2012

Appendices

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY
FINANCIAL CAPACITY ASSESSMENT

May 18, 2012

Appendix A - SEPTA Financial and Statistical Summary

Southeastern Pennsylvania Transportation Authority
 Financial and Statistical Summary
 For Fiscal Years Ended June 30,
 (Amounts in thousands)

	2007	2008	2009	2010	2011	% Change FY 2010 to FY 2011	Average Annual % Change FY 2007 to FY 2011
Passenger Fares	\$ 342,786	\$ 391,013	\$ 403,257	\$ 394,441	\$ 437,953	11.0%	6.9%
Senior Citizen and Shared Ride Subsidies (b)	67,401	21,357	20,530	20,226	20,130	-0.5%	-17.5%
Total Revenues Based on Ridership	410,187	412,370	423,787	414,667	458,083	10.5%	2.9%
Other Operating Revenues	33,539	39,279	32,846	31,181	33,198	6.5%	-0.3%
Total Operating Revenues	443,726	451,649	456,633	445,848	491,281	10.2%	2.7%
Operating Subsidies (b)	541,607	590,772	645,198	702,394	693,592	-1.3%	7.0%
Total Revenue	985,333	1,042,421	1,101,831	1,148,242	1,184,873	3.2%	5.1%
Operating Expenses (a)	985,146	1,041,623	1,101,497	1,147,754	1,184,551	3.2%	5.1%
Surplus	\$ 187	\$ 798	\$ 334	\$ 488	\$ 322		
Investment Gain (loss) re: GASB 53				(5,815)	8,007		
Surplus/ (Deficit) After GASB 53				\$ (5,327)	\$ 8,329		
Operating Revenue to Expense Ratio	45.0%	43.4%	41.5%	38.8%	41.5%		
Passengers Carried (Annual Unlinked Passenger Trips)	321,840	340,942	348,315	346,884	358,843	3.4%	2.9%
Actual Vehicle/Car Revenue Miles	84,998	85,893	88,999	88,709	89,656	1.1%	1.4%
Unrestricted Cash and Investments, at Year-end	\$ 35,221	\$ 55,062	\$ 75,951	\$ 73,766	\$ 112,313	52.3%	54.7%
Long-term Debt, at Year-end	\$ 366,060	\$ 352,451	\$ 338,020	\$ 383,245	\$ 353,186	-7.8%	-0.9%

(a) Excludes reserve increases related to other postemployment benefits.

(b) In Fiscal Year 2008 with the passage of Act 44 state legislation, certain senior citizen subsidies received directly from the State lottery fund were eliminated and replaced with the new Pennsylvania Transportation Trust Fund. This accounts for the decrease in senior subsidies from FY 2007 to 2008 above and the respective increase in operating subsidies.

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY
FINANCIAL CAPACITY ASSESSMENT
May 18, 2012

Appendix B - Financial Projections Consolidated Budget

Amounts in thousands ('000)	FY 2013 Proposal	FY 2014 Projection	FY 2015 Projection	FY 2016 Projection	FY 2017 Projection	FY 2018 Projection
REVENUE		Fare Increase			Fare Increase	
Passenger Revenue	\$ 450,521	\$ 483,861	\$ 491,119	\$ 498,486	\$ 546,440	\$ 554,637
Shared Ride Revenue	20,000	20,200	20,402	20,606	20,812	21,020
Other Income:	34,100	34,782	35,478	36,187	36,911	37,649
TOTAL OPERATING REVENUE	\$ 504,621	\$ 538,843	\$ 546,999	\$ 555,279	\$ 604,163	\$ 613,306
EXPENSES						
Labor	\$ 542,340	\$ 558,610	\$ 575,369	\$ 592,630	610,408	628,721
Fringe Benefits	353,427	374,194	393,219	412,700	433,200	454,800
Materials and Services	221,723	228,375	235,226	242,283	251,974	262,053
Injuries & Damage Claims	48,500	50,925	53,471	56,145	58,952	61,900
Propulsion Power	37,515	38,078	39,220	40,397	41,609	42,857
Fuel	52,311	55,450	58,777	62,303	66,041	70,004
Other Expenses	26,910	27,717	28,549	29,405	30,287	31,196
TOTAL EXPENSES	\$ 1,282,726	\$ 1,333,349	\$ 1,383,830	\$ 1,435,862	\$ 1,492,472	\$ 1,551,530
DEFICIT BEFORE SUBSIDY	\$ (778,105)	\$ (794,506)	\$ (836,831)	\$ (880,583)	\$ (888,309)	\$ (938,224)
OPERATING SUBSIDY						
Federal	\$ 72,065	\$ 72,786	\$ 73,514	\$ 74,249	\$ 74,991	\$ 75,741
State	616,286	596,397	579,725	590,441	601,472	612,825
Local	87,054	84,224	81,932	83,536	85,187	86,886
Other	2,700	3,000	3,000	3,000	2,700	2,700
TOTAL SUBSIDY	\$ 778,105	\$ 756,407	\$ 738,170	\$ 751,226	\$ 764,350	\$ 778,152
SURPLUS/(DEFICIT)	\$ -	\$ (38,099)	\$ (98,661)	\$ (129,357)	\$ (123,959)	\$ (160,072)
Accumulated Operating Deficit	\$ (185,693)	\$ (223,792)	\$ (322,453)	\$ (451,810)	\$ (575,769)	\$ (735,841)

Appendix C

Executive Summary of the Documentation of the Conformity Finding

Full Documentation of the Conformity Finding can be accessed on the DVRPC website at www.dvrpc.org/Environment/AirQuality/Conformity.htm

Executive Summary

Overview

Transportation conformity is the process by which Metropolitan Planning Organizations (MPOs) or Departments of Transportation demonstrate that transportation projects included in a region's long-range 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. Once a previously nonattaining area meets the NAAQS and submits plans to demonstrate how the area will continue to meet federal air quality standards, the United States Environmental Protection Agency (US EPA) can re-designate that area as either an attainment area or a maintenance area. The transportation conformity requirements are still applicable for up to 20 years after a nonattainment area is re-designated to ensure that the region continues to meet the NAAQS.

A transportation conformity demonstration is required at least once every four years or when an MPO: 1) adopts a new TIP or long-range plan, or 2) amends, adds, or deletes a regionally significant, non-exempt project to a TIP or long-range plan. This conformity demonstration is required due to a new Fiscal Year (FY) 2013 Pennsylvania TIP and the amendment of a regionally significant, non-exempt project to the *Connections* Long Range-Plan. This transportation conformity demonstration shows that the region's TIPs and *Connections* Long-Range Plan (Plan) are following or "conforming to" the respective State Implementation Plans (SIPs) 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 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 fine particulate matter [$PM_{2.5}$]).¹ Portions of the region are maintenance areas for a third NAAQS (carbon monoxide [CO]).

Since ozone is not directly emitted but is formed by the combination of volatile organic compounds (VOCs) and nitrogen oxides (NOx) in the presence of sunlight, conformity is

¹ The US EPA published a "Clean Data Determination" in the Federal Register for the DVRPC Region for the 1997 Eight-hour Ozone Standard on March 26, 2012 (77 FR 17343) and the 2006 Annual $PM_{2.5}$ Standard on May 16, 2012 (77 FR 2872). The region will remain designated as nonattainment areas until the states submit, and the US EPA approves, plans to re-designate the region as either an attainment or maintenance areas for each of these pollutants.

demonstrated by analysis of the component pollutants. $PM_{2.5}$ is directly emitted, and precursor pollutants—in this case NO_x —are also analyzed to demonstrate transportation conformity.

This Executive Summary highlights DVRPC's conformity demonstration for:

☞ **VOCs and NO_x meeting the 1997 and 2008 Eight-Hour Ozone NAAQS requirements in:**

- ❖ the DVRPC portion of the Philadelphia–Wilmington–Atlantic City Ozone Nonattainment Area.

☞ **Direct $PM_{2.5}$ and Precursor NO_x meeting the $PM_{2.5}$ NAAQS requirements in:**

- ❖ the DVRPC portion of the Philadelphia–Wilmington, Pennsylvania–New Jersey–Delaware (PA–NJ–DE) Annual $PM_{2.5}$ Nonattainment Area;
- ❖ the DVRPC portion of the Philadelphia–Wilmington, PA–NJ–DE 24-Hour $PM_{2.5}$ Nonattainment Area;
- ❖ the DVRPC portion of the New York–Northern New Jersey–Long Island, New York–New Jersey–Connecticut (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.

☞ **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; and
- ❖ 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 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/NONEXEMPT*: 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 alpha-numeric-air quality code for the conformity determination and exempt eligibility identification purposes.

For an 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 multi-state MPO such as DVRPC, conformity applies separately to individual state portions of its planning area under the respective SIP.

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 1997 Eight-Hour Ozone Standard in Pennsylvania and New Jersey. The Final Rule requires that for regions with existing MVEBs for a standard of the same pollutant (i.e., 1997 Eight-Hour Ozone and 2008 Eight-Hour Ozone), the approved budget test is required to demonstrate conformity for the new standard. Therefore, DVRPC will utilize the 1997 Eight-Hour Ozone MVEBs in Pennsylvania and New Jersey to demonstrate conformity to the 2008 Eight-Hour Ozone Standard.

The 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 has adopted a conformity demonstration for the Annual and 24-Hour PM_{2.5} standards in March 2011, which relied on an analysis adopted on January 13, 2011. WILMAPCO reaffirmed that demonstration by Council resolution in May 2012 as permitted by federal regulations (40 CFR 93.122(g)).

Analysis Years

For this conformity demonstration, the mobile source ozone emissions analysis years for VOCs and NO_x, in the Philadelphia–Wilmington–Atlantic City Ozone Nonattainment Area are 2013 (a near-term year within five years of TIP adoption), 2015 (the attainment date for the 2008, Eight-Hour Ozone Standard), 2020 (an interim year selected to keep all analysis years no more than ten years apart), 2030 (a second interim year selected to keep all analysis years no more than ten 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.

DVRPC is including 2015 as an analysis year to demonstrate conformity to the updated 2008 Eight-Hour Ozone Standard. On May 21, 2012 the EPA published the final nonattainment area designations for the 2008 Eight-Hour Ozone Standard in the Federal Register (77 FR 30088). These designations will take effect on July 21, 2012. The DVRPC region was designated as a marginal nonattainment area for this standard. By demonstrating conformity to this standard in this determination, it is DVRPC's intention to meet the federal requirement (40 CFR 93.102) to demonstrate conformity to the new ozone standard within one year of the region being designated as nonattainment.

In 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. In the Philadelphia–Wilmington, PA–NJ–DE PM_{2.5} Nonattainment Area, an additional analysis year of 2040 is required because 2040 is the horizon year of the WILMAPCO Long-Range Plan. The Final Rule requires that, for nonattainment areas using the interim test for emission analysis, years be identical in all of the MPO regions using the interim test. In practice, this means that both MPOs, in the Philadelphia–Wilmington PM_{2.5} Nonattainment Areas, must include the horizon years of each of the MPOs' long-range plans.

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 TIPs are demonstrating conformity to a new NAAQS within one year of the region being designated as a nonattainment area [40 CFR 93.102];
- ☞ 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 transportation control measures (TCMs) [40 CFR 93.113]; and
- ☞ that the Plan and the TIPs are consistent with the MVEBs 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 estimates of emissions results confirm that the transportation projects in the TIPs and Plan conform to the respective SIP and Final Rule conformity requirements.

Table E-1. Volatile Organic Compounds Emissions Analysis Results (Tons/July Day)[†]

		SIP 2008 MVEB [†]	SIP 2009 MVEB [†]	2013	2015	2020	2030	2035
PA	Emissions from MOBILE 6.2	-	-	37.41	31.39	22.93	20.60	20.50
	Adjustments from Off-network Calculation [‡]	-	-	0.0	0.0	0.01	0.0	0.0
	Estimated Total Emissions	61.09	-	37.41	31.39	22.92	20.60	20.50
NJ	Emissions from MOBILE 6.2	-	-	18.00	15.70	12.61	11.84	11.82
	Adjustments from Off-network Calculation [‡]	-	-	0.0	0.0	0.0	0.0	0.0
	Estimated Total Emissions	-	25.98	18.00	15.70	12.61	11.84	11.82

Source: Delaware Valley Regional Planning Commission, 2012.

Note: [†] The most recent Eight-Hour Ozone SIP MVEBs (2008 in PA or 2009 in NJ) 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. Nitrogen Oxides Emissions Analysis Results (Tons/July Day)[†]

		SIP 2008 MVEB [†]	SIP 2009 MVEB [†]	2013	2015	2020	2030	2035
PA	Emissions from MOBILE 6.2	-	-	54.44	42.84	25.03	15.11	14.23
	Adjustments from Off-network Calculation [‡]	-	-	0.0	0.0	0.01	0.01	0.01
	Estimated Total Emissions	108.78	-	54.44	42.84	25.02	15.10	14.22
NJ	Emissions from MOBILE 6.2	-	-	35.89	14.98	14.98	9.37	9.03
	Adjustments from Off-network Calculation [‡]	-	-	0.0	0.0	0.0	0.0	0.0
	Estimated Total Emissions	-	63.66	35.89	14.98	14.98	9.37	9.03

Source: Delaware Valley Regional Planning Commission, 2012.

Note: [†] The most recent Eight-Hour Ozone SIP MVEBs (2008 in PA or 2009 in NJ) 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. Annual Direct Fine Particulate Matter and Nitrogen Oxides Emissions Analysis Results (Tons/Year)[†]

		2002	2009	2013	2020	2030	2035	2040
		Baseline	SIP MVEB [»]	Estimated Emissions	Estimated Emissions	Estimated Emissions	Estimated Emissions	Estimated Emissions
Direct PM _{2.5}	DVRPC—PA [*]	998.2	-	495.3	406.8	399.3	394.7	395.1
	DVRPC—NJ; except Mercer ^{*‡}	-	341	237	188	180	179	-
	Mercer County, NJ [»]	-	105	75	59	58	57	-
PM _{2.5} Precursor (NOx)	DVRPC—PA [*]	59,346.0	-	19,594.6	9,005.2	5,426.1	5,161.8	5,166.8
	DVRPC—NJ; except Mercer ^{*‡}	-	17,319	9,665	4,049	2,582	2,502	-
	Mercer County, NJ [«]	-	5,323	3,055	1,291	834	808	-

Source: Delaware Valley Regional Planning Commission, 2012.

Note: [†] Associated 2002 Baseline or 2009 MVEBs apply to all future analysis years. Pennsylvania emissions are rounded off to the nearest tenth.
^{*} Off-model adjustments have been made.
[»] New Jersey 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 Fine Particulate Matter and Nitrogen Oxides Emissions Analysis Results (Tons/Day)[†]

		2008	2013	2020	2030	2035	2040
		Baseline	Estimated Emissions	Estimated Emissions	Estimated Emissions	Estimated Emissions	Estimated Emissions
Direct PM _{2.5}	DVRPC—PA [*]	1.9	1.4	1.2	1.2	1.1	1.1
PM _{2.5} Precursor (NOx)	DVRPC—PA [*]	90.7	52.2	24.0	14.5	13.7	13.7

Source: Delaware Valley Regional Planning Commission, 2012.

Notes: [†] 2008 Baseline applies to all future analysis years. Emissions are rounded off to the nearest tenth.
^{*} Off-model adjustments have been made.

These findings demonstrate transportation conformity of the FY 2012 New Jersey TIP, the FY 2013 Pennsylvania TIP, and the DVRPC *Connections* Long-Range Plan with the corresponding state SIPs and the Final Rule requirements under CAA, including:

- ☞ the 1997 and 2008 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;
- ☞ 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



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 January 26, 2012

Re-Affirmed on June 28, 2012

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 through the many opportunities outlined in DVRPC's Public Participation Plan.. **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.

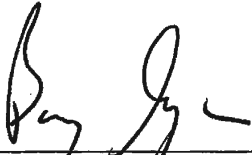
2. PennDOT will provide DVRPC with a quarterly report comparing the programmed target amount with the actual amount of funds obligated (federal) or encumbered (state) through the end of that quarter, by TIP funding category. SEPTA will provide DVRPC with a similar report comparing the programmed amount 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.

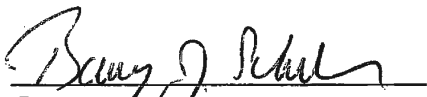
1. At the beginning of the second fiscal year of the TIP, the PA Subcommittee may meet to review all obligation activity during the previous year and the current project costs and schedules. If warranted, the subcommittee may recommend a package of adjustments to the TIP which will bring it in line with 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).



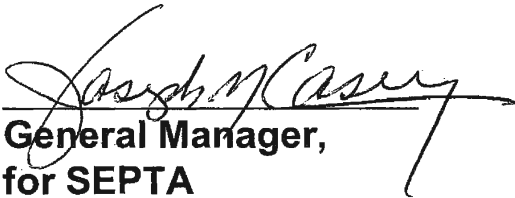
Executive Director,
for DVRPC

Date 1/30/12



Secretary,
for PennDOT

Date 2-9-12



General Manager,
for SEPTA

Date 2/28/12

APPROVED AS TO FORM:

BY:  ^{2/27/12} ESQ.
GENERAL COUNSEL'S OFFICE

MEMORANDUM OF UNDERSTANDING

Pennsylvania Department of Transportation's Statewide Procedures for 2013-2016 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 2013-2016 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, 2012, and remain in effect until September 30, 2014, 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, 2012, and remain in effect unless it is agreed to be modified by all parties or terminated.

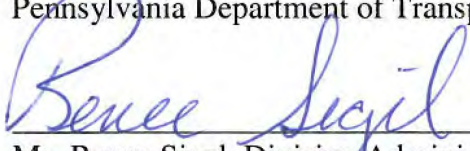
We, the undersigned hereby agree to the above procedures and principles.



Mr. James D. Ritzman, P.E., Deputy Secretary
For Planning
Pennsylvania Department of Transportation

3/21/12


Date



Ms. Renee Sigel, Division Administrator
Federal Highway Administration

1/12/2012

Date



Ms. Brigid Hynes-Cherin
Regional Administrator
Federal Transit Administration

1/22/2012

Date

Appendix E

Summary of Public Outreach, Summary of Public Comments, and Agency Responses



A critical component of the DVRPC TIP development and adoption process is the Public Involvement Process which is documented in this Appendix. This Appendix includes multiple documents:

- ▶ The overview summary of the TIP Public Involvement Process;
- ▶ The abbreviated summary/index of the public comments that were received during the formal Public Comment Period that was held from May 3, 2012, through June 1, 2012 (Note that the un-abridged, full public comments received during the Public Comment Period can be found in the FY2013 TIP for Pennsylvania – Addendum);
- ▶ The responses to the public comments (Responses have been provided by the appropriate agency for whatever project or issue is raised in the public comment. DVRPC compiles the comments and responses that were received during the Public Comment Period and provides this information to the DVRPC Board prior to requesting adoption of the TIP. This process is meant to provide the DVRPC Board with viewpoints and input from the general public on the program, and to assist the Board in determining whether adoption of the TIP is appropriate);
- ▶ The Recommended Changes to the FY2013-2016 Draft TIP based on recommended comments made during the Public Comment Period (If approved by the Board, these changes are incorporated into the final FY2013-2016 TIP. The DVRPC Board is presented with the Draft Program and the List of Recommended Changes for adoption as the region's official selection of transportation projects);
- ▶ Several items of supporting documentation (Included are: the DVRPC formal public notice on the Public Comment Period; SEPTA's Notice of Public Hearing for the Capital Budget; a "Highlights" document of the Draft TIP, which is e-mailed to a wide distribution list and made available to the public to describe the program, process, and projects in an abbreviated manner; documentation of outreach to Tribal Nations; and proofs of publication of the legal notices for the formal 30 day Public Comment Period in area newspapers as required).

SUMMARY OF THE PUBLIC INVOLVEMENT
PROCESS FOR THE FY 2013
TRANSPORTATION IMPROVEMENT PROGRAM
(TIP) FOR PENNSYLVANIA



SUMMARY OF THE PUBLIC INVOLVEMENT PROCESS FOR THE FY 2013 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 participation by reaching out to as many stakeholders and members of the public as possible in an equitable and timely manner. Public participation is the only way to ascertain the interests of a wide variety of residents across the region. 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; therefore, DVRPC will strive to provide a variety of opportunities for residents to be informed, participate, and be made aware of the decisions that will affect the future of this region.

DVRPC engages in an extensive public outreach program in order to provide a variety of opportunities to comment and receive information on the TIP. DVRPC encourages 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. The public comment period for the DVRPC FY 2013 TIP for Pennsylvania opened on May 3, 2012, and closed on June 1, 2012 at 5:00 p.m. (EST). Notices of the public comment period and the scheduled public meeting were distributed to over 8500 individuals and organizations that comprised a variety of stakeholders in the region, including: non-profit organizations; traditional transportation and transit users; underserved, minority and low income populations; the private sector; and the general public.

Legal notices were placed in *The Inquirer*, *The Philadelphia Tribune*, *Al Dia*, and *The Courier Post*, and press advisories were issued to a wide variety of electronic and print media outlets. Draft TIPs were available at DVRPC's Resource Center, and by request; the TIP document was mailed to area libraries for public review; public notices and requests for comment were sent to Tribal organizations; and additional announcements on the TIP and the public comment period were posted on DVRPC's website, www.dvrpc.org, and at @DVRPC on Twitter. A public meeting was held on:

WEDNESDAY, MAY 15, 2012
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

Copies of the announcements, media releases, public notices, and public information document follow this summary.

This public comment period also served as an opportunity to comment on the Pennsylvania Department of Transportation (PennDOT) Statewide Transportation Improvement Program, available online at: www.dot.state.pa.us/Internet/web.nsf/Secondary?openframeset&Frame=main&src=PADraftTransP rog?OpenForm. The public involvement process for the TIP conducted by DVRPC was in cooperation with PennDOT to satisfy the requirements placed by federal legislation and

regulation for all Federal Transit Administration and Federal Highway Administration funded projects in the TIP. Public Involvement for the TIP was used to satisfy public involvement requirements for PennDOT's Section 5307 program of projects as well.

DVRPC's website (www.dvrpc.org) is a vital tool in public outreach, and continued to serve a useful purpose during this TIP update cycle. The public notice and the entire TIP document was placed on the DVRPC website, as were the date and location of the public meeting, and other general information. People were able to download and/or access the TIP materials during the public comment period, use the search and mapping tool, and submit their comments through the TIP online commenting feature provided. In addition, an email address was established (tip-plan-comments@dvrpc.org) to facilitate the submission of comments. Comments were also received by U.S. Mail and fax.

Public Comment Guidance

In an effort to facilitate the public comment process, we offered some extended guidance. Listed below are issues that we ask you to consider as you review the Draft TIP document.

- 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, Transportation Enhancement, and Congestion Mitigation and Air Quality projects) versus the more 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 are not limited to these broader issues of concern. DVRPC, as always, welcomes opinions on specific projects contained in the Draft TIP, the Draft TIP development process, or on any other topic of concern. However, we remind those intending to recommend new projects for the Draft TIP that in order to earn a place on the Draft TIP, projects must first progress through the screening and planning processes described earlier. As a result, requests for 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.

Public Comment Form
Draft FY 2013 for PA

★ TIP TRANSPORTATION
IMPROVEMENT PROGRAM

DELAWARE VALLEY
dvrpc
REGIONAL
PLANNING COMMISSION

SUMMARY OF THE PUBLIC COMMENTS ON THE DRAFT DVRPC FY2013-2016 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR PENNSYLVANIA

Index of Comments on the DVRPC Draft FY2013-2016 Transportation Improvement Program (TIP) for PA

ITEM #	COMMENTOR	SUMMARY OF COMMENT
Comments Received from the General Public		
Bucks County		
MPMS# 13014 - Clay Ridge Road Bridge Over Beaver Creek (CB #30)		
A.1	Kathryn Auerbach	Rehabilitate the bridge.
MPMS# 13248 - Walnut Street Bridge Over Perkiomen Creek (CB #13)		
A.2	Kathryn Auerbach	Rehabilitate the bridge.
MPMS# 13296 - Rickert Road Bridge Over Morris Run Creek (CB #21)		
A.3	Kathryn Auerbach	This bridge is eligible for the national Register as one of the earliest of AO Martin's concrete arch deck girder designs
A.4	Kathryn Auerbach	I would like to be a consulting party.
MPMS# 13716 - Headquarters Road Bridge Over Tinicum Creek		
A.5	Kathryn Auerbach	Rehabilitation of the substructure and in-kind replacement of the superstructure is the most cost-effective and historically and environmentally compatible solution.
A.6	Maya van Rossum The Delaware Riverkeeper	Opposed to project. Explore repairing the current structure.
A.7	Maya van Rossum The Delaware Riverkeeper	Concerns of neighbors not considered by PennDOT.
A.8	Maya van Rossum The Delaware Riverkeeper	PennDOT has failed to follow the agency's own anti-degradation policies in order to avoid or minimize harm.
A.9	Maya van Rossum The Delaware Riverkeeper	Expansion to a two lane bridge will cause harm to water quality and degradation of the Tinicum Creek.
A.10	Maya van Rossum The Delaware Riverkeeper	The information that was provided by the PennDOT alternatives analysis is minimal and highly deficient, failing to provide the level of information needed to assess the full ramifications for the health of the creek.
MPMS# 13727 - Bristol Road Intersection Improvements		
A.11	B. Chadwick	Projects like this allow/encourage people to drive more and to use transit less, walk less and bike less.
A.12	B. Chadwick	This type of project thwarts any attempt to cut GHG emissions by 50% by 2035 compared to 2005 levels (a policy goal in DVRPC's Long Range Plan).
MPMS# 57625 - Route 232, Swamp Road Safety Improvements		
A.13	Swamp Road Residents Group	Opposed to project and wishes it to be removed from TIP.
MPMS# 57639 - Newtown-Yardley Road Intersection Improvements		
A.14	Thomas K. McHugh Citizen	How many tons of GHG emissions will be eliminated per year per dollar invested in this project?
MPMS# 64781 - Swamp Road/Pennswood Road Bridge Over Branch of Neshaminy Creek		
A.15	Susan Herman Residents for Regional Traffic Solutions	Implores DVRPC RTC and Board to oppose this project.
A.15	Susan Herman Residents for Regional Traffic Solutions	Implores DVRPC RTC and Board to oppose this project.

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ITEM #	COMMENTOR	SUMMARY OF COMMENT
Comments Received from the General Public		
A.16	Swamp Road Residents Group	Opposed to project and wishes it to be removed from TIP.
MPMS# 69912 - River Road Bridge Over Tohickon Creek		
A.17	Kathryn Auerbach	Requests renewed and thorough studies to clarify any deficiencies and a thorough investigation of solutions incorporating the restoration of the bridge
A.18	Kathryn Auerbach	Rehabilitation would minimize impact to the surrounding archaeologically sensitive landscape and would be most compatible with the Delaware Wild & Scenic status as well as the visual impact to the Nat. Hist. Landmark canal adjacent. I request to be a consulting party to this project.
MPMS# 80056 - Mill Road Bridge Over Neshaminy Creek		
A.19	Kathryn Auerbach	This bridge can be rehabilitated and I would like to be a consulting party on this rehabilitation.
MPMS# 86860 - PA 611 Bridge Over Cooks Creek		
A.20	Kathryn Auerbach	Any proposed work must not impact the natural resources in any way. I wish to be a consulting party on any 106 or other meetings.
MPMS# 88083 - Stoopville Road Improvements - Phase 2		
A.21	Susan Herman Residents for Regional Traffic Solutions	The project description is incorrect.
A.22	Susan Herman Residents for Regional Traffic Solutions	Implores DVRPC RTC and Board to oppose this project.
Re-establishment of West Trenton (R3)/Newtown Line		
A.23	Gene Alpert	Requests the re-examination of the viability of the old Newtown rail for re-establishing service.
Chester County		
MPMS# 14251 - Chandler Mill Road Bridge Over West Branch of Red Clay Creek		
A.24	A. Roy Smith	Replace current plans with a one lane rehabilitation plan because it will be safer and most cost effective. The excessive cost is unacceptable.
A.25	Ann Jones	The bridge was perfectly adequate for the amount of traffic it serves and does not need to be enlarged.
A.26	C.Giordano	I would prefer to see the Bridge repaired, as to maintain its original design and charm befitting this rural community.
A.27	Carol Taylor	Opposed to current plans for the bridge because a two lane replacement bridge is out of character for the type of road and surroundings. Replacement is a waste of taxpayers money.
A.28	Catherine Ledyard	Replace current plans with a one lane rehabilitation plan because it will be safer and most cost effective. The excessive cost is unacceptable
A.29	David Hawk	The current plans are a waste of scarce taxpayer money. The much more economical idea of rehabbing the current bridge and maintaining its current one-lane configuration should be done instead. Traffic demands do not require multiple lanes, and the community would prefer the historic appearance of the current bridge.

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ITEM #	COMMENTOR	SUMMARY OF COMMENT
Comments Received from the General Public		
A.30	Frances DeMillion resident of the area	Not in favor of full replacement but wants a one way rehabilitation plan. Rehabilitation will save taxpayers \$1 million extra expense.
A.31	Gary Cannon	If the State would consider the impact this project will have on the the people who live around this bridge, the dramatic reduction in safety, other options would be evaluated more seriously.
A.32	Gwendolyn M. Lacy, Esq. The Land Conservancy for Southern Chester County	The Land Conservancy favors rehabilitating the current bridge in its current single-lane configuration, or restricting it permanently to pedestrian/bicycle passage.
A.33	Hillary Jones	Close bridge to traffic permanently.
A.34	Hugh Lofting citizen	Replace current plans with a one lane rehabilitation. Widening bridges creates a more dagerous area.
A.35	Hunt Bartine Resident Kennett Township , 21 SouthRidge Drive	Replace current plans with a one lane rehabilitation plan because it will be safer and most cost effective. The excessive cost is unacceptable.
A.36	Jake Chalfin	Replace current plans with a one lane rehabilitation plan because it will be safer and most cost effective. The excessive cost is unacceptable
A.37	Jane Dorchester	Replace current plans with a one lane rehabilitation plan because it will be safer and most cost effective.
A.38	Jessie Cocks	Replace current plans with a one lane rehabilitation plan because it will be safer and most cost effective. The excessive cost is unacceptable
A.39	Joan Bristol	Replace current plans with a one lane rehabilitation plan because it will be safer and most cost effective. The excessive cost is unacceptable.
A.40	John and Lucie Wilkens Homeowner near the Chandler Mill Bridge	Favor rehabilitating the current bridge in its current single-lane configuration, or restricting it permanently to pedestrian/bicycle passage.
A.41	Julia Gardner	Replace current plans with a one lane rehabilitation plan because it will be safer and most cost effective. The excessive cost is unacceptable.
A.42	Karen Rubin	Supports a one land rehabilitation because it is safer and more cost effective.
A.43	Kerry Landis	Would like to comment that a bridge should not be refurbished and cost tax-payers in the township money to satisfy a few wealthy individuals that have enough money to hire a few organizations to fight for them.
A.44	Mark St. Clair Resident of Kennett Sq.	Would like to see the bridge replaced. Upgrade the infrastructure as soon as possible. SAVE does not represent the residents of this area.

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ITEM #	COMMENTOR	SUMMARY OF COMMENT
Comments Received from the General Public		
A.45	Martha Straus	Replace current plans with a one lane rehabilitation plan because it will be safer and most cost effective. The excessive cost is unacceptable.
A.46	Mary Sue Boyle National Register Consultant	The neighbors have a strong interest in total restoration of this bridge.
A.47	Mary Sue Boyle National Register Consultant	I am a party to the proceeding and await information from PennDOT relative to formal comment on the bridge.
A.48	Michael Leja	Replace current plans with a one lane rehabilitation plan because it will be safer and most cost effective. The excessive cost is unacceptable.
A.49	Nina H. Gardner Welcome Here Farm	BRID
A.50	Nina H. Gardner Welcome Here Farm	Bridge should be repaired, not replaced.
A.51	Phoebe Brokaw	A two lane bridge construction plan for the Chandler Mill Road Bridge over the west branch of the Red Clay Creek is unacceptable and fiscally irresponsible.
A.52	Phoebe Brokaw	The one lane rehabilitation plan will expedite the bridge's opening, preserve its historical aesthetic and be more economic - all extremely important to the community.
A.53	R A StClair	Replace the bridge, it is a better option than rehabilitating an old structure. Comments against the replacement come from mass email from SAVE and many people are not part of the Kennett community and do not represent the locals.
A.54	R.F Voldstad	Replace current plans with a one lane rehabilitation plan because it will be safer and most cost effective. The excessive cost is unacceptable.
A.55	Rebecca Mitchell	Replace current plans with a one lane rehabilitation plan because it will be safer and most cost effective. The excessive cost is unacceptable.
A.56	Robert Wilson	We favor the rehab approach to the bridge so as to maintain its aesthetic appeal, historical significance and traffic buffering capabilities
A.57	S.A.V.E. Safety, Agriculture, Villages and Environment, Inc.	Replace current plans with a one lane rehabilitation plan because it will be safer and most cost effective. The excessive cost is unacceptable.
A.58	Steve F Taxpayer	The current bridge crossing is over 100 years old in design and is fracture critical and structurally deficient.
A.59	Thomas Zunino	Replace current plans with a one lane rehabilitation plan because it will be safer and most cost effective. The excessive cost is unacceptable.

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ITEM #	COMMENTOR	SUMMARY OF COMMENT
Comments Received from the General Public		
A.60	Timothy Jones	Replace current plans with a one lane rehabilitation plan because it will be safer and most cost effective. The excessive cost is unacceptable
A.61	Wilson Braun	Replace current plans with a one lane rehabilitation plan because it will be safer and most cost effective. The excessive cost is unacceptable.
MPMS# 14351 - Rudolph and Arthur Covered Bridge On Camp Bonsul Road over Big Elk Creek		
A.62	Martha D Straus, RLA	Make sure that final plans for the bridge include sensitive restoration of the disturbed areas of the Big Elk Creek.
MPMS# 14354 - Chestnut Street Bridge Over Amtrak/SEPTA R5 Rail Line		
A.63	Stephen T. Sullins Borough of Downingtown	Requests that the timing of the project remain unchanged and not delay the project in the future.
MPMS# 14484 - PA 41 Study		
A.64	Aileen Elliott	The best solution for the safety concerns of this roadway would be solved by a roundabout.
A.65	Allison McCool	This project should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor.
A.66	Allison McCool	Public comments are important and should be listened to.
A.67	Anna Coyne	This project should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor.
A.68	Anthony Vietri Va La Vineyards, L.P	Reduce speed along 41 between Penn Green Road (a major accident prone intersection) and the Borough of Avondale.
A.69	Anthony Vietri Va La Vineyards, L.P	Place a proper curb on our stretch of road, to cut down on the erosion of our soils, and to help prevent trucks from pulling off the road and destroying our road front.
A.70	Anthony Vietri Va La Vineyards, L.P	Prohibit break retarders in this stretch of roadway.
A.71	Anthony Vietri Va La Vineyards, L.P	There is difficulty in gaining safe access and exit from our property.
A.72	Anthony Vietri Va La Vineyards, L.P	Create a center turning lane.
A.73	Benson B. Martin	In favor of a roundabout for this project.
A.74	Blair Fleischmann citizen	Would like to see more traffic calming implemented, including roundabouts as much as possible, specifically at Rt 41 & Balt Pk and at Rt 41 & Rt 926.
A.75	Bo Alexander Highland Twp Supv.	Roundabout at the intersections of Routes 41 and 926 in Londonderry Township would provide a safe solution for this dangerous intersection as well as provide traffic calming at a high speed section of Route 41.
A.76	Bo Alexander Highland Twp Supv.	This project should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor.

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ITEM #	COMMENTOR	SUMMARY OF COMMENT
Comments Received from the General Public		
A.77	Bo Alexander Highland Twp Supv.	A roundabout at the intersections of Routes 41 and 926 in Londonderry Township would provide a safe solution for this dangerous intersection as well as provide traffic calming at a high speed section of Route 41.
A.78	Londonderry Board of Supervisors Londonderry Township	This project should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor.
A.79	Londonderry Board of Supervisors Londonderry Township	Funds allocated for a roundabout at Route 41 and Old Baltimore Pike (MPMS# 14613) should be re-instated and used for this project and other traffic calming projects in the Route 41 corridor.
A.80	Londonderry Board of Supervisors Londonderry Township	A roundabout at the intersections of Route 41 and Route 926 in Londonderry Township would provide a safe solution for this extremely dangerous intersection as well as provide traffic calming at a high speed section of Route 41.
A.81	C.Giordano	Please, make every effort to maintain the historic charm of this roadway, by installing traffic calming devices. Route 41 was never designed to be an expressway!
A.82	Carin Bonifacino	Wants project revised to address safety on Route 41. Wants to see a roundabout at Route 41 and Baltimore Pike and at Route 41 and Route 926.
A.83	Carol Lorah Bland NA	Project should be revised to adequately address safety concerns and future growth of the Route 41 corridor. Traffic calming should be implemented throughout.
A.84	Cynthia Schmidt	This project should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor.
A.85	Dan Linderman	This project should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor.
A.86	Dan Linderman	Funds allocated for a roundabout at Route 41 and Old Baltimore Pike (MPMS# 14613) should be re-instated and used for this project and other traffic calming projects in the Route 41 corridor.
A.87	Danny Rosazza Avondale	It is a bad idea to add a traffic circle in Avondale.
A.88	Dr. Betsy DeMarino	Use of a roundabout would remedy the traffic problems on Route 41.
A.89	Dr.Deepak Doraiswamy Concerned resident at Somerset Lake in Landenberg	The PREIT/Walmart project would be severely detrimental to the local environment and road safety and should be halted as safety issues have not been addressed.
A.90	E. Paul Wileyto Homeowner in Kennett	Make the road feel smaller without making it smaller and do not widen or straighten the road.
A.91	Hugh Lofting Hugh Lofting Timber Framing, Inc.	Use a traffic circle at Route 41 and 926.
A.92	Ian Brown	This project should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor.

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ITEM #	COMMENTOR	SUMMARY OF COMMENT
Comments Received from the General Public		
A.93	Jack E. Weber, Jr. SCCOOT	This area can not benefit from a roundabout.
A.94	Jack E. Weber, Jr. SCCOOT	This area requires safety and traffic volume enhancements.
A.95	Jane Dorchester	Traffic calming measures need to preserve the character of Chatham.
A.96	jason daliessio	Widening and limited realignment of Route 41 adequately address safety problems. Reinstate funds previously shown on MPMS# 14613 for traffic calming within the Route 41 corridor.
A.97	Jim DiLuzio New Garden Township resident	Some SAMI projects made slight improvements, but this remains an extremely dangerous highway.
A.98	Jim DiLuzio New Garden Township resident	Full (simultaneous from opposite directions) left-turn phasing needs to be employed at intersections along Route 41 with roads like Newark Rd. and Penn Green Rd.
A.99	Jim DiLuzio New Garden Township resident	Kennett Township should be included on TIP report information.
A.100	Jim DiLuzio New Garden Township resident	If widening of the roadway and limited realignment are realistically the only feasible options remaining, then just get the work started and accomplished.
A.101	John Gaadt	This project should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor.
A.102	Julia Gardner	This project should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor.
A.103	Louis A. Kaplan	Route 41 is a dangerous roadway and PennDOT has not addressed this fundamental problem with any of their proposed alternatives. The incorporation of traffic calming elements in the highway should be a priority.
A.104	Marion Waggoner	Opposed to traffic circles because they would not improve overall safety.
A.105	Martha D Straus, RLA	Roundabouts on Route 41 intersections should be considered as alternatives again.
A.106	Michael Leja	This project should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor.
A.107	Mr. and Mrs. Dean Donley	This project should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor.
A.108	Neha Deck	This project should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor.
A.109	Neha Deck	What will be done at the Route 41 and Sunny Dell Road Intersection?
A.110	Nina H.Gardner Welcome Here Farm	Does not want the road widened. Wants traffic calming techniques implemented.

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ITEM #	COMMENTOR	SUMMARY OF COMMENT
Comments Received from the General Public		
A.111	Paige Larue	This project should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor.
A.112	Rebecca Mitchell	A roundabout should be re-instated to be used for this project and other traffic calming projects.
A.113	Rich Zimny	Safety issues need to be addressed to the highest standards.
A.114	Richard Corkran	This project should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor.
A.115	Russell Jones	This project should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor.
A.116	Sali Cosford Parker	This project should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor.
A.117	SAVE	S.A.V.E. recommends that highest priorities be given to (1) a roundabout at the intersection of Route 41 and 926, and (2) traffic calming in the village of Chatham.
A.118	SAVE	This project should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor.
A.119	SAVE	Funds allocated for a roundabout at Route 41 and Old Baltimore Pike (MPMS# 14613) should be re-instated and used for this project and other traffic calming projects in the Route 41 corridor.
A.120	SAVE	S.A.V.E. recommends against implementation of any of the other design options recommended by the PennDOT 2010 study until an objective analysis of the potential benefits of traffic calming alternatives has been made.
A.121	Steve Taxpayer	Ignore SAVE's opinion and the upgrades to Route 41 are long over due.
A.122	Steven C. Brown	The widening and limited realignment of Route 41 as outlined in TIP MPMS 14484 does not adequately address safety problems and does not incorporate modern traffic calming techniques.
A.123	London Grove Township Steven C. Brown	Funds allocated for a roundabout at Route 41 and Old Baltimore Pike (MPMS# 14613) should be re-instated and used for this project and other traffic calming projects in the Route 41 corridor.
A.124	London Grove Township Steven C. Brown	This project should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor.
A.125	London Grove Township Steven Siepser	In favor of roundabouts for calming purposes but wants engineers to look into 'green belts' as alternatives.
A.126	Teri Dignazio	This project should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor.
A.127	Thomas Zunino	Route 41 will remain dangerous if the proposed project moves forward as is.

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ITEM #	COMMENTOR	SUMMARY OF COMMENT
Comments Received from the General Public		
A.128	Timothy Gardner London Grove Township Resident	This project should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor.
A.129	Virginia Reef	This project should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor.
A.130	WB Dixon Stroud Jr	Consider a roundabout at the intersection of 41 and 926
A.131	WB Dixon Stroud Jr	The project does not adequately address safety and traffic calming.
A.132	Wendy B.	Is in favor of improvements to Route 41.
A.133	Wendy Walker	This project should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor.
A.134	Wilson Braun	This project should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor.
MPMS# 14515		
A.135	Kristin Boldaz Edward B. Walsh & Associates, Inc.	On behalf of Uwchlan Township, please accept this as a formal request to create a Utility Relocation Phase for this project on the TIP and transfer \$100,000 from the Construction Phase into the new Utility Relocation Phase.
MPMS# 14515 - PA 100, Shoen Road to Gordon Drive (02L)		
A.136	Doug Hanley Uwchlan Township	Please transfer \$100,000 from the Construction Phase and put in the Utility Relocation Phase.
MPMS# 14541 - US 1, Baltimore Pike Widening		
A.137	Bo Alexander Highland Twp Supv.	Please provide for NE bound US1 traffic to make a U Turn.
MPMS# 15385 - US 202, Section 100 (ES1) - Design		
A.138	Mary Sue Boyle Mary Sue Boyle and Company LLC	Both of these proposed projects will impact historic sites, settings and structures. A total inventory and Section 106 or 4f review is mandatory in these important areas, prior to final design developments.
MPMS# 57684 - PA 82 Bicycle/Pedestrian Trail		
A.139	Hillary Jones	I support both the bike/pedestrian trail and the Kennett Pike bikeway Hillary Jones Chandler Mill Road resident
A.140	Paige Larue	Widening the road will cause more accidents and bike lanes would destroy the existing bridle paths currently in use.
MPMS# 77476 - Kennett Pike Bikeway		
A.141	Hillary Jones	I support both the bike/pedestrian trail and the Kennett Pike bikeway Hillary Jones Chandler Mill Road resident
MPMS# 80101 - PA 52, Wawaset/Unionville Road South Roundabout		
A.142	Blair Fleischmann citizen	Glad to know that this roundabout project is moving forward.
A.143	Bo Alexander Highland Twp Supv.	Please move this project forward as quickly as possible.
A.144	Grant DeCosta	Support of project.

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ITEM #	COMMENTOR	SUMMARY OF COMMENT
Comments Received from the General Public		
MPMS# 84884 - US 30, Coatesville Downingtown Bypass (CWR-Western Section)		
A.145	Adrienne MacKenzie Brandywine Hospital	Consider funding now, or in the future, improvements to the Route 30, Airport Road Interchange.
A.146	Amy Stackhouse Rhoads Energy Corporation	Consider funding now, or in the future, improvements to the Route 30, Airport Road Interchange.
A.147	Bo Alexander Highland Township	Consider funding now, or in the future, improvements to the Route 30, Airport Road Interchange.
A.148	Dorith Hakimi Sikorsky Global Helicopters	Consider funding now, or in the future, improvements to the Route 30, Airport Road Interchange.
A.149	Gary W. Smith Chester County Economic Development Council	Consider funding now, or in the future, improvements to the Route 30, Airport Road Interchange.
A.150	Gregory Prowant Caln Township	Consider funding now, or in the future, improvements to the Route 30, Airport Road Interchange.
A.151	James Ziegler The Graystone Society	Consider funding now, or in the future, improvements to the Route 30, Airport Road Interchange.
A.152	Jim Gable Pennsylvania American Water	Consider funding now, or in the future, improvements to the Route 30, Airport Road Interchange.
A.153	John Lymberis Sadsburyville Hotel, Inc.	Consider funding now, or in the future, improvements to the Route 30, Airport Road Interchange.
A.154	Joseph Zimmerman Summers & Zim's Inc.	Consider funding now, or in the future, improvements to the Route 30, Airport Road Interchange.
A.155	Patrice Proctor Valley Township	Consider funding now, or in the future, improvements to the Route 30, Airport Road Interchange.
A.156	Patti Jackson-Gehris Western Chester County Chamber of Commerce	Consider funding now, or in the future, improvements to the Route 30, Airport Road Interchange.
A.157	Ronald A. Rambo, Jr. West Brandywine Township	Consider funding now, or in the future, improvements to the Route 30, Airport Road Interchange.
A.158	Stephanie Silvernail Sadsbury Township	Consider funding now, or in the future, improvements to the Route 30, Airport Road Interchange.
A.159	Ted Reed Borough of Modena	Consider funding now, or in the future, improvements to the Route 30, Airport Road Interchange.
A.160	Terry Muto AIM Development Corporation	Consider funding now, or in the future, improvements to the Route 30, Airport Road Interchange.
MPMS# 86064 - Hadfield Road Bridge Over Beaver Creek (CB #244)		
A.161	C.Giordano	Would prefer the bridge be repaired and restored to its original design.
A.162	Linda Morrison E. Brandywine Twp Historical Commission	The community wants this historic bridge to be rehabilitated and preserved -- NOT replaced.

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ITEM #	COMMENTOR	SUMMARY OF COMMENT
Comments Received from the General Public		
A.163	S.A.V.E. Safety, Agriculture, Villages and Environment, Inc.	This bridge should not be replaced until feasibility studies for rehabilitation have been completed. Rehabilitation offers a potential tax savings for residents of more than \$2 million.
MPMS# 86696 - Watermark Road Bridge Over Muddy Run (CB #21)		
A.164	Blair Fleischmann citizen	Would like to preserve this historical bridge as much as possible, while keeping it safe.
A.165	S.A.V.E. Safety, Agriculture, Villages and Environment, Inc.	200+ petition signatures submitted supporting bridge rehabilitation.
A.166	S.A.V.E. Safety, Agriculture, Villages and Environment, Inc.	Bridge is considered historic by the township and is listed on Upper Oxford's historic inventory.
A.167	S.A.V.E. Safety, Agriculture, Villages and Environment, Inc.	This bridge should be rehabilitated and not replaced which is counter to NEPA policy and would cost tax payers an additional \$1.8 million more.
MPMS# 92406 - Battle Path Multi-Municipal Feasibility Study (PCTI) - Round 2		
A.168	Mary Sue Boyle Mary Sue Boyle and Company LLC	Both of these proposed projects will impact historic sites, settings and structures. A total inventory and Section 106 or 4f review is mandatory in these important areas, prior to final design developments.
MPMS# 92733 - Downingtown Pike over East Branch Brandywine (Bridge)		
A.169	Mandie Cantlin East Bradford Township	Recommends adding new 8 foot shoulders to serve as bike/pedestrian lanes to accommodate Bike Route L.
Support for restoration of rail service to West Chester		
A.170	West Chester Borough	Shows support to restore regular, frequent, and convenient rail service to the Borough of West Chester.
Delaware County		
MPMS# 14747 - US 322 Final Design		
A.171	B. Chadwick	Widening this road will not reduce greenhouse gas emissions.
A.172	B. Chadwick	There is no mention in the description on how bikes and pedestrians will be accommodated on this road.
MPMS# 15251 - US 1, Baltimore Pike Interchange Improvements		
A.173	B. Chadwick	It is unclear from the project description what portion of the \$140 million will be spent on making sure that there will be safe, comfortable and convenient facilities for pedestrians and cyclists wanting to cross the entrance/exit ramps of the proposed interchange.
MPMS# 87940 - Pedestrian and School Children Safety (TCSP)		
A.174	John Butler	In favor of project but states the Marple Commissioners refuse to commit the matching funds in 2010.
Montgomery County		
MPMS# 16214 - PA 611, Old York Road Over SEPTA R3		
A.176	JACOB FEINBERG	How will the flow of traffic be changed on PA 611?

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ITEM #	COMMENTOR	SUMMARY OF COMMENT
Comments Received from the General Public		
MPMS# 16334 - PA 73, Church Road Intersection and Signal Improvements		
A.177	Ann L. Rappoport, Ph.D.	No amount of traffic intersection adjustments will help unless more frequent rail service to and from distant stations increases.
A.178	Jeffrey Muldawer	The proposed right turn lane from Southbound Greenwood Avenue to Westbound Route 73 is an accident waiting to happen
A.179	Leslie Dias	Reconsider original plans and replace with dedicated left turn lanes and have the other lane for both right turns and through traffic.
A.180	Olga McHugh	Opposed to project and wishes it to be removed from TIP. Project will ruin the character of the area and turn it into the ugly site we see in the far suburban sprawl areas of Montgomery County.
	Resident	
A.181	Suzanne Monsalud	The construction will negatively impact the neighborhood and would create a hazardous situation.
A.182	Teresa Warnick	Concerned that the project will decrease safety as well as property values.
A.183	Terry Muldawer	Opposed to project.
A.184	Thomas K. McHugh	Opposed to project and wishes it to be removed from TIP. Will change the character of the community.
MPMS# 57865 - Edge Hill Road Reconstruction		
A.185	Thomas K. McHugh	Contractors should be alerted for Revolutionary Archaeological Artifacts
MPMS# 84642 - Jenkintown Platform and Garage Project		
A.186	Ann L. Rappoport, Ph.D.	Favors more frequent rail service to and from more distant stations which motorists bypass to get a parking space.
MPMS# 89715 - US 422, Sanatoga Interchange Ramp Improvements		
A.187	Daniel K. Kerr Limerick Township	Project is missing from TIP.
Philadelphia		
Request Additional funding for new projects		
A.188	Mark Frog Harris	Lancaster Avenue in Philadelphia has two intersections where traffic backs up badly. They are at 48th Street and 52nd Street. Funding should be made available to improve these trouble spots.
SEPTA		
MPMS# 60557 - System Improvements		
A.189	Jon Frey	Opposition to project because past implementations of TSP systems on SEPTA surface routes have yielded no benefit to the riding public.
	PA-TEC	
A.190	Karl Rahmer	I oppose this project because it is unfuded as DVRPC has diverted funding to non-essential projects. See TIP items 60557, 60611 (Fare Collection System/New Payment Technologies).
A.191	Karl Rahmer	Opposes project because it offers no benefit the riding public.
MPMS# 60611 - Fare Collection System/New Payment Technologies		

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ITEM #	COMMENTOR	SUMMARY OF COMMENT
Comments Received from the General Public		
A.192	John Scott PA-TEC	Objects to the project on the grounds that the cost has escalated.
A.193	Jon Frey PA-TEC	Opposes project because of the cost.
A.194	Karl Rahmer	Oppose project because there is a difference in cost between SEPTA's Capital budget and DVRPC's TIP.
MPMS# 60651 - Substation Improvement Program		
A.195	Jon Frey PA-TEC	I oppose MPMS 60651 in its current form, which lacks funding for any improvements to power substations on SEPTA's railroad network.
MPMS# 84642 - Jenkintown Platform and Garage Project		
A.196	Bob Morgan Resident - Wyncote	Improved services and improved parking to outer areas would encourage transit use closer to home.
A.197	Jeffrey Olawski	Project description is misleading.
A.198	Jeffrey Olawski	Possible NEPA violations
A.199	Jeffrey Olawski	Possible NEPA violations.
A.200	Jeffrey Olawski	Possible Clean Air Act violations.
A.201	Jeffrey Olawski	Project description is misleading.
A.202	Jeffrey Olawski	Bad Policy and Investment choice.
A.203	Jeffrey Olawski	Sufficient detail on project cost is missing.
A.204	Jeffrey Olawski	Possible Clean Air Act Violations.
A.205	Jeffrey Olawski	Sufficient detail on project cost is missing.
A.206	Jeffrey Olawski	Bad Policy and investment choice.
A.207	John Scott PA-TEC	The study for this project must be performed again as a broader study that analyzes current deficiencies in terms of capacity and service across the region.
A.208	Jon Frey PA-TEC	Opposes project and wants regional rail service on the Fox Chase-Newtown line to Upper Southampton reinstated.
A.209	Karl Rahme	Opposes project because it will make Bucks County residents drive further to reach a station because all stations near residents are full.
A.210	Lenore Davies	This project is a huge waste of money and train must stop at all station every 30 minutes to keep riders close to their homes.
A.211	Nancy Zosa	Opposed to project. Money used for this project should be used for increasing frequency and expanding service.

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ITEM #	COMMENTOR	SUMMARY OF COMMENT
Comments Received from the General Public		
A.212	Neil Boyden Tanner Concerned Neighbor	Invest moneis in more frequent train service and not a parking garage.
A.213	Ronald C Dunbar self	Opposes garage but would like monies for raised platform and other surface improvements.
A.214	Suzanne Monsalud	Opposes project because surveys indicate that riders would prefer not to drive outside of their communities to park at a mega station
A.215	Teresa Warnick	Remove project from TIP and increase station stops at other stations so commuters do not travel to Jenkintown-Wyncote Station.
A.216	Thomas K. McHugh	This project is an inefficient use of taxpayer money and riders want more parking and better train service closer to their homes.
MPMS# 87176 - 69th Street Intermodal Parking Garage		
A.217	John Scott PA-TEC	Opposes construction because more riders driving to 69th St Terminal will have a negative impact on ridership growth of feeder transit lines.
A.218	John Scott PA-TEC	DVRPC's defunct Regional Citizens Committee was terminated because the committee expressed through a consensus that the 69th Street parking garage was not a benefit to the region, and that studies for improving and expanding rail service on active and inactive lines must be studied first. See July 2010 DVRPC Regional Citizen Committee meeting minutes.
Re-establishment of West Trenton (R3)/Newtown Line		
A.219	Karl Rahme	Supports reactivation of Newtown line to Southampton Station.
Various Counties		
Bridge Project Descriptions		
A.220	B. Chadwick	Requests clarification on scope of bridge projects. Many of the bridge projects are replacements not repairs.
Complaint about how the Comment Period reaches the public		
A.175	John Dunphy	The way DVRPC advertises the projects does not work well for local residents.
MPMS# 48201 - DVRPC Competitive CMAQ Program		
A.221	Olga McHugh Wyncote Resident	Objects to the use of public funds without direct public comment.
MPMS# 60557 - System Improvements		
A.222	PA-TEC	Opposes project because the project provides no benefit to SEPTA's operations of the riding public.
MPMS# 60611 - Fare Collection System/New Payment Technologies		
A.223	PA-TEC	Objects to the project on the grounds that the cost has esclated.
MPMS# 60651 - Substation Improvement Program		
A.224	PA-TEC	Objects to this project this project on the grounds that no funding has been allocated to upgrade, repair or replace any electrical substations on SEPTA's passenger railroad system.
MPMS# 65109 - Transit Flex - SEPTA		

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ITEM #	COMMENTOR	SUMMARY OF COMMENT
Comments Received from the General Public		
A.225	Olga McHugh Wyncote Resident	Opposed to project.
MPMS# 84642 - Jenkintown Platform and Garage Project		
A.226	PA-TEC	Opposes project because demand for garage is not shown.
A.227	PA-TEC	Opposition to project because DVRPC has withheld information from the public.
A.228	PA-TEC	Opposes project because RCC was terminated because of opposition to this project.
A.229	PA-TEC	Oposes this project because DVRPC altered its public comment process because of opposition to this and other SEPTA projects
A.230	PA-TEC	Opposes the project because there is no local support from the Wyncote and Jenkintown Communities
A.231	PA-TEC	In favor of reactivation of R8 Newtown Commuter Rail Corridor.
MPMS# 87176 - 69th Street Intermodal Parking Garage		
A.232	PA-TEC	Objects to this project on the basis that public transportation dollars are being allocated to build premium parking for private businesses.
A.233	PA-TEC	Opposes project because undermines the vitality of mass transit in Delaware County by decreasing bus and trolley ridership and increasing SEPTA's fixed infrastructure costs.
Opposition to entire TIP		
A.234	PA-TEC	The public was not provided adequate opportunity to comment on the TIP.
A.235	PA-TEC	The new Public Participation Plan was not developed in consultation with interested parties, and was not approved in accordance with the law.
A.236	PA-TEC	None of the TIP projects list a sponsoring official, representative, or agency.
Technical Difficulties with sending in public comment		
A.237	Olga McHugh	I object to your selection or filtering of comments. My Comments on TIP #s 65109, 48201, and 16334 all appeared to electronically register. However, my comments on # 84642 wll not register! I sincerely believe that this is being filterd out of your process. Sent via email at 4:55 PM on 06/04/12
A.238	Olga McHugh	I object to your selection or filtering of comments. My Comments on TIP #s 65109, 48201, and 16334 all appeared to electronically register. However, my comments on # 84642 wll not register! I sincerely believe that this is being filterd out of your process. Sent via email at 4:49 PM on 06/04/12
Comments Received from the DVRPC Planning Partners & Agencies		
Chester County		
Technical Corrections		
B.239	Chester County Planning Commission Chester County	Changes to the limits, descriptions and titles of projects requested.

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<i>ITEM #</i>	<i>COMMENTOR</i>	<i>SUMMARY OF COMMENT</i>
Comments Received from the DVRPC Planning Partners & Agencies		
Delaware County		
Technical Corrections		
B.240	Delaware County Planning Department Delaware County	Changes to the limits, descriptions and titles of projects requested.
Philadelphia		
Technical Corrections		
B.241	City of Philadelphia City of Philadelphia	Changes to the limits, descriptions and titles of projects requested.
SEPTA		
Technical Corrections		
B.242	SEPTA SEPTA	Removal of projects that are not supposed to be included in the TIP

Public Comment Form
Draft FY 2013 for PA

★ TIP TRANSPORTATION
IMPROVEMENT PROGRAM

DELAWARE VALLEY
dvrpc
REGIONAL
PLANNING COMMISSION

**RESPONSES TO PUBLIC COMMENTS
ON THE
DRAFT DVRPC FY2013-2016
TRANSPORTATION IMPROVEMENT
PROGRAM (TIP) FOR PENNSYLVANIA**

ALL RESPONSES RECEIVED

Agency Responses

On the DVRPC Draft FY2013-2016 Transportation Improvement Program (TIP) for PA

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

Response to: A.1

Agency Response by PennDOT:

A Rehabilitation Feasibility Analysis will be done to determine if the structure can be rehabilitated and meet the project purpose and need.

Agency Response by Bucks County:

Bucks County will work with PennDOT to ensure that any historic issues are addressed during project design.

MPMS# 13248 - Walnut Street Bridge Over Perkiomen Creek (CB #13)

Response to: A.2

Agency Response by PennDOT:

This project followed the Section 106 process and a Memorandum of Agreement has been approved for the replacement of this bridge.

Agency Response by Bucks County:

Bucks County will work with PennDOT to ensure that any historic issues are addressed during project design.

MPMS# 13296 - Rickert Road Bridge Over Morris Run Creek (CB #21)

Response to: A.3, A.4

Agency Response by PennDOT:

A Rehabilitation Feasibility Analysis has been done to determine if the bridge can be rehabilitated and meet the project purpose and need. A Consulting Parties Meeting will be scheduled in the near future.

Agency Response by Bucks County:

Bucks County will work with PennDOT to ensure that any historic issues are addressed during project design.

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MPMS# 13716 - Headquarters Road Bridge Over Tincum Creek

Response to: A.5, A.6, A.7, A.8, A.9, A.10

Agency Response by PennDOT:

Thank you for your comments regarding the Headquarters Road over Tincum Creek bridge replacement project. PennDOT is committed to providing a stream crossing which balances safety and usability for the public and emergency service personnel with the need to preserve sensitive environmental and cultural resources. You've raised several issues which we have addressed below.

1. Structure Condition

Due to the structural deterioration of the Headquarters Road Structure observed during PennDOT inspection in July of 2006, it was determined that rehabilitation of the existing structure would not provide for a safe and reliable crossing for the transportation needs of the surrounding community. As a result of concerns raised during the initial consulting party meeting in August of 2006 an independent inspection was conducted by the design consultant to confirm the structural adequacy of the existing structure (specifically, the piers and abutments). The design consultant's study determined that due to the advanced condition of deterioration and distortion in the piers and abutments, and their inability to meet current structural and seismic design criteria, the existing substructure is unsuitable for reuse.

2. Historic Significance and Section 106

The Keeper of the National Register has determined that although the structure is not individually eligible for inclusion on the National Register of Historic Places, the structure is a contributing resource to the Ridge Valley Rural Historic District. Due to this determination, any replacement alternative will result in an "Adverse Effect" and trigger the Section 106 consulting process to mitigate the impact to the Ridge Valley Rural Historic District. The purpose of this process will be for PennDOT and persons or organizations demonstrating interest in the project to discuss measures that will be implemented in the final design phase to mitigate the adverse impact that the project will have to the surrounding historic district.

3. Safety

PennDOT is committed to providing a safe stream crossing for all motorists using the Headquarters Road Bridge. Both PennDOT and the Federal Highway Administration have design criteria for bridges which must be followed to ensure a safe structure is built. These criteria mandate that a design provides a minimum of two-lanes for travel. Any design that is not compliant with these criteria will be a safety liability to the State and thus cannot be reviewed as an alternative. Tincum Township's Board of Supervisors offered their concurrence on a two lane bridge design for Headquarters road in a letter to PennDOT dated March 16, 2011.

To fulfill safety and design standards, PennDOT has proposed a two lane bridge with a lane width of 12' and no shoulder allowing for 2 vehicles to use the bridge simultaneously. Due to concerns of potential for speeding raised during public meetings by residents of Tincum Township, the proposed bridge design will include the installation of stop signs at the intersection of Headquarters Road and Sheep Hole Road. This 3 way stop condition will ensure that motorists slow to a complete stop before making the sharp turn onto the bridge.

Since safety is a paramount concern, PennDOT's design process requires that design consultants analyze the latest five year crash data and present the findings and proposed design to a Safety Review Committee for review and approval before any concept is progressed to final design. The Headquarters Road Bridge is still in the preliminary stages of design and has not progressed to this stage however when it does, PennDOT's Project Manager will ensure that concerns regarding speeding are fully discussed at the meeting.

4. Permitting and Regulatory Authorities

As with all projects which have impacts to sensitive environmental and cultural resources, a balance needs to be struck between delivering a safe structure which accommodates the needs of the local transportation network and the impacts to resources. For this project the Pennsylvania Department of Environmental Protection Southeastern Division and the United States Army Corps of Engineers will review the alternatives prepared by the designer and assess the proposed impacts to natural resources. The alternative that will be chosen by these regulatory agencies will be the one that either maintains or improves the existing conditions of the stream.

The United States Army Corps of Engineers (USACOE) will be the federal lead agency for the Section 106 Consulting Parties process and will be responsible for issuing the federal permit for work within Tincum Creek. The Pennsylvania Department of Environmental Protection will be the agency responsible for all work which takes place within the 100 year flood plain and will jointly issue a permit for these activities with USACOE. Through these permits both USACOE and DEP will ensure that impacts to the environment are minimized and, if possible, existing site conditions are improved. DEP will also be responsible for ensuring that this project meets criteria set forth by the Clean Water Act.

An Erosion and Sediment Pollution Control plan will be developed for this project to minimize the transfer and movement of

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sediment on the work site and into Tinicum Creek. Currently the project is in the preliminary stages of design, in final design the E&S plan will be prepared to handle deposition of soil during construction operations. This plan will be prepared as part of the permit application package to be submitted and reviewed by DEP and USACOE

In addition to Tinicum Creek being classified as an Exceptional Value Stream, the creek is also classified as a Wild and Scenic Waterway under the Lower Delaware River Wild and Scenic Management Plan. Therefore the National Park Service has been engaged to ensure that both the historical character and environmental quality of creek and its related resources are preserved.

5. Alternatives Analysis Study (AAS)

The AAS which Meliora reviewed as part of this comment was an abbreviated alternative analysis study, not the full AAS which will be part of the NEPA documentation. This report and the content presented is preliminary in nature and is meant to, in the preliminary stages of design, understand the basic site conditions and potential environmental impacts caused by multiple alternatives. The hydraulic data presented was not intended to be a full Hydrologic and Hydraulic Report and is subject to change when the detailed H&H report is advanced as part of the permit application.

Agency Response by Bucks County:

Bucks County will work with PennDOT to ensure that any historic issues are addressed during project design.

MPMS# 13727 - Bristol Road Intersection Improvements

Response to: A.11, A.12

Agency Response by PennDOT:

Thank you for your interest in the Bristol Road improvement project. You have raised some concerns which we have addressed below. The proposed work for this project is aimed to bring several safety improvements which are designed to help facilitate the safe movement of pedestrians and motorists.

As mentioned above, at its core, the SR 2025-001 (Bristol Road) project is a safety improvement project. The project focuses around improvements to seven signalized intersections. Included in these improvements are a center left turn lane which will result in some widening along Bristol Road. The posted speed limits will not change as a result of the addition of this left turn lane. The widening will improve safety at several signalized intersections, especially those that have a history of accidents. Improvements to the drainage system along Bristol Road will facilitate the transfer of runoff during storm events away from the road and into storm water drains, further reducing the potential for hazardous conditions along this roadway.

Also included in this project are additional improvements to sidewalk locations from the east end of Neshaminy Mall to the eastern project limit at Pasqualone Boulevard. These improvements include the addition of new sidewalk to provide the full link to pedestrians. New cross walks with handicap accessible ramps are also included to bring the project up to the Americans With Disabilities Act (ADA) standards. Additional sidewalk is also being added at Old Lincoln Highway.

With regards to green house gas emissions, as discussed above, the project features the addition of sidewalks to encourage pedestrian travel especially to and from the Neshaminy Mall. The addition of sidewalks came at the request of Bensalem Township. At this point in time, it is anticipated that the scope of work for this project falls within activities which are exempt from regional ozone conformity analysis and CO, PM10 & PM2.5 Hot-Spot Analysis. This determination will be summarized in the final NEPA document currently under preparation.

Agency Response by Bucks County:

Bucks County supports this project since it will provide urgently needed safety improvements along this corridor through access management and traffic signal technology upgrades.

MPMS# 57625 - Route 232, Swamp Road Safety Improvements

Response to: A.13

Agency Response by PennDOT:

The SR 0232 BU1 project is not a capacity adding project and will not significantly increase traffic. The intersection will continue to function as a controlled intersection so there won't be an increase in travel speed over the present.

Agency Response by Bucks County:

Bucks County supports this project because it will provide urgently needed safety improvements along this corridor and will improve the functionality of the intersection.

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MPMS# 57639 - Newtown-Yardley Road Intersection Improvements

Response to: A.14

Agency Response by Bucks County:

Bucks County supports this project since it will provide congestion relief that will ensure that vehicles can proceed safely through the intersection and it will provide an air quality benefit since vehicle queuing times will be reduced for cars waiting to make the left turn.

MPMS# 64781 - Swamp Road/Pennswood Road Bridge Over Branch of Neshaminy Creek

Response to: A.15, A.16

Agency Response by DVRPC:

The 1988 DVRPC Newtown Township Traffic study referred to by the commentor is a 24 year old study that reflected issues at that time. There is no planned capacity adding, major 4 lane highway, "Northern Bypass" connector project between I-95 and I-78. A project of this nature would need to be included on DVRPC's long range plan in order for it to advance and no such project is included in the current Connections Plan or any of the immediately preceding long-range plans. The referenced map from the 2006 Congestion Management Process (CMP) Executive Summary does not depict a "North/South expressway". The referenced area is in fact an "Emerging/Regionally Significant Corridor," as classified by the CMP. These are areas where low-cost, proactive strategies are considered an especially good investment in the future of the region. Furthermore, the 2006 CMP has been superseded by updates in 2009 and 2011. For the most recent CMP, please see www.dvrpc.org/CongestionManagement. The CMP provides information to help prioritize investment in the transportation system within Congested Corridors first, then in the Emerging/Regionally Significant Corridors, and lastly in areas outside of any corridor. According to the CMP Procedures document, the purpose of emerging/regionally significant corridors is to preserve their function and character and to protect them from becoming congested corridors. Emerging/Regionally Significant corridors are places where the CMP's "Strategies Appropriate Everywhere" are recommended to be explored before other improvement options. Intersection Improvements of a Limited Scale (which include auxiliary turn lanes and minor intersection widening) is a Strategy Appropriate Everywhere in the CMP.

Agency Response by PennDOT:

The notion the Swamp Rd at Pennswood Bridge project (MPMS#64781) "is a continuation of the project opposed by the community and is a subversive attempt to restart the four-lane highway on Swamp Rd" is incorrect. PENNDOT and KCI (the design consultant) have revised the design of the bridge. The proposed structure will have 12 foot lanes and 2 foot shoulders, giving a proposed structure width of 28 feet. The acceptability of this configuration is precisely due to the fact that the corridor project has been abandoned. That there are no planned projects in the foreseeable future gives the designer the necessary justification for design exceptions from the reviewing agency's (FHWA) standpoint.

The bridge appears narrow because it is narrow. The current width is 23 feet or two 11.5 foot lanes. This provides zero shy distance [1] for vehicles. The lack of a shy distance increases the potential for head-on collisions as drivers move away from the bridge parapets and toward the center of the road and opposing traffic. While this situation may slow people down, it does so at the expense of safety; this in direct conflict with the concerns of those opposed to the project. Inspection reports for the bridge indicate advanced scour along the abutments. The scour has exposed the vertical face of the footings and cause erosion of the embankment.

[1] Shy distance is defined as the distance from the edge of the traveled way beyond which a roadside object will not be perceived as an obstacle by the typical driver to the extent that the driver will change the vehicle's placement or speed. Taken from AASHTO Roadside Design Guide.

Agency Response by Bucks County:

Bucks County believes the replacement of this structure is necessary and justified.

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MPMS# 69912 - River Road Bridge Over Tohickon Creek

Response to: A.17, A.18

Agency Response by PennDOT:

Thank you for your interest in the River Road over Tohickon Creek project. During the preliminary stages of design it was determined that the River Road bridge is a contributing element to the Point Pleasant Pike historic district and, as such, the proposed replacement of the bridge would cause an adverse effect. To mitigate this adverse effect the Section 106 process was started to gather input from consulting parties. The initial Section 106 Consulting Party meeting was held on September 19th, 2007. A second meeting was held on October 14th, 2008. As a result of these meetings a Memorandum of Agreement (MOA) was drafted and subsequently signed by all necessary parties. The stipulations of this agreement have been made a part of the final design of the structure and include the following:

A. PennDOT shall ensure that the proposed bridge will be constructed in such a way as to be in keeping with the historic surroundings and, to the greatest extent possible, minimize physical and visual effects to the Point Pleasant Historic District. These design features will include at a minimum: 1) constructing a true, two arch precast concrete bridge with a vertical crest profile (humpback design) nearly identical to the existing bridge; 2) replacing the bridge on nearly the existing alignment; 3) using sympathetic materials and designs which will include saving existing masonry stone walls to the extent possible and using form liners that will mimic the look of the existing masonry stone wing walls and retaining walls of the existing bridge; 4) installing an open barrier on the bridge so drivers have a view of Tohickon Creek; 5) constructing a sidewalk adjacent to the south-bound travel lane; and 6) installing the existing bridge plaque on the replacement bridge. Should the plans change during final design, PennDOT shall consult with the SHPO and the consulting parties on the proposed design changes.

B. PennDOT shall ensure that a one lane temporary bridge will be constructed and maintained to provide access during construction.

C. PennDOT shall ensure that the construction contract includes a provision for archaeology monitoring during excavation/grading activities on the northeast quadrant of the bridge so as to recover any additional argillite artifacts and to determine whether intact subsurface deposits are present within the project area. A summary report will be provided to the FHWA and SHPO.

An archaeological field assessment and finding was submitted to District archaeology staff by the design consultant and subsequently submitted to PHMC for concurrence. On November 1st, 2007 PHMC concurred with the districts finding that activities related to this project would have no significant effect on archaeological resources.

At this time in the project development process all Section 106 coordination is complete and the design team is moving ahead to obtain final clearance on NEPA documents ahead of the let date which is currently scheduled for the winter of 2012.

Agency Response by Bucks County:

Bucks County will work with PennDOT to ensure that any historic issues are addressed during project design.

MPMS# 80056 - Mill Road Bridge Over Neshaminy Creek

Response to: A.19

Agency Response by PennDOT:

This bridge is not eligible for the Register. The Section 106 process has been completed.

Agency Response by Bucks County:

Bucks County will work with PennDOT to ensure that any historic issues are addressed during project design.

MPMS# 86860 - PA 611 Bridge Over Cooks Creek

Response to: A.20

Agency Response by PennDOT:

The Department is currently in the process of collecting data, analyzing information, and preparing the environmental evaluations for the project. Part of the process includes historic and archeological evaluations along with associated coordination.

Agency Response by Bucks County:

Bucks County will work with PennDOT to ensure that any historic issues are addressed during project design.

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MPMS# 88083 - Stoopville Road Improvements - Phase 2

Response to: A.21, A.22

Agency Response by DVRPC:

The Stoopville Road Improvements Phase 2 project description listed in MPMS #88083 of the Draft 2013 TIP erroneously reflects Phase 1 work items of the Stoopville Road Improvements, which have already been completed. The project description will be corrected to reflect Phase 2 which has three components and is an exempt Air Quality project with a code of R1. The description will be updated and will reflect a pedestrian walkway along sections of Stoopville Road, widening the intersection at Highland Road to add operational improvements via a new 150' turn lane from South Bound Highland Road onto westbound 532 where there is an existing traffic signal, and widening the intersection at Durham Rd/PA 413 and Stoopeville Road to add operational improvements by adding a new 200' turn lane from south bound Durham Road onto east bound Stoopville Road, including installation of a new traffic signal. The Phase 2 project is not funded with ARRA (stimulus) funds, and ARRA funds were not misdirected. The ARRA funds were used for Phase 1 improvements which have been completed. Phase 2 is to be funded with a combination of earmarks and other federal highway funds, and is a project requested by the local municipalities which obtained the earmarks for that purpose. The 1988 DVRPC Newtown Township Traffic study referred to by the commentor is a 24 year old study that reflected issues at that time. There is no planned capacity adding, major 4 lane highway, "Northern Bypass" connector project between I-95 and I-78. A project of this nature would need to be included on DVRPC's long range plan in order for it to advance and no such project is included in the current Connections Plan or any of the immediately preceding long-range plans. The referenced map from the 2006 Congestion Management Process (CMP) Executive Summary does not depict a "North/South expressway". The referenced area is in fact an "Emerging/Regionally Significant Corridor," as classified by the CMP. These are areas where low-cost, proactive strategies are considered an especially good investment in the future of the region. Furthermore, the 2006 CMP has been superseded by updates in 2009 and 2011. For the most recent CMP, please see www.dvrpc.org/CongestionManagement. The CMP provides information to help prioritize investment in the transportation system within Congested Corridors first, then in the Emerging/Regionally Significant Corridors, and lastly in areas outside of any corridor. According to the CMP Procedures document, the purpose of emerging/regionally significant corridors is to preserve their function and character and to protect them from becoming congested corridors. Emerging/Regionally Significant corridors are places where the CMP's "Strategies Appropriate Everywhere" are recommended to be explored before other improvement options. Intersection Improvements of a Limited Scale (which include auxiliary turn lanes and minor intersection widening) is a Strategy Appropriate Everywhere in the CMP.

Agency Response by Bucks County:

Bucks County supports this project and will work with PennDOT and DVRPC to revise the project description.

Re-establishment of West Trenton (R3)/Newtown Line

Response to: A.23, A.219

Agency Response by SEPTA:

SEPTA does not have plans to reinstate regional rail service on the Fox Chase-Newtown branch for the foreseeable future. Therefore, this project is not included in the Fiscal Year 2013-2016 TIP, or Regional Long Range Plan, nor is it included in SEPTA's FY 2013 Capital Budget and FY 2013-2024 Year Capital Program.

Agency Response by Bucks County:

Bucks County supports the Newtown Line as a public transportation corridor when such time it is deemed feasible and cost effective. Unfortunately, recent studies indicate that reactivation of public transportation along this corridor is not cost effective at this point.

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MPMS# 14251 - Chandler Mill Road Bridge Over West Branch of Red Clay Creek

Response to: A.24, A.25, A.26, A.27, A.28, A.29, A.30, A.31, A.32, A.33, 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

Agency Response by PennDOT:

A Rehabilitation Feasibility Analysis will be done to determine if the structure can be rehabilitated to carry vehicular traffic and meet the project purpose and need. It is Chester County's decision as to whether a pedestrian only bridge will meet the transportation needs of the County. Since some design work has already been completed to study a vehicular bridge, a change in scope to a pedestrian only bridge might require the County to pay back FHWA for the cost of the design work that has already been completed

Agency Response by Chester County:

A Rehabilitation Feasibility Analysis is being completed for the Chandler Mill Bridge project to investigate the options of rehabilitating or replacing the bridge. The analysis will determine which options are prudent and feasible. At this time, it has not been determined whether the bridge will be rehabilitated or replaced.

The Chester County Planning Commission supports revision of the FY2013 TIP project description to reflect the current status of the project. The revised TIP description should state: "Replace or rehabilitate the Chandler Mill Road Bridge over the West Branch of the Red Clay Creek in Kennett Township. This County owned bridge (#236) is structurally deficient, functionally obsolete, and closed to traffic. The bridge is on the National Register of Historic Places and is part of the Chester County Planning Commission's recommended bikeway network."

MPMS# 14351 - Rudolph and Arthur Covered Bridge On Camp Bonsul Road over Big Elk Creek

Response to: A.62

Agency Response by Chester County:

The rehabilitation of Chester County Bridge #26 will not involve disturbance and/or restoration to the stream embankment of Big Elk Creek upstream and downstream of the bridge. All work for this project will be confined within the existing right of way and within the immediate vicinity of the bridge abutments. To protect the bridge abutments from scour and undermine, scour countermeasures will be installed in this location and matting/netting is not suitable for this purpose.

MPMS# 14354 - Chestnut Street Bridge Over Amtrak/SEPTA R5 Rail Line

Response to: A.63

Agency Response by Chester County:

The Chester County Planning Commission supports completion of the Chestnut Street Bridge project and encourages all project partners to work together to expedite the design and permitting process.

MPMS# 14484 - PA 41 Study

Response to: 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.76, A.77, A.78, A.79, A.80, A.81, A.82, A.83, A.84, A.85, A.86, A.87, A.88, A.89, A.90, A.91, A.92, A.93, A.94, A.95, A.96, A.97, A.98, A.99, A.100, A.101, A.102, A.103, A.104, A.10

Agency Response by DVRPC:

The Study project description will be edited to reflect that other safety, operational, mobility, and infrastructure improvements may be advanced if the earmark funds are eligible for use.

Agency Response by Chester County:

Chester County Planning Commission supports the inclusion of Kennett Township in the TIP description because the corridor does touch the Township.

PennDOT and the Chester County Planning Commission are working with municipalities in the PA 41 Corridor project area to identify near term safety improvements that can be advanced to design and construction.

The Chester County Planning Commission supports revision of the FY2013 TIP project description to reflect the current status of the project. The revised TIP description should state: "Safety, operational, mobility, and infrastructure improvements at priority locations on based on the PA 41 Corridor Revised Preliminary Alternatives Analysis (2010)."

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MPMS# 14515 - PA 100, Shoen Road to Gordon Drive (02L)

Response to: A.135, A.136

Agency Response by PennDOT:

A Utility Phase will be proposed for the 2013 TIP as coordinated by DVRPC and PennDOT.

Agency Response by Chester County:

The Planning Commission fully supports programming funds for the utility phase on the TIP from the construction phase. This change will not impact fiscal constraint or other projects in the region.

MPMS# 14541 - US 1, Baltimore Pike Widening

Response to: A.137

Agency Response by PennDOT:

Based on the latest SR 1 (H02) Traffic Signal Plans (previously reviewed but not approved), northbound US 1 traffic will be able to a U-turn at the Greenwood Road intersection/jughandle. At all other intersections (signalized and unsignalized), U-turn movements will be prohibited due to the traffic signal phasing/operation, or the fact that there will be 3 lanes going southbound.

MPMS# 15385 - US 202, Section 100 (ES1) - Design

Response to: A.138

Agency Response by DVRPC:

MPMS# 15385 will not be advancing. Two small breakout projects have been identified. See MPMS# 95429 and MPMS# 95430.

Agency Response by Chester County:

An evaluation of historic resources will be conducted in the preliminary engineering stage of this project.

MPMS# 57684 - PA 82 Bicycle/Pedestrian Trail

Response to: A.139, A.140

Agency Response by Chester County:

The purpose of this project is to improve safety for bicyclists and pedestrians by providing a dedicated on-road bike lane to link residential areas with schools and the village of Unionville. Providing a safe network of bicycle and pedestrian links to key destinations is consistent with Chester County's Comprehensive Plan, Landscapes2.

MPMS# 77476 - Kennett Pike Bikeway

Response to: A.141

Agency Response by DVRPC:

Thank you

MPMS# 80101 - PA 52, Wawaset/Unionville Road South Roundabout

Response to: A.142, A.143, A.144

Agency Response by DVRPC:

Thank you

MPMS# 84884 - US 30, Coatesville Downingtown Bypass (CWR-Western Section)

Response to: A.145, A.146, A.147, A.148, A.149, A.150, A.151, A.152, A.153, A.154, A.155, A.156, A.157, A.158, A.159, A.160

Agency Response by Chester County:

The Chester County Planning Commission supports reconstruction and interchange improvements for US 30 Coatesville Downingtown Bypass, including the completion of the Airport Rd. Interchange. As stated in the Landscapes2, the Chester County Planning Commission supports a "systems approach" to transportation planning. Although the Planning Commission supports expediting the project and improvements to the Airport Rd. Interchange, they should be planned in coordination with improvements to the US 30 Bypass and Airport Rd. Additionally, the completion of the Airport Rd. Interchange would support access to the Chester County Airport, which is a reliever airport for the region. The Chester County Planning Commission encourages further coordination between the many project partners to advance planning for the Airport Rd. Interchange completion.

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

Response to: A.161, A.162, A.163

Agency Response by PennDOT:

A study is currently being conducted to determine if a historic district exists in the area of the bridge and if the bridge contributes to it.

Agency Response by Chester County:

PennDOT is reviewing local documentation of a historic district near the Hadfield Rd. Bridge. The bridge design process is on hold until it has been determined whether the bridge is a contributing element of the historic district.

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

Response to: A.164, A.165, A.166, A.167

Agency Response by PennDOT:

A study is currently being conducted to determine if rehabilitation of the structure is economically feasible.

Agency Response by Chester County:

A study is being completed for the Watermark Bridge project to investigate the options of rehabilitating or replacing the bridge. The analysis will determine which options are prudent and feasible. At this time, it has not been determined whether the bridge will be rehabilitated or replaced.

The Chester County Planning Commission supports revision of the FY2013 TIP project description to reflect the current status of the project. The revised TIP description should state: "Replace or rehabilitate the Watermark Rd. Bridge over Muddy Run in Upper Oxford Township. This County owned bridge (#21) is structurally deficient, functionally obsolete, and posted for 10 tons. This bridge was included on the Bridge Bill (1988, Act 23, pg 67, ID LBVVVV) and is eligible for state bridge funding. BMS number is 15701503200021."

MPMS# 92406 - Battle Path Multi-Municipal Feasibility Study (PCTI) - Round 2

Response to: A.168

Agency Response by PennDOT:

MPMS# 92406 has been cancelled.

MPMS# 92733 - Downingtown Pike over East Branch Brandywine (Bridge)

Response to: A.169

Agency Response by Chester County:

The Chester County Planning Commission fully supports accommodating bicyclists and pedestrians as part of the bridge rehabilitation or replacement.

The Chester County Planning Commission supports the addition of the following text to the FY2013 TIP project description: "Downingtown Pike (US 322) is the Bicycle PA Route L and is part of the Chester County Planning Commission's recommended bikeway network. The bridge provides a critical connection for bicyclists and pedestrians between the growth centers of West Chester and Downingtown and the needs of bicyclists and pedestrians will be considered as part of this bridge project."

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Support for restoration of rail service to West Chester

Response to: A.170

Agency Response by SEPTA:

SEPTA understands the Borough of West Chester's interest in expanding transit service. The lack of adequate capital funding has limited the number of projects the Authority can advance.

The future level of federal funding for transit is uncertain. Congress has extended the federal transportation program through June 30, 2012 at current funding levels, but there is no agreement on a longer-term, predictable funding package. Fiscal Year 2013 is the third consecutive year of reduced capital funding due to a reduction in State Appropriation 916 funds (previously known as Act 44 funds). Projects programmed at the current level of capital funding are those for which SEPTA has financial obligations to pay, have contracts currently awarded, are federally mandated, safety-related, or are essential vehicle and infrastructure replacement and rehabilitation programs.

Without long-term federal and state transportation legislation which provides funding at levels sufficient to address the Authority's state of good repair needs, many important capital initiatives will continue to be deferred. Please refer to the "Illustrative Unfunded Project Listing" for a list of SEPTA projects that have been deferred from the FY 2013 Transportation Improvement Program (TIP).

Agency Response by Chester County:

The Chester County Planning Commission supports the expansion of public transportation services in the County and region. Extension of regional rail service on the SEPTA Media-Elwyn Line between Elwyn and Wawa is a necessary first step towards the potential future rail extension to West Chester. However, the Elwyn to Wawa Extension is listed on SEPTA's Illustrative Unfunded List included in the Draft FY2013 TIP. Additional funds are needed for transit capital improvements to advance the Elwyn to Wawa Extension construction. Additionally, the extension of regional rail service from Wawa to West Chester is not included in Connections 2035, the region's Long-Range Plan. The Long-Range Plan is the basis for the TIP and major regional transit projects, such as regional rail extensions, must be included in the Long-Range Plan before being programmed on the TIP. DVRPC updates the Long-Range Plan every four years and will be soliciting public input for the update over the next two years.

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Technical Corrections

Response to: B.239, B.240, B.241, B.242

Agency Response by DVRPC:

Sunnyside Road Bridge - Select Retro-Reimbursement Bridge projects approved by the region may be funded by the Local Bridge Program MPMS #95447. No projects have yet been approved for retro-reimbursement, but this project will be considered.

The description for this project will be revised to better detail the Local Bridge Program, potential for use on other phases besides construction, and specifically selected Retro-Reimbursement Bridge projects.

The CMAQ Reserve Line Item is a placeholder for the balance of funds yet to be programmed during "balancing" during the year for the TIP modification and amendment process. Amounts in Later Fiscal Years do reflect most of the regional allocation, but funds in FY18 have been projected to be used on a project.

The Ruth Bennett House sub-contract improvements without Let Dates reflect work not subject to being Let via PennDOT's standard process.

Funds need to show in the FY2013 TIP for conversion of funds provided through the Advance Construct process.

The Commodore Barry Bridge project will be moved from DVRPC's transit program to the highway program.

Agency Response by SEPTA:

SEPTA recognizes the importance of the Elwyn to Wawa rail service restoration project to the County and our customers. The lack of adequate capital funding has limited the number of projects the Authority can advance.

The future level of federal funding for transit is uncertain. Congress has extended the federal transportation program through June 30, 2012 at current funding levels, but there is no agreement on a longer-term, predictable funding package. Fiscal Year 2013 is the third consecutive year of reduced capital funding due to a reduction in State Appropriation 916 funds (previously known as Act 44 funds). Projects programmed at the current level of capital funding are those for which SEPTA has financial obligations to pay, have contracts currently awarded, are federally mandated, safety-related, or are essential vehicle and infrastructure replacement and rehabilitation programs.

Without long-term federal and state transportation legislation which provides funding at levels sufficient to address the Authority's state of good repair needs, many capital initiatives, such as the Elwyn to Wawa service restoration, will continue to be deferred. Please refer to the "Illustrative Unfunded Project Listing" for a list of SEPTA projects that have been deferred from the FY 2013 Transportation Improvement Program (TIP).

SEPTA concurs that the description of MPMS# 60611 should be revised as follows: In the 2nd paragraph of the description, change "Customer" to "Customized."

Agency Responses

On the DVRPC Draft FY2013-2016 Transportation Improvement Program (TIP) for PA

MPMS# 14747 - US 322 Final Design

Response to: A.171, A.172

Agency Response by DVRPC:

US 322 project descriptions will be updated to reflect changes in design such as inclusion of grassy medians. The FY17 FD funds will be removed from this project due to a May2012 TIP Action to add final design funds in FY12, so that this design "parent" project will no longer be needed and will not appear in the Final FY2013 TIP.

Connections – The Regional Plan for a Sustainable Future includes a target of reducing greenhouse gas emissions by 50% by 2035. Transportation is just one part of the strategy to reduce emissions and the plan does encourage more compact and mixed-use development patterns, less driving, and limiting expansion of the highway system to help meet the target to reduce greenhouse gas emissions. However, there also needs to be reductions from many other sources, such as power plants, that are beyond the scope of the Connections Plan. The Connections Plan does envision select cases where additional capacity is warranted to meet critical Plan goals, such as reducing congestion, improving safety, improving mobility, fostering economic development, or enhancing access to regional centers such as Chester and Newtown. The Plan sets out a hierarchy for roadway investments that prioritizes rebuilding the region's infrastructure, then improving the operation of the region's highway network, and as a third option, expanding the system through select, appropriate capacity enhancements. The region's federally-mandated and reviewed Congestion Management Process identifies those facilities in the region where additional capacity is warranted.

US 322 is a key route in Delaware County that connects Interstate 95 and US Route 1 and provides access to and from important regional destinations such as the city of Chester, Commodore Barry Bridge, and Philadelphia International Airport. The proposed improvements on US 322 are intended to address identified safety, congestion, and mobility concerns. Similarly, the addition of a left-turn lane at one intersection and a traffic light at another intersection along Newtown-Yardley Road are meant to address congestion and safety issues related to the immediate land use at this location, which include a significant amount of existing residential and commercial development and the Newtown Bypass. The proposed improvements to US 322 and the intersection improvements along Newtown-Yardley Road are consistent with both the Congestion Management Process and regional long-range plan.

The TIP description is being updated to include the following: "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 2009 annual memoranda on supplemental strategies for details related to this project."

Agency Response by PennDOT:

All side roads that directly intersect SR 0322 will include crosswalks across the side road to accommodate pedestrians and bicyclists. Warning signage will be included at all crossings clearly identifying the location of these crossings to motorists.

1.The travel demand on the existing SR 0322 exceeds the current roadway capacity which promotes excessive idling and detouring of traffic along longer, narrower routes, resulting in greater than necessary GHG and VMT. During field visits as part of the design process, the design team has experienced greater than 15 minutes of delays during peak periods due to SR 0322's inability to handle the demand on the corridor. The proposed SR 0322 widening project will provide the needed capacity to meet the existing and projected demand for the corridor. It will promote more efficient traffic patterns and less idling through an uncongested corridor. In addition, an efficient, under-capacity SR 0322 corridor will reduce congestion along other local corridors thus reducing GHG and VMT due to traffic that currently circumvents the corridor.

2.The typical section of SR 0322 does not include a median barrier along the corridor as part of the Smart Transportation adjustments made in 2009. The new design of SR 0322 incorporates a 16-foot wide median with a grass strip encompassing 10 feet of that width. This promotes a boulevard-style road which improves upon the previous freeway-style typical section. Jughandles have been removed as part of this project and replaced with turning lanes to minimize the project's footprint on adjacent property owners, further promoting a boulevard-style design. Approximately two (2) miles of sidewalk, six (6) signalized intersections with crosswalks crossing SR 0322 and numerous bus stops will be installed as part of this project to promote multimodal traffic along the corridor and improve safety through controlled access points for pedestrians and bicyclists. SR 0322 crossings are identified below:

- a.SR 0322 & SR 0001
- b.SR 0322 & Station Road/Fellowship Drive
- c.SR 0322 & Mattson Road/Featherbed Lane
- d.SR 0322 & Creek Parkway
- e.SR 0322 & Chelsea Parkway
- f.SR 0322 & Cherry Tree Road/Bethel Road

Agency Responses

On the DVRPC Draft FY2013-2016 Transportation Improvement Program (TIP) for PA

MPMS# 15251 - US 1, Baltimore Pike Interchange Improvements

Response to: A.173

Agency Response by PennDOT:

The project description is brief as the proposed undertaking has not been established. Please be advised that it is PennDOT policy to consider the pedestrian and bicycle needs during the project development process.

MPMS# 87940 - Pedestrian and School Children Safety (TCSP)

Response to: A.174

Agency Response by PennDOT:

Marple Township has indicated that they have no plans to use the TCSP funds.

Technical Corrections

Response to: B.239, B.240, B.241, B.242

Agency Response by DVRPC:

Sunnyside Road Bridge - Select Retro-Reimbursement Bridge projects approved by the region may be funded by the Local Bridge Program MPMS #95447. No projects have yet been approved for retro-reimbursement, but this project will be considered.

The description for this project will be revised to better detail the Local Bridge Program, potential for use on other phases besides construction, and specifically selected Retro-Reimbursement Bridge projects.

The CMAQ Reserve Line Item is a placeholder for the balance of funds yet to be programmed during "balancing" during the year for the TIP modification and amendment process. Amounts in Later Fiscal Years do reflect most of the regional allocation, but funds in FY18 have been projected to be used on a project.

The Ruth Bennett House sub-contract improvements without Let Dates reflect work not subject to being Let via PennDOT's standard process.

Funds need to show in the FY2013 TIP for conversion of funds provided through the Advance Construct process.

The Commodore Barry Bridge project will be moved from DVRPC's transit program to the highway program.

Agency Response by SEPTA:

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SEPTA concurs that the description of MPMS# 60611 should be revised as follows: In the 2nd paragraph of the description, change "Customer" to "Customized."

Agency Responses

On the DVRPC Draft FY2013-2016 Transportation Improvement Program (TIP) for PA

MPMS# 16214 - PA 611, Old York Road Over SEPTA R3

Response to: A.176

Agency Response by PennDOT:

The lane configuration would not change, although the outside and center-turning lanes would be widened from 11 feet to 13 feet. This might slightly increase speeds. Also, PennDOT will be constructing wider sidewalks. Lastly, the construction will be done in (2) phases, which will bring the to-be-expected backups.

Agency Response by Montgomery County:

Traffic flow will not change as the existing four lane bridge will be replaced in kind with 4 lanes. However, the sidewalks will be widened on both sides and protected by barriers on the bridge.

MPMS# 16334 - PA 73, Church Road Intersection and Signal Improvements

Response to: A.177, A.178, A.179, A.180, A.181, A.182, A.183, A.184

Agency Response by PennDOT:

The existing sidewalks/crosswalks at Rices Mill Road will be maintained and ADA compliant curb ramps provided. The traffic signal equipment will be completely replaced and upgraded. Additional sidewalks can be considered but Cheltenham would need to be supportive and the benefits would need to be weighed with how much additional right-of-way would be required.

PennDOT defers to SEPTA as the regional transit agency, and Montgomery County Planning, regarding proposed improvements to the transit system.

A context sensitive solution is proposed including replicating the deteriorating stone walls adjacent to the Curtis Arboretum and the Rabbinical College. PennDOT is also working with the Curtis Arboretum to plan for long-term and sustainable enhancements of the historic landscape, especially the trees. The result will be a permanent preservation of the community character. The intersection experiences a much higher than average crash rate. Improvements will reduce the severity and frequency of the crashes. The project is located in a well-established area. No additional through lanes are planned. Traffic increases are not typical as a result of safety improvements and congestion reduction. Due to the curve on Church Road and the traffic signals at Greenwood Avenue and Rices Mill Road increases in vehicle speeds are unlikely. The existing sidewalks/crosswalks at Rices Mill Road will be maintained and ADA compliant curb ramps provided. Additional sidewalks can be considered but Cheltenham would need to be supportive and the benefits would need to be weighed with the impacts to the arboretum, Rabbinical College and how much additional right-of-way would be required.

Agency Response by Montgomery County:

Cheltenham Twp and Montgomery County have long supported and pursued the need to add turn lanes at this heavily congested intersection. The project has been "right-sized" to address the context of the surrounding land uses and still meet the purpose and need for the project. The county has long recognized that our first ring communities are unique and only strategic investments in our transportation system are targeted there. This intersection is one of those strategic investments which are important for a quality of life for county residents and businesses and for the county and township to remain competitive with its neighbors.

MPMS# 57865 - Edge Hill Road Reconstruction

Response to: A.185

Agency Response by PennDOT:

This project was cleared for archaeological resources in accordance with the Federal regulations that apply. The Pennsylvania Department of Transportation prepared a Stipulation D form concluding that no historic resources would be impacted by the project. The PA Historical and Museum Commission concurred. This may have been based on the fact that the study area has been disturbed from previous roadway and utility construction, construction of the former rail lines, and the residential construction. We do not anticipate our limit of disturbance/grading to extend into undisturbed areas.

This battle is more commonly referred to as the Battle of Whitmarsh. There is an existing plaque posted at the western edge of our study area. Archaeological monitoring may be performed during construction if deemed appropriate. This issue warrants further review and coordination with the Department of Transportation and the PA Historical and Museum Commission.

Agency Response by Montgomery County:

Montgomery County concurs with PennDOT's assessment.

Agency Responses

On the DVRPC Draft FY2013-2016 Transportation Improvement Program (TIP) for PA

MPMS# 84642 - Jenkintown Platform and Garage Project

Response to: A.186, A.196, A.197, A.198, A.199, A.200, A.201, A.202, A.203, A.204, A.205, A.206, A.207, A.208, A.209, A.210, A.211, A.212, A.213, A.214, A.215, A.216, A.226, A.227, A.228, A.229, A.230, A.231

Agency Response by DVRPC:

Due to a database error, seven (7) former SEPTA TIP project records using certain MPMS#'s that were used in the DVRPC FY 2011 TIP inadvertently appeared in the Draft DVRPC FY2013 TIP document. These records do not have funding in the current 4 year TIP (hence, no financial records) and do not belong in the program. DVRPC apologizes for this confusion. The following records will be removed from the final DVRPC FY 2013 TIP document:

MPMS #60286 SEPTA Bus Purchase Program – 40'
MPMS #84642 Jenkintown Platform and Garage Project
MPMS #84643 Malvern Station and Pedestrian Tunnel Improvements
MPMS #90509 Infrastructure Safety and Renewal Program – Building Bridges
MPMS #90515 Infrastructure Safety and Renewal Program – Communication and Signals
MPMS #90528 Infrastructure Safety and Renewal Program – Power
MPMS #92304 Compressed Natural Gas (CNG) Bus Purchase (TMA Bucks) – SEPTA

There is no validity to the statements made regarding the termination of DVRPC's Regional Citizens Committee nor those comments regarding changes to the Commission's public participation process.

MPMS# 89715 - US 422, Sanatoga Interchange Ramp Improvements

Response to: A.187

Agency Response by PennDOT:

\$400,000 Local for PE in FY13 for MPMS# 89715 - US 422 Sanatoga Interchange Ramp Improvements will be added to the TIP.

Agency Response by Montgomery County:

The project was added to the FY 2011 TIP with engineering as locally funded. However, after an initial kick-off meeting with a PennDOT project manager and other staff, there was apparently no further activity or meetings with PennDOT on the project. Thus no project milestones were attached to the MPMS record and it was classified as inactive in the system when the development of the FY 2013 TIP began.

Agency Responses

On the DVRPC Draft FY2013-2016 Transportation Improvement Program (TIP) for PA

Request Additional funding for new projects

Response to: A.188

Agency Response by Philadelphia:

Two recent federally funded projects directly impact the 52nd and Lancaster intersection. The Lancaster Avenue Signal Improvement Project (MPMS 57898) was recently completed and upgraded and interconnected all of the traffic signals between City Avenue and 52nd Street. At 52nd and Lancaster, a left turn phase for traffic traveling northbound on 52nd Street and turning onto Lancaster Avenue was added, thus improving traffic flow and safety at this intersection. 48th Street was not interconnected as part of this project, as it was previously interconnected as part of a SEPTA project in the 2000's. MPMS 17829, 52nd Streetscape, included curb realignment and other streetscape improvements at the 52nd and Lancaster Avenue intersection which realigned curbs and improved pedestrian safety.

Additionally, the City of Philadelphia is currently in the process of implementing a Traffic Operations Center which will centralize traffic control and Intelligent Transportation Systems throughout the City of Philadelphia. Once implemented the City will be able to actively monitor, modify, and control traffic signals at key intersections; monitor the performance of the City's traffic signal system; develop and implement new timing patterns and new signal progressions to improve the operational performance of the City's road network; monitor daily flows to better understand and be able to respond to varying daily demands on the City's road network and begin to communicate incidents and crashes to emergency responders in a more timely fashion. Because both intersections at 48th Street and 52nd have already been interconnected, they will be tied into the TOC operations.

Technical Corrections

Response to: B.239, B.240, B.241, B.242

Agency Response by DVRPC:

Sunnyside Road Bridge - Select Retro-Reimbursement Bridge projects approved by the region may be funded by the Local Bridge Program MPMS #95447. No projects have yet been approved for retro-reimbursement, but this project will be considered.

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The Commodore Barry Bridge project will be moved from DVRPC's transit program to the highway program.

Agency Response by SEPTA:

SEPTA recognizes the importance of the Elwyn to Wawa rail service restoration project to the County and our customers. The lack of adequate capital funding has limited the number of projects the Authority can advance.

The future level of federal funding for transit is uncertain. Congress has extended the federal transportation program through June 30, 2012 at current funding levels, but there is no agreement on a longer-term, predictable funding package. Fiscal Year 2013 is the third consecutive year of reduced capital funding due to a reduction in State Appropriation 916 funds (previously known as Act 44 funds). Projects programmed at the current level of capital funding are those for which SEPTA has financial obligations to pay, have contracts currently awarded, are federally mandated, safety-related, or are essential vehicle and infrastructure replacement and rehabilitation programs.

Without long-term federal and state transportation legislation which provides funding at levels sufficient to address the Authority's state of good repair needs, many capital initiatives, such as the Elwyn to Wawa service restoration, will continue to be deferred. Please refer to the "Illustrative Unfunded Project Listing" for a list of SEPTA projects that have been deferred from the FY 2013 Transportation Improvement Program (TIP).

SEPTA concurs that the description of MPMS# 60611 should be revised as follows: In the 2nd paragraph of the description, change "Customer" to "Customized."

Agency Responses

On the DVRPC Draft FY2013-2016 Transportation Improvement Program (TIP) for PA

MPMS# 60557 - System Improvements

Response to: A.189, A.190, A.191, A.222

Agency Response by SEPTA:

The City of Philadelphia applied for and received competitive grant funds from the U.S. Department of Transportation's TIGER III program to implement Transit Signal Priority Upgrade projects. By participating as a project partner and contributing part of the local matching funds, SEPTA helped the City secure \$10 million in new federal funds for the Philadelphia region that will benefit the entire regional transportation network. By upgrading traffic signal technology at intersections, the City's projects will improve the flow of all traffic, including transit. Refer to MPMS numbers 95450, 95451 and 95452 in the Highway TIP for additional information.

Agency Response by Bucks County:

Bucks County supports these projects as they will enable SEPTA to provide needed improvements to its system.

MPMS# 60611 - Fare Collection System/New Payment Technologies

Response to: A.192, A.193, A.194, A.223

Agency Response by SEPTA:

As shown in the Fiscal Year 2013 TIP, the New Payment Technologies total project cost is currently \$228.8 million. This total project cost is consistent with SEPTA's Fiscal Year 2013 Capital Budget and Fiscal Years 2013-2024 Capital Program, approved by SEPTA's Board of Directors on May 24, 2012.

On November 17, 2011, SEPTA's Board of Directors awarded a contract to ACS Transport Solutions Group for the installation of a modernized fare system under the New Payment Technologies (NPT) program. SEPTA is financing the New Payment Technologies project using a low-cost, construction-like loan in the amount of \$175 million under the guidelines of the U.S. Immigrant Investor Program. The current total project cost (\$228.8 million) also includes anticipated interest payments on the loan along with the construction of necessary companion projects listed in the TIP description.

Agency Response by Bucks County:

Bucks County has participated in the development of this important project and believes the cost is justified.

MPMS# 60651 - Substation Improvement Program

Response to: A.195, A.224

Agency Response by SEPTA:

SEPTA agrees that the Substation Improvement Program represents a critical need, and appreciates public concern regarding current funding constraints.

The future level of federal funding for transit is uncertain. Congress has extended the federal transportation program through June 30, 2012 at current funding levels, but there is no agreement on a longer-term, predictable funding package. Fiscal Year 2013 is the third consecutive year of reduced capital funding due to a reduction in State Appropriation 916 funds (previously known as Act 44 funds). Projects programmed at the current level of capital funding are those for which SEPTA has financial obligations to pay, have contracts currently awarded, are federally mandated, safety-related, or are essential vehicle and infrastructure replacement and rehabilitation programs.

SEPTA continues to pursue an aggressive maintenance and repair program to keep substations operational, including initiatives included in the Infrastructure Safety and Renewal Program (MPMS# 90497), until funds become available for major substation rehabilitation and replacement projects. SEPTA continues to apply for competitive grant funds to advance substation rehabilitation and replacement projects.

Without long-term federal and state transportation legislation which provides funding at levels sufficient to address the Authority's state of good repair needs, many important capital initiatives will continue to be deferred. Please refer to the "Illustrative Unfunded Project Listing" for a list of SEPTA projects that have been deferred from the FY 2013 Transportation Improvement Program (TIP).

Agency Responses

On the DVRPC Draft FY2013-2016 Transportation Improvement Program (TIP) for PA

MPMS# 84642 - Jenkintown Platform and Garage Project

Response to: A.186, A.196, A.197, A.198, A.199, A.200, A.201, A.202, A.203, A.204, A.205, A.206, A.207, A.208, A.209, A.210, A.211, A.212, A.213, A.214, A.215, A.216, A.226, A.227, A.228, A.229, A.230, A.231

Agency Response by DVRPC:

Due to a database error, seven (7) former SEPTA TIP project records using certain MPMS#'s that were used in the DVRPC FY 2011 TIP inadvertently appeared in the Draft DVRPC FY2013 TIP document. These records do not have funding in the current 4 year TIP (hence, no financial records) and do not belong in the program. DVRPC apologizes for this confusion. The following records will be removed from the final DVRPC FY 2013 TIP document:

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MPMS #90515 Infrastructure Safety and Renewal Program – Communication and Signals
MPMS #90528 Infrastructure Safety and Renewal Program – Power
MPMS #92304 Compressed Natural Gas (CNG) Bus Purchase (TMA Bucks) – SEPTA

There is no validity to the statements made regarding the termination of DVRPC's Regional Citizens Committee nor those comments regarding changes to the Commission's public participation process.

MPMS# 87176 - 69th Street Intermodal Parking Garage

Response to: A.217, A.218, A.232, A.233

Agency Response by DVRPC:

The Clean Air Act (CAA) Section 176 (c) establishes the requirement for the Transportation Conformity demonstration. This section of the CAA, further described in CFR Parts 51 and 93 requires that metropolitan transportation plans, metropolitan transportation improvement programs (TIPs) and Federal projects conform to the purpose of the State Implementation Plan (SIP). Conformity to a SIP means that such activities will not cause or contribute to any new violations of the National Ambient Air Quality Standards (NAAQS); increase the frequency or severity of NAAQS violations; or delay timely attainment of the NAAQS or any required interim milestone.

The Transportation Conformity requirement detailed in CFR Parts 51 and 93 does not preclude federally funded transit or highway projects from causing an increase in local emissions but does limit those increases in emissions to below levels established by federal guidance or the SIP.

Furthermore, the Clean Air Act Section 108 identifies Transportation Control Measures as project types that are expected to improve regional air quality. MPMS 87176, the 69th Street Intermodal Parking Garage, provides additional parking at a fixed route transit station. As such this project could be considered "fringe and transportation corridor parking facilities serving multiple occupancy vehicle programs or transit service" which is explicitly defined as a TCM in the Clean Air Act.

DVRPC has demonstrated, through the Transportation Conformity process in conjunction with state and federal planning partners, that the FY 2013 Pennsylvania TIP and Connections Long-range Plan conform to the SIP and Final Conformity Guidance and therefore meet the requirements established by the Clean Air Act and relevant Federal regulations.

There is no validity to the statements made regarding the termination of DVRPC's Regional Citizens Committee nor those comments regarding changes to the Commission's public participation process.

Agency Response by SEPTA:

SEPTA acknowledges the public's concern regarding current fiscal constraints, which have resulted in the deferral of future phases of the 69th Street Intermodal Parking Garage project and most other station improvement projects until Fiscal Year 2023.

The goal of the 69th Street Intermodal Parking Garage project is to facilitate the use of public transportation and improve facilities for transit customers. The project was developed in cooperation with Delaware County, Upper Darby Township, elected officials, SEPTA, and the public. The project received federal earmark funds in Fiscal Year 2006, 2007, 2008 and 2009, and was subsequently included in the Fiscal Year 2009 and 2011 TIP documents.

The parking expansion program is only one part of a multi-faceted approach to foster ridership growth on SEPTA services. Increasing gasoline prices have contributed to an increase in SEPTA ridership. The 69th Street Transportation Center is a major intermodal hub serving 16 million transit riders annually, but the facility currently has only 182 SEPTA parking spaces.

Agency Responses

On the DVRPC Draft FY2013-2016 Transportation Improvement Program (TIP) for PA

Re-establishment of West Trenton (R3)/Newtown Line

Response to: A.23, A.219

Agency Response by SEPTA:

SEPTA does not have plans to reinstate regional rail service on the Fox Chase-Newtown branch for the foreseeable future. Therefore, this project is not included in the Fiscal Year 2013-2016 TIP, or Regional Long Range Plan, nor is it included in SEPTA's FY 2013 Capital Budget and FY 2013-2024 Year Capital Program.

Agency Response by Bucks County:

Bucks County supports the Newtown Line as a public transportation corridor when such time it is deemed feasible and cost effective. Unfortunately, recent studies indicate that reactivation of public transportation along this corridor is not cost effective at this point.

Technical Corrections

Response to: B.239, B.240, B.241, B.242

Agency Response by DVRPC:

Sunnyside Road Bridge - Select Retro-Reimbursement Bridge projects approved by the region may be funded by the Local Bridge Program MPMS #95447. No projects have yet been approved for retro-reimbursement, but this project will be considered.

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Agency Responses

On the DVRPC Draft FY2013-2016 Transportation Improvement Program (TIP) for PA

Bridge Project Descriptions

Response to: A.220

Agency Response by DVRPC:

Without NEPA clearance, an alternative is not official. FHWA has asked that the TIP descriptions reflect this uncertainty in project descriptions and DVRPC will be working with PennDOT to revise bridge project descriptions accordingly.

Complaint about how the Comment Period reaches the public

Response to: A.175

Agency Response by DVRPC:

The Draft TIP document was made available for public review during a 30-day period which ended on June 1, 2012. Legal notices explaining the public comment process were published in the Inquirer, Courier, The Gloucester County Times, Al Dia, and the Philadelphia Tribune. Media releases were issued prior to the start of the public comment period, and the Public Comment Period was promoted on DVRPC's homepage, www.dvrpc.org. Notices were also sent to over 8,500 individuals, organizations, and DVRPC affiliated groups. All TIP related documents were published on the Internet and copies were placed at major public libraries in Pennsylvania, and printed documents were distributed to many stakeholders. DVRPC held a public meeting in its offices to give the public the opportunity to verbally present comments about the process and projects to state, county, transit, and DVRPC staff. DVRPC's website played a vital part in our public outreach effort. A web-based public commenting application at <http://www.dvrpc.org/tip/> was available to make it convenient for the public with internet access to send comments directly to DVRPC about the program, and there is also a special e-mail address to use: tip-plan-comments@dvrpc.org. The Draft TIP document and other related documents were placed on our website along with dates and locations of the public meetings, locations of libraries where the document is displayed, general information about the TIP and how it was developed, in addition to all the project listings and financial information.

MPMS# 48201 - DVRPC Competitive CMAQ Program

Response to: A.221

Agency Response by DVRPC:

Project selections that result from the DVRPC Competitive CMAQ Program are reviewed and approved by the DVRPC Board and are subject to the same public comment process as any other TIP Amendment as the action results in adding new projects to the TIP. When projects are proposed for selection the action will appear on the DVRPC Board agenda with access to information provided via DVRPC's on-line public commenting tool so you will have opportunity to comment on them once identified. The Funds in the Draft TIP provide funding to undertake the selection process, but not to formally approve the selection of projects. Very specific criteria are used for evaluating projects.

MPMS# 60557 - System Improvements

Response to: A.189, A.190, A.191, A.222

Agency Response by SEPTA:

The City of Philadelphia applied for and received competitive grant funds from the U.S. Department of Transportation's TIGER III program to implement Transit Signal Priority Upgrade projects. By participating as a project partner and contributing part of the local matching funds, SEPTA helped the City secure \$10 million in new federal funds for the Philadelphia region that will benefit the entire regional transportation network. By upgrading traffic signal technology at intersections, the City's projects will improve the flow of all traffic, including transit. Refer to MPMS numbers 95450, 95451 and 95452 in the Highway TIP for additional information.

Agency Response by Bucks County:

Bucks County supports these projects as they will enable SEPTA to provide needed improvements to its system.

Agency Responses

On the DVRPC Draft FY2013-2016 Transportation Improvement Program (TIP) for PA

MPMS# 60611 - Fare Collection System/New Payment Technologies

Response to: A.192, A.193, A.194, A.223

Agency Response by SEPTA:

As shown in the Fiscal Year 2013 TIP, the New Payment Technologies total project cost is currently \$228.8 million. This total project cost is consistent with SEPTA's Fiscal Year 2013 Capital Budget and Fiscal Years 2013-2024 Capital Program, approved by SEPTA's Board of Directors on May 24, 2012.

On November 17, 2011, SEPTA's Board of Directors awarded a contract to ACS Transport Solutions Group for the installation of a modernized fare system under the New Payment Technologies (NPT) program. SEPTA is financing the New Payment Technologies project using a low-cost, construction-like loan in the amount of \$175 million under the guidelines of the U.S. Immigrant Investor Program. The current total project cost (\$228.8 million) also includes anticipated interest payments on the loan along with the construction of necessary companion projects listed in the TIP description.

Agency Response by Bucks County:

Bucks County has participated in the development of this important project and believes the cost is justified.

MPMS# 60651 - Substation Improvement Program

Response to: A.195, A.224

Agency Response by SEPTA:

SEPTA agrees that the Substation Improvement Program represents a critical need, and appreciates public concern regarding current funding constraints.

The future level of federal funding for transit is uncertain. Congress has extended the federal transportation program through June 30, 2012 at current funding levels, but there is no agreement on a longer-term, predictable funding package. Fiscal Year 2013 is the third consecutive year of reduced capital funding due to a reduction in State Appropriation 916 funds (previously known as Act 44 funds). Projects programmed at the current level of capital funding are those for which SEPTA has financial obligations to pay, have contracts currently awarded, are federally mandated, safety-related, or are essential vehicle and infrastructure replacement and rehabilitation programs.

SEPTA continues to pursue an aggressive maintenance and repair program to keep substations operational, including initiatives included in the Infrastructure Safety and Renewal Program (MPMS# 90497), until funds become available for major substation rehabilitation and replacement projects. SEPTA continues to apply for competitive grant funds to advance substation rehabilitation and replacement projects.

Without long-term federal and state transportation legislation which provides funding at levels sufficient to address the Authority's state of good repair needs, many important capital initiatives will continue to be deferred. Please refer to the "Illustrative Unfunded Project Listing" for a list of SEPTA projects that have been deferred from the FY 2013 Transportation Improvement Program (TIP).

MPMS# 65109 - Transit Flex - SEPTA

Response to: A.225

Agency Response by SEPTA:

The provision of these Federal Highway funds to SEPTA is part of an agreement between the Commonwealth of Pennsylvania and the transit community during the enactment of Act 3 of 1997, that will continue to be flexed to transit agencies annually for capital projects under Act 44.

SEPTA has used the flex funds to purchase hybrid (diesel/electric) buses to replace its diesel fleet as part of the Bus Purchase Program (see MPMS# 90512). Both MPMS #65109 and MPMS #90512 are part of the Transportation Improvement Program (TIP) and are subject to the public comment guidance established therein. As with all its grantees, PennDOT exercises oversight over SEPTA's use of transit flex funds.

Agency Responses

On the DVRPC Draft FY2013-2016 Transportation Improvement Program (TIP) for PA

MPMS# 84642 - Jenkintown Platform and Garage Project

Response to: A.186, A.196, A.197, A.198, A.199, A.200, A.201, A.202, A.203, A.204, A.205, A.206, A.207, A.208, A.209, A.210, A.211, A.212, A.213, A.214, A.215, A.216, A.226, A.227, A.228, A.229, A.230, A.231

Agency Response by DVRPC:

Due to a database error, seven (7) former SEPTA TIP project records using certain MPMS#'s that were used in the DVRPC FY 2011 TIP inadvertently appeared in the Draft DVRPC FY2013 TIP document. These records do not have funding in the current 4 year TIP (hence, no financial records) and do not belong in the program. DVRPC apologizes for this confusion. The following records will be removed from the final DVRPC FY 2013 TIP document:

MPMS #60286 SEPTA Bus Purchase Program – 40'
MPMS #84642 Jenkintown Platform and Garage Project
MPMS #84643 Malvern Station and Pedestrian Tunnel Improvements
MPMS #90509 Infrastructure Safety and Renewal Program – Building Bridges
MPMS #90515 Infrastructure Safety and Renewal Program – Communication and Signals
MPMS #90528 Infrastructure Safety and Renewal Program – Power
MPMS #92304 Compressed Natural Gas (CNG) Bus Purchase (TMA Bucks) – SEPTA

There is no validity to the statements made regarding the termination of DVRPC's Regional Citizens Committee nor those comments regarding changes to the Commission's public participation process.

MPMS# 87176 - 69th Street Intermodal Parking Garage

Response to: A.217, A.218, A.232, A.233

Agency Response by DVRPC:

The Clean Air Act (CAA) Section 176 (c) establishes the requirement for the Transportation Conformity demonstration. This section of the CAA, further described in CFR Parts 51 and 93 requires that metropolitan transportation plans, metropolitan transportation improvement programs (TIPs) and Federal projects conform to the purpose of the State Implementation Plan (SIP). Conformity to a SIP means that such activities will not cause or contribute to any new violations of the National Ambient Air Quality Standards (NAAQS); increase the frequency or severity of NAAQS violations; or delay timely attainment of the NAAQS or any required interim milestone.

The Transportation Conformity requirement detailed in CFR Parts 51 and 93 does not preclude federally funded transit or highway projects from causing an increase in local emissions but does limit those increases in emissions to below levels established by federal guidance or the SIP.

Furthermore, the Clean Air Act Section 108 identifies Transportation Control Measures as project types that are expected to improve regional air quality. MPMS 87176, the 69th Street Intermodal Parking Garage, provides additional parking at a fixed route transit station. As such this project could be considered "fringe and transportation corridor parking facilities serving multiple occupancy vehicle programs or transit service" which is explicitly defined as a TCM in the Clean Air Act.

DVRPC has demonstrated, through the Transportation Conformity process in conjunction with state and federal planning partners, that the FY 2013 Pennsylvania TIP and Connections Long-range Plan conform to the SIP and Final Conformity Guidance and therefore meet the requirements established by the Clean Air Act and relevant Federal regulations.

There is no validity to the statements made regarding the termination of DVRPC's Regional Citizens Committee nor those comments regarding changes to the Commission's public participation process.

Agency Response by SEPTA:

SEPTA acknowledges the public's concern regarding current fiscal constraints, which have resulted in the deferral of future phases of the 69th Street Intermodal Parking Garage project and most other station improvement projects until Fiscal Year 2023.

The goal of the 69th Street Intermodal Parking Garage project is to facilitate the use of public transportation and improve facilities for transit customers. The project was developed in cooperation with Delaware County, Upper Darby Township, elected officials, SEPTA, and the public. The project received federal earmark funds in Fiscal Year 2006, 2007, 2008 and 2009, and was subsequently included in the Fiscal Year 2009 and 2011 TIP documents.

The parking expansion program is only one part of a multi-faceted approach to foster ridership growth on SEPTA services. Increasing gasoline prices have contributed to an increase in SEPTA ridership. The 69th Street Transportation Center is a major intermodal hub serving 16 million transit riders annually, but the facility currently has only 182 SEPTA parking spaces.

Agency Responses

On the DVRPC Draft FY2013-2016 Transportation Improvement Program (TIP) for PA

Opposition to entire TIP

Response to: A.234, A.235, A.236

Agency Response by DVRPC:

As per recent correspondence from FTA (dated June 5, 2012, and attached at the end of this "Summary of Responses" document), DVRPC's Public Participation Plan provided a more than sufficient amount of time for public comment and met all federal requirements.

The public was given 30 days in which to comment on the PA TIP. The public comment period opened on May 3, 2012. All pertinent documents were posted online on the afternoon of May 2, 2012 and all materials were mailed on May 1, 2012. In order to assure public comment, we also accepted any comments received up to a week after the 30 day period.

Technical Difficulties with sending in public comment

Response to: A.237, A.238

Agency Response by DVRPC:

A technical problem resulted in your inability to submit a comment on MPMS #84642 (SEPTA's Jenkintown Platform and Garage), and DVRPC is working to correct this issue. In the meantime, please send your comment directly to Candy Sydner at DVRPC. Other commentors were able to submit regarding this MPMS#. Please note that this is one of the SEPTA project records that erroneously printed in the TIP document. There are no financial records, the project record should not have appeared in the document, and it will be removed from the program upon adoption.



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION III
Delaware, District of
Columbia, Maryland,
Pennsylvania, Virginia,
West Virginia

1760 Market Street
Suite 500
Philadelphia, PA 19103-4124
215-656-7100
215-656-7260 (fax)

Mr. John Scott
Pennsylvania Transit Expansion Coalition
P.O. Box 76
Southampton, PA 18966

JUN 5 2012

Dear Mr. Scott:

This is in response to your email of May 24, 2012 to Tony Cho of my staff, asking FTA to "revise your analysis" of the public comment period afforded by the Delaware Valley Regional Planning Commission (DVRPC) before its new Public Participation Plan (PPP) was adopted, as well as review your claim that your right to public comment had been infringed upon. Your email was in response to our May 23, 2012 letter to Mr. Jon Frey of PA-TEC.

23 CFR 450.316(a) requires that "A minimum public comment period of 45 calendar days shall be provided before the initial or revised participation plan is adopted by the MPO." There is no specific stipulation in Federal law under 23 CFR Part 450 that the public comment period begin the first business day after the publication of the PPP, nor is there any requirement for what time of day the plan must be published on the first day of the public comment period. Your citation of Pennsylvania administrative law does not apply to Federal regulations, and we cannot comment on State requirements.

Moreover, our regulations require that the public comment period of 45 days "shall be provided before the . . . plan is adopted by the MPO." Regardless of whether or not the public comment period should have started on January 30, the plan was not adopted by DVRPC until April 26, 2012, which totals 88 days from the date that the revised PPP was published. Furthermore, online commenting on all Board Actions for the April 26 meeting (including adoption of the revised PPP) was made available on April 16, 2012.

Although your March 15, 2012 comments on the PPP may have been placed in a separate category, they were still presented to the DVRPC Board for consideration, in addition to comments submitted by Mr. Frey of PA-TEC dated March 14, 2012, which were included with the other public comments on the PPP. Furthermore, we are aware that you and Mr. Frey attended the DVRPC Open House to discuss the revised PPP on February 15, 2012, and the DVRPC staff took note of your concerns. Finally, we are aware that with DVRPC Board permission, you gave comments directly to the DVRPC Board at the beginning of its April 26 meeting regarding the PPP. Based on this information, we disagree with your assertion that your "right to public comment on this plan has been infringed upon."


In response to your email of May 31, 2012, your assertion that "According to Federal law, the public is required to have 30 days minimum to comment on the proposed Transportation

Improvement Program (TIP)" is incorrect. There is nothing in 23 CFR Part 450 that mandates the time period that a draft TIP is available for public review.

Based on our review of the public process which DVRPC used to revise and adopt its new PPP, we find that DVPRC did not act in an arbitrary or capricious manner. DVRPC's decision to approve the revised PPP did not equate to your right to comment being infringed upon.

Based on our review of all the facts, you should consider this our final decision on this matter.

Sincerely,

A handwritten signature in cursive script, appearing to read "Brigid Hynes-Cherin", with a long horizontal flourish extending to the right.

Brigid Hynes-Cherin
Regional Administrator

cc: Barry Seymour, DVRPC
Ernest Blais, FHWA-NJ
Renee Sigel, FHWA-PA

S.R. 2028, Section SP2 - Stoopville Road Phase II – MPMS 88083

Project Description

This project involves the construction of improvements at multiple locations along Durham Road (S.R. 0413), Stoopville Road (S.R. 2028), Eagle Road (a Township Road), Washington Crossing Road (S.R. 0532), and Highland Road (a Township Road), in Upper Makefield, Lower Makefield, Newtown, and Wrightstown Townships, Bucks County, PA. The project limits extend from the Stoopville Road/Durham Road (S.R. 0413) intersection to the village of Dolington along S.R. 0532. The proposed improvements include:

- Improvements to the S.R. 0413/S.R. 2028 intersection by widening S.R. 0413 to provide an exclusive left-turn lane on southbound S.R. 0413 for vehicles traveling to eastbound Stoopville Road. S.R. 0413 will have variable widening on both sides to reduce Right-of-Way impacts. S.R. 0413 will be widened to the west a maximum of five feet beyond the existing edge of pavement for a length of 965 feet along S.R. 0413. In addition, S.R. 0413 will be widened to the east a maximum of four feet beyond the existing edge of pavement for a length of 730 feet along S.R. 0413. There is no widening proposed for the Stoopville Road approach to the intersection. A new traffic signal will be installed at this intersection.
- Construction of a walking path along the north side of Stoopville Road from east of Rosefield Drive to Eagleton Farms Road/Hemlock Drive; along the south side of Stoopville Road from Eagleton Farms Road/Hemlock Drive to Eagle Road; continuing along the west side of Eagle Road to Marigold Drive; along the north side of Stoopville Road from Creamery Road to the intersection of Stoopville Road/Washington Crossing Road; and continuing along the north side of Washington Crossing Road to Highland Road. The walking path will be a 6' wide bituminous path that is set a minimum of 4' off the edge of existing pavement. Decorative crosswalks and new ADA-compliant curb ramps will be installed for the walking path crossings at the intersection of Eagleton Farms Road and Stoopville Road; at Stoopville Road and Washington Crossing Road; and at Washington Crossing Road and Highland Road. The walking path construction will require the extension of an existing pipe culvert which carries a tributary to Hough's Creek beneath Stoopville Road between Highland Road and Creamery Road. The pipe will be extended 12 feet to allow for the walking path to cross over the tributary.
- Widening of the west side of Highland Road at Washington Crossing Road to provide an exclusive right-turn lane from southbound Highland Road to westbound Washington Crossing Road. This improvement is needed due to additional traffic on Highland Road as a result of the new US Veterans Cemetery that was recently constructed on Highland Road. The widening extends a maximum of 15 feet from the edge of existing pavement for a length of approximately 250 feet. The widening is not on the cemetery property. Several utility poles will need to be relocated to accommodate the widened highway; these poles will be relocated directly behind the edge of the new pavement (within 10 feet of the edge of pavement; final location to be determined by the utility company).
- Installation of additional traffic control signs and gateway signage along Washington Crossing Road through the village of Dolington, including a multi-way stop at the intersection of Washington Crossing Road and Dolington Road (S.R. 2075) (if approved by the Traffic Unit). Construction is limited to the addition of stop signs at the intersection of Washington

Crossing and Dolington Roads; the painting of stop bars on the pavement; and the installation of post-mounted gateway signage adjacent to the shoulders of Washington Crossing Road approaching the intersection. There is potential for the Traffic Unit to require the installation of an overhead flashing warning device at the intersection as part of the multi-way stop installation; this would require the construction of traffic signal mast arms adjacent to the roadway shoulder, at a distance no greater than five feet from the edge of the existing pavement. The need for flashing warning device installation will be determined during preliminary engineering.

Snyder, Candy

From: Snyder, Candy
Sent: Tuesday, June 05, 2012 12:28 PM
To: 'olga.mchugh@gmail.com'
Cc: Schoonmaker, Elizabeth; Murphy, Richard; Meconi, Jane
Subject: RE: filtering of comments

Ms. McHugh:

On behalf of DVRPC, I want to apologize for any inconvenience regarding your submission of TIP public comments. DVRPC has no interest in filtering comments. We sincerely welcome your input regarding any project and are not sure what might have caused an issue with MPMS #84642. We are looking into the problem with our IT department.

If you are willing to re-issue your comments and send them to me directly at this email address, I would be glad to forward them to our TIP staff and will make sure that they are included in their entirety in the public comments that will be reviewed by our Board. Thank you and please contact me with any questions.

Candace Snyder
DVRPC
Director, Office of Communications and Public Affairs
Phone ... 215-238-2875
Fax ... 215-592-9125
Email ... csnyder@dvrpc.org
Follow us on Twitter ... www.twitter.com/DVRPC

From: TIP Plan Comments
Sent: Monday, June 04, 2012 4:21 PM
To: Snyder, Candy
Subject: FW: filtering of comments

From: Olga McHugh [<mailto:olga.mchugh@gmail.com>]
Sent: Friday, June 01, 2012 4:55 PM
To: TIP Plan Comments
Subject: filtering of comments

I object to your selection or filtering of comments. My Comments on TIP #s 65109, 48201, and 16334 all appeared to electronically register. However, my comments on # 84642 will not register! I sincerely believe that this is being filtered out of your process.

Olga McHugh
Wyncote PA

Recommended Changes to the FY2013 – 2016 Draft TIP for Pennsylvania



Recommended Changes to Draft DVRPC FY2013 TIP for PA Board FINAL June 28, 2012

DVRPC Highway Projects to be Added to the FY2013 TIP

Montgomery	MPMS# 89715	US 422 Sanatoga Interchange Ramp Improvements	Add \$400,000 Local for PE in FY13.
DRPA/PATCO	MPMS# 74840	Commodore Barry Bridge Security Improvements - DRPA	Transfer project from the Transit Program to the Highway Program.

DVRPC Highway Projects to be Removed from the FY2013 TIP

Bucks	MPMS# 61682	Old Route 13 Improvement Project	Remove project from the TIP. Bristol Borough does not intend to move the project forward.
Delaware	MPMS# 87940	Pedestrian and School Children Safety (TCSP)	Remove project from the TIP. Marple Township does not intend to move the project forward.
Delaware	MPMS# 15185	Old Forge Road Over Rocky Run (CB #209)	Remove project from the TIP. Funds have been authorized and project has been Let. Move funds to Bridge Reserve Line Item MPMS# 79929.
Delaware	MPMS# 14747	US 322 Final Design	The FY17 final design funds will be removed from this project MPMS #14747 due to a May 2012 TIP Action to add remaining required final design funds in FY12, so that this design "parent" project will no longer be needed and will not appear in the final FY2013 TIP. The construction breakouts will continue to show.
Montgomery	MPMS# 15769	Limekiln Pike Bridge	Remove project it has been authorized/encumbered. Funds will be returned to the Bridge Reserve Line Item and Local Bridge Program.

DVRPC Transit Projects to be Added to the FY2013 TIP

Pottstown	TBD	Transportation Capital Improvements	Program \$245,000 over 4 years to enable PART to undertake select capital improvements accordingly: \$33,834 5307/\$50,000 1517/\$1,166 Local in FY13; \$58,002 5307/\$1,998 Local in FY14; \$53,185 5307/\$1,815 Local in FY15; \$45,000 1517 in FY16. Projects anticipated are non-revenue vehicles, farebox system upgrade, ITS improvements and facility improvements.
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DVRPC Transit Projects to be Removed from the FY2013 TIP

SEPTA	MPMS# 60286	SEPTA Bus Purchase Program - 40'	Remove this MPMS# from TIP. Project record printed in Draft FY2013 Program by mistake.
SEPTA	MPMS# 84642	Jenkintown Platform and Garage Project	Remove this MPMS# from TIP. Project record printed in Draft FY2013 Program by mistake.
SEPTA	MPMS# 84643	Malvern Station and Pedestrian Tunnel Improvements	Remove this MPMS# from TIP. Project record printed in Draft FY2013 Program by mistake.
SEPTA	MPMS# 90509	Infrastructure Safety and Renewal Program - Building and Bridges	Remove this MPMS# from TIP. Project record printed in Draft FY2013 Program by mistake.
SEPTA	MPMS# 90515	Infrastructure Safety and Renewal Program - Communication and Signals	Remove this MPMS# from TIP. Project record printed in Draft FY2013 Program by mistake.
SEPTA	MPMS# 90528	Infrastructure Safety and Renewal Program - Power	Remove this MPMS# from TIP. Project record printed in Draft FY2013 Program by mistake.
SEPTA	MPMS# 92304	Compressed Natural Gas (CNG) Bus Purchase (TMA Bucks) - SEPTA	Remove this MPMS# from TIP. Project record printed in Draft FY2013 Program by mistake.
DRPA/PATCO	MPMS# 74840	Commodore Barry Bridge Security Improvements - DRPA	Transfer project from the Transit Program to the Highway Program.

DVRPC Highway Project Schedule Adjustments or Cost Restructuring

Philadelphia	MPMS# 73134	Gateway Revitalization/Torresdale Av Strscpe Im Pr	Increase the project FY13 CON phase by \$241,000 CMAQ to address the most recent cost estimate which includes additional ADA ramp upgrades. Draw \$241,000 CMAQ from MPMS# 84318.
Philadelphia	MPMS# 46958	Philadelphia Naval Shipyard Access	Change FY14 CON from \$8,096,000 SXF/\$2,024,000 Local to \$5,400,000 SXF/\$1,350,000 Local based on available DEMO funds.
Chester	MPMS# 14515	PA 100, Shoen Road to Gordon Drive (02L)	Reduce FY13 CON phase by \$100,000 and add a \$100,000 UTL phase in FY13. Reprogram as follows: FY13 CON \$4,680,000 NHS/\$1,170,000 581 funds, FY13 UTL \$80,000 NHS/\$20,000 581 funds.
Pottstown	MPMS# 59935	Capital Operating Assistance - Pottstown Area Rapid Transit (PART)	Reduce programming of the 4 year TIP period by a total of \$245,000 accordingly: Reduce 5307 by \$62,000 to \$688,000 in FY13; by \$62,000 to \$688,000 in FY14; by \$61,000 to \$689,000 in FY15; and by \$60,000 to \$690,000 in FY16. Funds are reduced in order to make \$245,000 available for a breakout Capital Improvements project (MPMS #TBD).
Various	MPMS# 66460	TE Project Engineering and Management - DVRPC	Adjust programming in accordance with DVRPC UPWP (Work Program) need for project management, resulting in a \$14,000 decrease. In FY13: increase CMAQ to \$112,000, decrease STE to \$322,000, decrease 581 state to \$108,000 (\$28,000 + \$80,000). In FY14: increase CMAQ to \$112,000, decrease 581 state to \$108,000 (\$28,000 + \$80,000). Adjust CMAQ (MPMS #84318), TE (MPMS #64984), and Highway MPMS #79927) Reserve Line items accordingly.
Delaware	MPMS# 87119	Nether Providence Township Sidewalks (SRTS) - Round 1	Add PE phase in FY13 in the amount of \$65,000 SRTSF and remove \$65,000 SRTSF from the FY14 CON phase. Also revise the description to add "Any additional funds required to complete the project will be provided locally."
Montgomery	MPMS# 87099	Upper Gwynedd Township Improvements (SRTS) - Round 1	Add PE phase in FY13 in the amount of \$180,000, FD in FY13 in the amount of \$20,000, and CON in FY14 in the amount of \$869,977. Also revise the description to add "Any additional funds required to complete the project will be provided locally."
Montgomery	MPMS# 87097	Pottstown Borough Improvements (SRTS) - Round 1	Add PE phase in FY13 in the amount of \$80,000, FD in FY13 in the amount of \$10,000, and CON in FY14 in the amount of \$135,000. Also revise the description to add "Any additional funds required to complete the project will be provided locally."
Bucks	MPMS# 90327	River Rd over Trib Delaware (Bridge)	Move project to Illustrative Unfunded List as construction is not scheduled until FY21, outside the four years of the TIP. This project will be addressed at the next TIP update.
Delaware	MPMS# 92808	Marshall Road over Cobbs Creek	Move project to Illustrative Unfunded List as preliminary engineering is not scheduled until FY17, outside the four years of the TIP. This project will be addressed at the next TIP update.
Montgomery	MPMS# 16239	New Hanover Square Road Bridge	Move project to Illustrative Unfunded List as final design is not scheduled until FY19, outside the four years of the TIP. This project will be addressed at the next TIP update.
Philadelphia	MPMS# 17407	Erie Avenue over Conrail Bridge	Move project to Illustrative Unfunded List as final design is not scheduled until FY17, outside the four years of the TIP. This project will be addressed at the next TIP update.
Philadelphia	MPMS# 75804	University Avenue over CSX Rail	Move project to Illustrative Unfunded List as preliminary engineering is not scheduled until FY18, outside the four years of the TIP. This project will be addressed at the next TIP update.
Philadelphia	MPMS# 81292	Frankford Avenue over Frankford Creek	Move project to Illustrative Unfunded List as preliminary engineering is not scheduled until FY18, outside the four years of the TIP. This project will be addressed at the next TIP update.
Philadelphia	MPMS# 69914	Fifth Street over Conrail	Move project to Illustrative Unfunded List as final design is not scheduled until FY19, outside the four years of the TIP. This project will be addressed at the next TIP update.
Philadelphia	MPMS# 92809	Roosevelt Boulevard Exit	Move project to Illustrative Unfunded List as preliminary engineering is not scheduled until FY18, outside the four years of the TIP. This project will be addressed at the next TIP update.
Various	Various	Various	Move funds from deleted projects into their appropriate Line Items.

DVRPC Transit Project Schedule Adjustments or Cost Restructuring			
SEPTA	MPMS# 60629	Job Access and Reverse Commute (JARC) and New Freedom	Reduce the FY13 PennDOT match according to an April 2012 TIP Action which reduced the FY13 PennDOT match for the program. Reprogram as follows: FY13 \$2,151,704 JARC/\$3,700,000 JARC-S.
Add New Fully Funded Projects Using Special Discretionary Funds			
Various	Various	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.
Project Descriptions			
Delaware	MPMS# 14747, 69815, 69817, 69816	US 322	Edit US 322 project descriptions to indicate inclusion of landscaped median, jug handles, left turn lanes, and limited widening, in addition to other necessary revisions. Remove reference to MPMS #69818 in all construction breakouts as that MPMS# is no longer used for this project. See MPMS #'s 69815, 69816, and 69817 for construction breakouts for this project.
Chester	MPMS# 14251	Chandler Mill Road Bridge	Revise project description: "Replace or rehabilitate the Chandler Mill Road Bridge over the West Branch of the Red Clay Creek in Kennett Township. This County owned bridge (#236) is structurally deficient, functionally obsolete, and closed to traffic. The bridge is on the National Register of Historic Places and is part of the Chester County Planning Commission's recommended bikeway network."
Chester	MPMS# 14884	PA 41 Study	Revise project description: "Safety, operational, mobility, and infrastructure improvements at priority locations based on the PA 41 Corridor Revised Preliminary Alternatives Analysis (2010) may be identified and advanced if they are eligible improvements for the remaining earmarks."
Various	Various	General Bridges	Update description of projects that are still in PE to indicate that structure may be rehabilitated <u>or</u> replaced. Final alternative is not known until NEPA clearance occurs and FHWA has requested this edit.
Bucks	MPMS# 88083	Stoopville Road Improvements - Phase 2	Correct the description to reflect a pedestrian walkway along sections of Stoopville Road, widening the intersection at Highland Road to add operational improvements via a new 150' turn lane from South Bound Highland Road onto westbound 532 where there is an existing traffic signal, and widening the intersection at Durham Rd/PA 413 and Stoopville Road to add operational improvements by adding a new 200' turn lane from south bound Durham Road onto east bound Stoopville Road, including installation of a new traffic signal. Please see descriptive information provided by PennDOT which is attached to the Summary of Responses document.

Various	Various	Update descriptions of projects that are related to CMP	Edit descriptions of CMP projects to include location of CMP Commitment documents.
Bucks	MPMS# 64781	Swamp Road/Pennswood Road Bridge Over Branch of Neshaminy Creek	Update description to read: The project is to replace the structurally deficient simple span concrete adjacent box beam bridge carrying SR 2036 (Swamp Rd) over an unnamed tributary to Neshaminy Creek. The bridge is located just west of the western entrance of the Bucks County Community College in Newtown Township. The bridge is bordered to the north by the historic Temora Farm Property and to the south by Tyler State Park. Stone retaining walls extend east and west of the existing bridge along the north side of the roadway. The superstructure of the existing bridge was replaced under an emergency contract in 2004. The existing structure is a single 28 foot span with a clear roadway width of 23.5 feet. The proposed structure will be a single 35 foot span with a clear roadway width of 28 feet (12 foot lanes and 2 foot shoulders). Traffic will be maintained using a detour during construction.
Philadelphia	MPMS# 91837	City Wide Resurfacing (# 103B)	Change scope of project to reflect the following. The following streets have been removed from this package: Chestnut Hill Avenue: Seminole Street to Bethlehem Pike Seminole Street: Chestnut Hill Avenue to St. Martin's Lane St. Martin's Lane: Highland Avenue to Mermaid Lane Mermaid Lane: St Martin's Lane to McCallum Street McCallum Street: Mermaid Lane to Allens Lane St. Martin's Lane: Willow Grove Avenue to Mermaid Lane The following streets have been added to the resurfacing package: G Street: Hunting Park Avenue to Erie Avenue 54th Street: Upland Way to City Avenue
Technical Corrections			
Various	79927	Highway Reserve Line Item	Add 'STP' to end of title.
Various	82216	NHS Reserve Line Item	PennDOT shift \$162,000 NHS in FY13, and \$31,000 NHS in FY15 from MPMS# 79927 to MPMS# 82216 to come in line with DVRPC TIP database. DVRPC and PennDOT shift FY21 \$280,000 NHS, FY22 \$1,094,000 NHS, FY23 \$2,946,000 NHS, and FY24 \$37,382,000 NHS from MPMS# 79927 to MPMS# 82216.
Various	Various		Make technical corrections to the program as necessary, including project descriptions, limit corrections, title edits, AQ codes, and CMP codes.
IMP Program			

Public Comment Outreach Documentation





190 N INDEPENDENCE MALL WEST
8TH FLOOR
PHILADELPHIA, PA 19106-1520
Phone: 215-592-1800
Fax: 215-592-9125
www.dvrpc.org

**THE DELAWARE VALLEY REGIONAL PLANNING COMMISSION (DVRPC) ANNOUNCES
FOR PUBLIC REVIEW:**

- **DRAFT DVRPC FISCAL YEAR (FY) 2013-2016 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR PENNSYLVANIA**
- ***PROPOSED CONNECTIONS LONG-RANGE PLAN AMENDMENT: SOUTH JERSEY BUS RAPID TRANSIT (BRT) PROJECT***
- **DRAFT TRANSPORTATION CONFORMITY FINDING FOR: DRAFT DVRPC FY 2013 TIP FOR PENNSYLVANIA CONNECTIONS LONG-RANGE PLAN AMENDMENT FY 2012 TIP FOR NEW JERSEY**

The Delaware Valley Regional Planning Commission (DVRPC) is seeking your input and will open public comment periods for the documents listed above. The public comment period for the Draft Pennsylvania TIP and the proposed Plan amendment will open on May 3, 2012 and close at 5 p.m., June 1, 2012. The public comment period for the draft Transportation Conformity Finding will open on May 7, 2012 and close at 5 p.m., June 5, 2012.

Please join us for a public meeting and information session on the Draft FY 2013 TIP, the Plan amendment, and the Draft Transportation Conformity Finding between the hours of 4 and 6 p.m. on:

**Tuesday, May 15, 2012
DVRPC Conference Room
190 N. Independence Mall West, 8th Fl.
Philadelphia, PA 19106**

An additional meeting for the Plan amendment and Transportation Conformity will be held from 4 and 6 P.M. on:

**Tuesday, May 22, 2012
Deptford Township Municipal Building
First Floor Conference Room
1011 Cooper Street
Deptford, NJ 08096**

The TIP is the regionally agreed-upon list of priority transportation projects, as required by federal law. The *Connections* Plan is the region's 25-year vision for prioritizing transportation investments in the region and the proposed Plan amendment is a result of a request from New Jersey Transit to include the South Jersey BRT system project, which runs along portions of Route 42/55/I-676, in the fiscally-constrained set of projects that are part of the Plan.

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 online at www.dvrpc.org, in the DVRPC Resource Center (located at the address below) 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. Please contact the Resource Center at 215-238-2809 if you wish to have the documents mailed to you.

Written comments and questions may be addressed to Plan/TIP/Conformity Comments, c/o DVRPC Public Affairs Office, 190 N. Independence Mall West, 8th Fl., Philadelphia, PA 19106, e-mailed to tip-plan-comments@dvrpc.org. There is an online tool that can review or map individual projects in an interactive way at www.dvrpc.org/TIP. Comments for all documents may also be submitted electronically:

TIP comments: <http://www.dvrpc.org/TIP/>

Transportation Conformity: <http://www.dvrpc.org/Environment/AirQuality/Conformity.htm>

Plan amendment: <http://www.dvrpc.org/Connections>

The public involvement process for the TIP conducted by DVRPC is in cooperation with the Pennsylvania Department of Transportation (PennDOT) to satisfy the requirements placed by federal legislation and regulation for all Federal Transit Administration and Federal Highway Administration funded projects in the TIP. Public Involvement for the TIP is used to satisfy public involvement requirements for PennDOT's Section 5307 program of projects as well.

Comments for the Draft TIP and Plan amendment must be received no later than 5 p.m. on June 1, 2012. Comments related to the Draft Transportation Conformity Finding must be received no later than 5 p.m. on June 5, 2012.

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.



SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY

NOTICE OF PUBLIC HEARING

FISCAL YEAR 2013 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 11:30 A.M. and 5:00 P.M., on April 11, 2012. The purpose of the hearing is to consider the Authority's proposed Fiscal Year 2013 Capital Budget and Fiscal Years 2013-2024 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 2013 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 Programs of Projects will be available at www.septa.org when they are finalized.

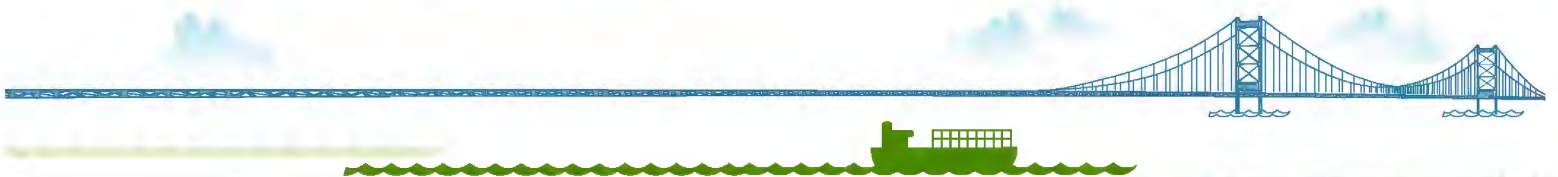
- II. At the hearings, SEPTA will afford an opportunity for interested persons or agencies to be heard with respect to the social, economic and environmental aspects of the projects. Interested persons may submit orally, or in writing, evidence and recommendations. Persons wishing to file written comments 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 11, 2012, 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 March 27, 2012. Speakers for the morning and evening sessions must register by 12:30 P.M. and 5:30 P.M., respectively.

- III. On or about March 12, 2012, 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 2013 Capital Budget and Fiscal Years 2013-2024 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's website at www.asb.org.

Highlights of the Draft TIP
FY 2013 Draft TIP for Pennsylvania
(FY 2013-2016)

★ **TIP** TRANSPORTATION
IMPROVEMENT PROGRAM



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 outer ring symbolizes the region as a whole while the diagonal bar signifies the Delaware River. 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 the findings and conclusions herein, 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.

Highlights for the Draft Delaware Valley Regional Planning Commission FY2013 TIP for Pennsylvania

The Draft Delaware Valley Regional Planning Commission FY2013 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 will begin on May 3, 2012, and will end on June 1, 2012. 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 inclusion in the TIP signifies regional agreement on the priority of the project and establishes eligibility for federal funding. SAFETEA-LU expired in September 2009. Until new legislation is passed, funds for transportation are made available through a process of "Continuing Resolutions," which extends SAFETEA-LU spending levels for a period of time.

Looming Issues

The DVRPC region has worked diligently to prepare a draft program which maintains a state of good repair and advances critical infrastructure projects. Unfortunately, due to severe funding limitations there are many projects which are not programmed for funding in the four year TIP period FY13-FY16, and these projects could advance sooner only if additional resources were made available to the region. However, in order to demonstrate a longer planning and programming horizon, to provide more realistic expectations and time-frames in which to expect advancement of projects with more realistic costs, and to indicate a certain level of commitment to projects which do not fit within the four year TIP, the Draft FY2013 TIP does show a financially constrained twelve year program from FY13-FY24 using assumptions of funding levels that are currently available.

Federal funding options for the future are unclear and there are innumerable challenges and uncertainties to address. SAFETEA-LU expired on September 30, 2009, and 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 June, 2012, at current funding levels, but there is no agreement 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 continued to decrease over the last three years, while both operating and capital expenses increased dramatically. Fiscal Year 2013 is the third consecutive year of reduced capital funding due to a reduction in State Appropriation 916 funds (previously known as Act 44 funds).

Overall funding levels provided to the DVRPC region and documented in PennDOT's Financial Guidance show current highway funding levels are 30% lower than at the time of developing the FY2009 TIP for PA. SEPTA indicates that annual capital funding levels provided for the Draft FY2013 TIP for PA are the lowest since 1997.

SEPTA's programming for the first four years of the TIP (FY 2013-2016) is focused on funding financial obligations, commitments to contracts currently awarded, federal mandates, and safety-related or essential vehicle and infrastructure replacement and rehabilitation programs. Without adequate capital funding, SEPTA cannot advance essential projects such as substation and bridge rehabilitations until outer years of the TIP. SEPTA's substations are generally more than 80 years old, and many bridges are over 100 years old, but these important repairs have been deferred until FY 2018. Major station projects are being delayed until 2023. Funding is not available to ensure that SEPTA can continue to purchase hybrid (rather than diesel) vehicles.

Programming for highway projects in the DVRPC region within the first four years (FY13-FY16) is focused on "fix it first" road and bridge rehabilitation and reconstruction projects. Additional funds were provided to the region to advance the I-95/PA Turnpike Interchange completion project, but many projects that cannot be advanced at this time include medium and large scale, multi-year funded projects such as US 1 and US 422 rehabilitation, and new capacity projects such as a US 30 Bypass, in addition to a multitude of structurally deficient bridges located all over the region.

Program Summaries

The Draft DVRPC FY2013 Transportation Improvement Program for Pennsylvania contains approximately 385 projects, totaling more than \$3.7 billion for the phases to be advanced over the next four years, averaging \$925 million per year. Programmed funds include \$2.3 billion for projects primarily addressing the highway system and \$1.4 billion of transit projects for SEPTA, Pottstown Urban Transit, and the Delaware River Port Authority/PATCO (DRPA/PATCO). Table 1 presents a funding summary for the DVRPC region by county and transit operator for each of the four TIP years in Pennsylvania and includes \$536 million provided to the region through the Pennsylvania Statewide Interstate Management Program (IMP).

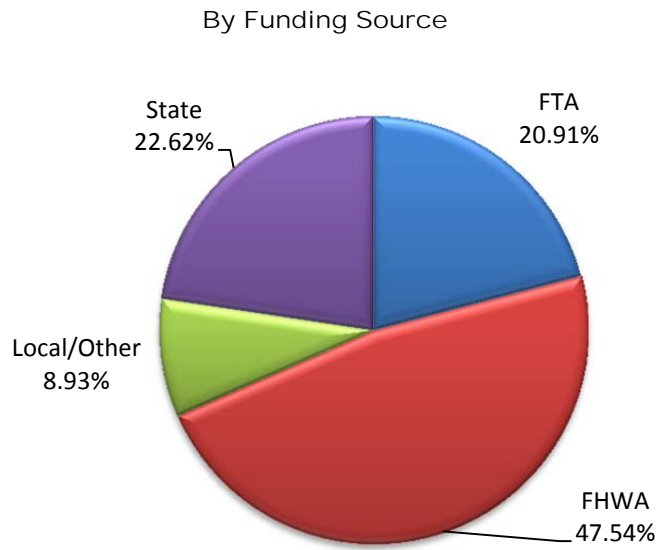
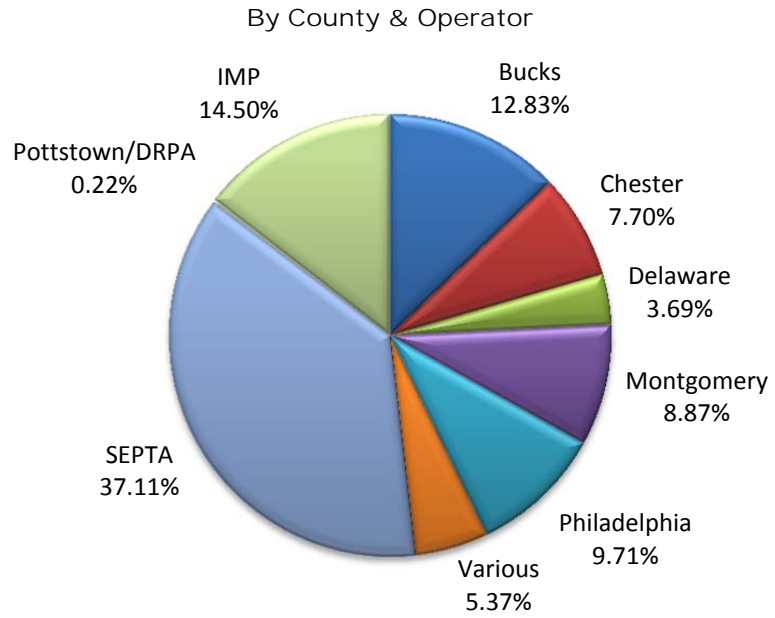
Table 1: TIP Cost Summary by County and Transit Operator, Pennsylvania
Subregion (\$000)

	FY2013	FY2014	FY2015	FY2016	Total
Highway Program					
Bucks	\$99,049	\$139,796	\$117,531	\$118,352	\$474,728
Chester	\$72,907	\$64,381	\$68,963	\$78,770	\$285,021
Delaware	\$33,717	\$32,669	\$45,659	\$24,369	\$136,414
Montgomery	\$74,532	\$57,884	\$67,892	\$112,576	\$312,884
Philadelphia	\$96,616	\$106,238	\$105,680	\$50,980	\$359,514
Various	\$50,832	\$48,423	\$47,666	\$51,669	\$198,590
-Interstate	\$222,558	\$191,687	\$107,429	\$14948	\$536,622
Subtotal	\$650,211	\$641,078	\$560,820	\$451,664	\$2,303,773
Total Cost – 4 Year Highway Program					\$2,303,773
Transit Program					
SEPTA	\$343,293	\$343,345	\$343,398	\$343,453	\$1,373,489
DRPA/PATCO*	\$1,000	\$0	\$0	\$0	\$1,000
Montgomery	\$15,500	\$0	\$0	\$0	\$15,500
Pottstown	\$1,754	\$1,754	\$1,754	\$1,754	\$7,016
Subtotal	\$361,547	\$345,099	\$345,152	\$345,207	\$1,397,005
Total Cost – 4 Year Transit Program					\$1,397,055
Grand Total Cost – 4 Year Highway and Transit Program					\$3,700,828

Source: DVRPC, 2012

* See the FY2012 DVRPC TIP for NJ for the main program & projects for DRPA/PATCO.

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



Draft DVRPC FY2013-2016 TIP PROJECTS FOR PENNSYLVANIA

Highway, Transit, and Interstate Management Programs

by MPMS# and Project Title

Bucks County

12931 Worthington Mill Rd Br (Bridge)	90327 River Rd o/ Trib Delaware (Bridge)
13014 Clay Ridge Road Bridge Over Beaver Creek (CB #30)	92741 Main St o/Br Perkiomen Cr (Bridge)
13240 Old Bethlehem Road Bridge Over Kimples Creek	95449 Lower Bucks County Waterfront
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)	
13347 I-95, PA Turnpike Interchange (TPK)- STAGE 1	
13377 Main St over SEPTA (Bridge)	
13440 Allentown Road and PA 663 Bridges (2) Over Licking Creek	
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	
13716 Headquarters Road Bridge Over Tinicum Creek	
13727 Bristol Road Intersection Improvements	
17918 I-95, Transit Improvements/FLEX (Cornwells Heights)	
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 (M04)(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 Bustleton/Bridgetown Pike Closed Loop Signal System	
61682 Old Route 13 Pedestrian Improvements (TE)	
64779 County Line Road Widening	
64781 Swamp Road/Pennswood Road Bridge Over Branch over Neshaminy Creek	
65922 Route 13, East Coast Greenway Bke/Ped Bridge (North Phase 1 (TE)	
69912 River Road Bridge Over Tohickon Creek	
70218 Delaware Canal Pedestrian Tunnel	
71159 Route 13, East Coast Greenway Bicycle/Pedestrian Bridge (TE)	
72906 Afton Avenue Streetscape (HTSSRS)	
74827 Delaware Canal Enhancement	
77449 Route 13, East Coast Greenway Bicycle/Pedestrian Bridge (South) - Phase 2 (TE)	
77455 Broad/Main/Front Streets Streetscape - Phase 3 (TE)	
77456 Route 13, Redevelopment Project, Croydon (TE)	
77468 PA 413, Langhorne Borough Streetscape - Phase I (HTSSRS)	
77469 Doylestown Borough Safe Routes to School (TE)	
78516 Bridge Replacement Brownsville Road	
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) - Round 1	
88083 Stoopville Road Improvements - Phase 2	
90197 Tyburn Road Bridges (1) Over Amtrak/Conrail	

Draft DVRPC FY2013-2016 TIP PROJECTS FOR
PENNSYLVANIA

Highway, Transit, and Interstate Management Programs

by MPMS# and Project Title

Chester County

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)
14541 US 1, Baltimore Pike Widening
14675 Chester Valley Trail (Sec 2/3) - Phase 2
47979 Paoli Transportation Center Road Improvements
57659 French Creek Parkway - Phase 1
57664 Newark Road Intersection Improvements
57683 Old Gap/Newport Pike Bridge Over Valley Creek
57684 PA 82 Bicycle/Pedestrian Trail
59434 Schuylkill River Trail (Q20)
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)
69647 US 322, Brandywine Creek Avenue Bridge Over
Brandywine Creek
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
71195 Coatesville Train Station Rehabilitation (TE)
71197 Sadsburyville Village Enhancement Plan (HTSSRS)
71198 Park Road Trail (TE)
72910 Coatesville Third Avenue Train Station - Streetscape
(HTSSRS)
72911 Phoenixville Streetscape (HTSSRS)
72912 West Grove Community Streetscape (HTSSRS)
77457 Church Street Streetscape (TE)
77459 Phoenixville Streetscape (HTSSRS)
77476 Kennett Pike Bikeway
80042 PA 100, Corridor Safety Improvements
80049 Walker Road Bridge Over Trout Run Creek (Thompson
Bridge)
80050 Pusey Mill Road Bridge Over Big Elk Creek (Quimbry's
Bridge)
80101 PA 52, Wawaset/Unionville Road South Roundabout
81286 Creek Rd o/ E Brandywine (Bridge)
83710 Boot Road Extension Bridge Over Brandywine Creek
84410 US 202, Section 300 CMP Commitments (Transit)
84961 Yellow Springs Parking & Street Enhancement (TCSP)
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
90612 Boot Road o/ Amtrak (Bridge)
92733 Dwnngtwn Pk o/EBr Brndywn (Bridge)
95430 US 202 at SR 926 Intersection Improvement

**Draft DVRPC FY2013-2016 TIP PROJECTS FOR
PENNSYLVANIA**

Highway, Transit, and Interstate Management Programs

by MPMS# and Project Title

Delaware County

- | | |
|--|--|
| 14747 US 322 Final Design | 90478 Norris Street East Grade Crossing |
| 14891 Darby Road/Paoli Road Bridges (2) Over Little Darby Creek and Wigwam Run | 90480 Norris Street West Grade Crossing |
| 15008 Folcroft Avenue Bridge Over Amtrak/SEPTA R2 Rail Line | 90620 Townsend Avenue Grade Crossing |
| 15183 Station Road Bridge Over Chester Creek (CB #234) | 92315 Ruth Bennett Electrical |
| 15185 Old Forge Road Over Rocky Run (CB #209) | 92316 Ruth Bennett HVAC |
| 15225 Ardmore Avenue Bridge Over SEPTA and Cobbs Creek | 92317 Ruth Bennett Plumbing |
| 15251 US 1, Baltimore Pike Interchange Improvements | 92323 Wanamaker Ave o/ Darby Ck (Bridge) |
| 15306 Sellers Avenue Bridge Over Amtrak and SEPTA R2 Rail Line | 92323 Wanamaker Ave o/ Darby Ck (Bridge) |
| 15345 PA 252, Providence Road Widening | 92808 Marshall Rd o/ Cobbs Crk (Bridge) |
| 15368 MANOA RD:BRG OVER CK (Bridge) | 94909 Engle Street Grade Crossing |
| 15406 PA 452, Market Street Bridge Over Amtrak/SEPTA R-2 Rail Line | 95429 US 202 and US 1 Loops Roads |
| 47147 3rd Street Dam Over Broomall Lake | |
| 47992 New Road Over West Branch of Chester Creek (Crozierville Bridge) | |
| 47993 7th Street Bridge Over Chester Creek | |
| 48168 Baltimore Pike Signals | |
| 50520 Nether Providence Sidewalks and Trail (TE) | |
| 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 | |
| 57780 Rt. 322/Comm Barry Bridge/I-95 2nd St. Interchange | |
| 64790 MacDade Boulevard Closed Loop Signal System | |
| 64791 PA 420, Kedron Avenue | |
| 65911 Marcus Hook Streetscape (TE) | |
| 65914 Sharon Hill Train Station Rehabilitation (TE) | |
| 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 (TE) | |
| 71202 East Coast Greenway/Chester Riverfront Improvement Phase II (TE) | |
| 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 (TE) | |
| 77460 Lincoln Avenue Renaissance Project (TE) | |
| 77472 Knowles Avenue Sidewalk and Underpass (TE) | |
| 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) - Round 1 | |
| 87119 Nether Providence Township Sidewalks (SRTS) – Round 1 | |
| 87120 Upper Darby Township Sidewalks (SRTS) - Round 1 | |
| 87940 Pedestrian and School Children Safety (TCSP) | |
| 90473 Highland Avenue Grade Crossing | |
| 90477 Flower Street Grade Crossing | |

Draft DVRPC FY2013-2016 TIP PROJECTS FOR
PENNSYLVANIA

Highway, Transit, and Interstate Management Programs

by MPMS# and Project Title

Montgomery County

15769 Limekiln Pike Bridge Over Little Neshaminy 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
16214 PA 611, Old York Road Over SEPTA R3
16216 Pennswood Road Bridge Over Amtrak/SEPTA R5 Rail
Lines
16239 NEW HANOVER SQ RD BR
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 #23)
16484 Edgehill Road Bridge Over Old York Road
16610 Ashmead Road Bridge Over Tookany Creek (CB)
16658 Old Forty Foot/Skipack (Bridge)
16665 US 202, Markley Street Southbound (Section 500)
16703 Old Betzwood Bridge Bicycle/Pedestrian Trail (C047) -
Part 5 of River Crossing Complex
16705 Chester Valley Trail Extension (C036)
16726 WarminsterRd/Pennypack Ck (Bridge)
48186 Pottstown Area Signal System Upgrade
50646 PA 63 Bridges (3) Over Unami Creek and East Branch
Perkiomen
57849 PA 29, Main Street Bridge Over Reading Railroad Trac
(Removal)
57851 Plank Road/Otts Road/Meyers Road/Seitz Road
Intersection Improvements
57858 Lafayette Street Extension (MG1)
57864 Cowpath Road/Godshall Road/Broad Street Improvem
57865 Edge Hill Road Reconstruction
59522 I-476, PA Turnpike Northeast Extension/PA 309 Corrid
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)
64796 US 422/PA 363 Interchange Reconstruction (4TR) – Part 2
of River Crossing Complex
64798 North Narberth Avenue Bridge Over Amtrak/SEPTA (CB)
65910 Ambler Streetscape/Station Landscaping (TE)
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-Stowe)
69799 PA 309, ITS Integration
70197 US 422, (New) Expressway Bridge Over Schuylkill Riv
(SRB) - Part 3 of River Crossing Complex
71203 Flourtown-Erdenheim Community Gateways (TE)
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)
74807 North Broad Streetscape Improvements
74813 Ambler Pedestrian Sidewalk Improvements (TE)
74815 Upper Gwynedd Streetscape Improvements (TE)
74817 PA 263, York Road Hatboro Revitalization (TE)
74937 Whitmarsh Township Street Improvements (TE)
77462 Collegeville Main Street Revitalization - Phase 3
(HTSSRS)
78736 E King St O/Manatawney Cr (Bridge)
79863 Lafayette Street, Ford Street to Conshohocken
Road Extension (MGP)
79864 Lafayette Street, Barbados Street to Ford Street
Widen (MGN)
80021 US 202, Markley Street Improvements (Section
510)
80022 US 202, Markley Street Improvements (Section
520)
80052 Fetters Mill Bridge Over Pennypack Circle
80053 Knight Road Bridge Over Green Lane Reservoir
83742 Keim Street Bridge Over Schuylkill River
86336 Congo Road Bridge Replacement
86361 Rockledge Streetscape Improvements, Rockledge
- Phase III
86924 PA 422, Resurfacing (PM2)
87097 Pottstown Borough Improvements (SRTS) Round 1
87099 Upper Gwynedd Township Improvements (SRTS) -
Round 1
87392 Lafayette Street Extension (MGL)
87522 I-76 Mudslide Improvements
87938 Bethlehem Pike Roadway Streetscape
Improvements (TCSP)
90006 Trooper Road Closed Loop (TCSP)
92807 Skipack Pike Bridge Replacement
92839 Ridge Pike/two RR Bridges

**Draft DVRPC FY2013-2016 TIP PROJECTS FOR
PENNSYLVANIA**

Highway, Transit, and Interstate Management Programs

by MPMS# and Project Title

Philadelphia

- | | |
|--|--|
| <p>17407 Erie Ave o/ Conrail (Bridge)
 17511 City Ave o/ SEPTA (Bridge)
 17622 Adams Avenue Bridge Over Tacony Creek
 17659 Harbison Avenue/Aramingo Avenue Safety Improvement (C048)
 17697 Island Avenue Signal Upgrade
 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
 47811 I-95, Orthodox Street to Levick Street (BSR) - Design(IMP)
 47812 I-95, Betsy Ross Interchange (BRI) - Design(IMP)
 47813 I-95, Ann Street to Wheatshaeaf Lane (AFC)
 48193 Allen's Lane Bridge Over SEPTA R8 Rail Line
 48195 Tyson Avenue Signal Improvement
 56768 41st Street Bridge Over Amtrak's Harrisburg Line (CB)
 57276 Montgomery Avenue Bridge over Amtrak at 30th Stree (CB)
 57894 Stenton Avenue and Godfrey Avenue Signal Modernize
 57897 Haverford 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 (TE)
 62694 Passyunk Avenue Drawbridge Over the Schuylkill River
 62717 Lehigh Avenue West Signal Modernization
 65915 Pennsylvania Ave. Bicycle/Pedestrian Improvements (TE)
 68067 Tidal Schuylkill River Greenway & Trail/Boardwalk (TIGER)
 68072 PATCO Directional Signage, Philadelphia
 69828 Market Street Bridges (2) Over Schuylkill River and CS Railroad (MSB)
 69909 Willits Road Bridge Over Wooden Bridge Run
 69913 Grays Ferry Avenue Bridge Over Schuylkill River
 69914 Fifth Street over Conrail (Bridge)
 70014 Center City Signal Improvements (North) - Phase 3
 70243 American Street Streetscape
 71210 West Bank Greenway/Philadelphia Zoo Multipurpose T (TE)
 72597 Ben Franklin Bridge Philadelphia Operational Improve
 73134 Gateway Revitalization/Torresdale Av Strscpe Im Pr
 74823 Philadelphia Zoo Intermodal Transportation Center
 74824 Walnut Street Gateway Improvements (TIGER)
 74828 American Cities/Safe Routes to School - Phase 3
 74841 PRPA Access Project
 75804 University Av/CSX Rail (Bridge)
 76870 Willow Grove Avenue Bridge Over SEPTA R8 Rail Line (CB)
 77452 Manayunk Canal Restoration - Phase 3 (TE)
 77467 Fox Chase/Rockledge Streetscape, Philadelphia – (TE)
 77475 Philadelphia School Zone Safety Improvements (HTSSRS) - Phase 2
 77485 Mill Creek Safe Routes to School (TE)
 78758 JFK Boulevard Bridges (3) Over 21st/22nd/23rd Street
 78764 W Girard Ave O/CSX (Bridge)
 79685 I-95, Cottman-Princeton Main Line and Ramps (CP2) (IMP)</p> | <p>79686 I-95, Columbia Street to Ann Street (GR1)
 79743 Logan Square, 20th/Winter/Parkway Improvements
 79826 I-95N: Columbia-Ann St N (GR3) (IMP)
 79827 I-95S: Columbia-Ann St N (GR4) (IMP)
 79828 I-95: Race - Shackamaxon (GR5) (IMP)
 79903 I-95, Betsy Ross Bridge Ramps Construction (BR0) (IMP)
 79904 I-95N: Betsy Ross Inter (BR2) (IMP)
 79905 I-95S: Betsy Ross Inter (BR3) (IMP)
 79908 I-95, North of Bridge Street Interchange Construction (BS1) (IMP)
 79910 I-95S: Bridge St Inter (BS2) (IMP)
 79911 I-95 Allegheny Ave Interchange (AFI) (IMP)
 79912 I-95: Allegheny Ave Inter (AF2) (IMP)
 80054 2-Vine Street Expressway Bridges (7) Over I-676 Expressway (PAB) - Part 2
 80055 Holme Avenue Bridges (2) Over Roosevelt Blvd
 80104 Henry Ave Corridor Safety Improvements
 81292 Frankford Av/Frankford Ck (Bridge)
 83640 I-95, Shackamaxon Street to Columbia Avenue (GR2) (IMP)
 84649 Parkway Streetscape Improvements
 85059 Shakespeare Park Renovation
 85415 Olney Ave Safety Improvements
 85417 Allegheny Avenue Safety Improvements
 85419 Erie Av: Broad St. - K St
 87107 School District of Philadelphia Improvement (SRTS) - Round 1
 87124 Sister Cities Plaza Renovation - Phase I
 87937 Avenue of the Arts Revitalization and Streetscape (TCSP)
 88085 Byberry Road Bridge Replacement
 88767 1-Vine Street Expressway Bridges (2) Over I-676 Expressway (PAA) - Part 1
 88768 3-Vine Street Expressway Bridges (3) Over I-676 Expressway (PAC) - Part 3
 89180 Philadelphia Art Museum Improvements
 90096 Spring Garden O/Schuylkill (Bridge)
 90097 Spring Garden St. o/ I-76 (Bridge)
 90141 Schuylkill River Trail at Bartram's Garden (ECG) (TIGER)
 90180 East Coast Greenway/58th Street Connector Greenway (TIGER)
 90482 North Delaware Riverfront Greenway (TIGER)
 91490 Expressway Service Patrol - Philadelphia
 91573 South Street Pedestrian Ramp - Phase II
 91837 City Wide Resurfacing (# 103B)
 92376 Walnut Lane Bridge Over Wissahickon Creek
 92554 Ridge Ave Over Amtrak (Bridge)
 92809 Roosevelt Blvd Exit (Bridge)
 93106 Philadelphia Traffic Operations Center
 95450 Woodland Ave Transit Signal Priority Upgrades (TSP)-(TIGER)
 95451 Bustleton Ave North Transit Signal Priority Upgrades (TSP) (TIGER)
 95452 Bustleton Ave South Transit Signal Priority Upgrades (TSP)-(TIGER)</p> |
|--|--|

Draft DVRPC FY2013-2016 TIP PROJECTS FOR

PENNSYLVANIA

Highway, Transit, and Interstate Management Programs

by MPMS# and Project Title

Various Counties

17891 TransitChek Mass Marketing Efforts
17900 Mobility Alternatives Program (MAP)/Share a Ride Program (SAR)/(HER)
17928 Ozone Action Program
36927 Railroad/Highway Grade Crossings
48197 CSX Trenton Line Clearance Project
48199 Transportation Management Associations (TMA)
48201 DVRPC Competitive CMAQ Program
48202 Regional GIS Support – DVRPC
57927 Regional Safety Initiatives (HSIP)
64652 Transportation Community Development Initiative (TCDI)
64984 Highway Transportation Enhancements Line Item
65109 Transit Flex – SEPTA
66460 TE Project Engineering and Management – DVRPC
66461 CMAQ Project Engineering and Management – DVRPC
72738 Intelligent Transportation Systems (ITS) Including RIMIS - DVRPC
75767 District Bridge Design Program
75854 District Program Management Services "A"
75855 District Program Management Services "B"
79927 Highway Reserve Line Item
79929 Bridge Reserve Line Item
79980 STU Reserve Line Item
80093 I-76, Regional Travel Information
82216 NHS Reserve Line Item
82395 916 Approp. Reserve Line Item
84318 CMAQ Reserve Line Item
84457 Signal Retiming Program
86077 Update Travel Simulation – DVRPC
95447 Local Bridge Line Item

Pottstown

59935 Capital Operating Assistance - Pottstown Area Rapid Transit (PART)

DRPA/PATCO

74840 Commodore Barry Bridge Security Improvements – DRPA

Montgomery County

90680 Ardmore Transit Center Line Item

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
60335 City Hall Station / 15th Street Station Rehabilitation
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
60638 Regional Rail Car, Locomotive, and Trolley Acquisition
60651 Substation Improvement Program
60655 Levittown Intermodal Facility Improvements (B)
73214 Ardmore Station
77180 State of Good Repair
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
90509 Infrastructure Safety and Renewal Program - Building Bridges
90512 SEPTA Bus Purchase Program
90515 Infrastructure Safety and Renewal Program - Communication and Signals
90528 Infrastructure Safety and Renewal Program - Power
92304 Compressed Natural Gas (CNG) Bus Purchase (TMA Bucks) - SEPTA
95402 Bridge Improvement Program

Learn more and share your ideas...

DVRPC encourages the public to provide 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 FY2013 TIP for Pennsylvania will be open from May 3, 2012, and extended through June 3, 2012, at 5:00 p.m. (EST). All comments must be submitted in writing so they can be included as part of the formal public record and final TIP document.

Comments can be made online as part of DVRPC's web-based TIP public comment application located at www.dvrpc.org/TIP. Additionally, written comments can be forwarded to:

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

OR

- Emailed to tip-plan-comments@dvrpc.org.

OR

- Faxed to "TIP Comments" at 215-592-9125

There will be a public meeting held to allow the public to present their comments on:

TUESDAY, MAY 15, 2012

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

Copies of the Draft FY2013 TIP for Pennsylvania are available for review on the DVRPC web site at www.dvrpc.org/TIP/ and in print at the DVRPC Resource Center. This document will also be available for review at the public meeting.

For more information, please contact DVRPC's Office of Capital Programs 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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Publication Title: Highlights for the Draft DVRPC FY2013 Transportation Improvement Program for Pennsylvania

Publication Number: 13001C

Date Published: May 2012

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 Highlights for the Draft DVRPC FY2013 Transportation Improvement Program (TIP) for Pennsylvania briefly describes the region's TIP as a federally required, multi-modal, four year constrained program of planned transportation infrastructure investment. It also contains a summary listing of all transit, highway, bridge, bicycle, pedestrian, and freight related projects in the Pennsylvania Subregion which will seek federal funding in fiscal years 2013 to 2016. The Highlights document includes a financial summary of costs by county and by operator, as well as a section on how, when, and where to comment on the Draft FY2013 TIP for PA.

Staff Contact:

Elizabeth Schoonmaker, Manager, Office of Capital Programs
Delaware Valley Regional Planning Commission
190 North Independence Mall West - 8th Floor
Philadelphia, PA 19106-1520
☎ 215-592-1800
Fax: (215) 592-9125
Internet: www.dvrpc.org



190 North Independence Mall West, 8th Floor

Philadelphia, PA 19106

Telephone 215.592.1800

Fax 215.592.9125

Website www.dvrpc.org/TIP



Scan QR code with
your smartphone
for up-to-date
information on
DVRPC's TIP or visit
www.dvrpc.org/TIP.

Tribe and Nations Outreach

The following text was emailed on May 3, 2012 to the following federal or state recognized tribes in the region:

- Absentee-Shawnee Tribe of Oklahoma
- Delaware Nation
- Delaware Tribe
- Eastern Shawnee Tribe of Oklahoma
- Onondaga Nation
- Shawnee Tribe
- Stockbridge-Munsee Band of the Mohican Nation of Wisconsin
- Nanticoke Lenni-Lenape Indians of New Jersey
- Powhatan Renape Nation
- Ramapough Lenape Indian Nation

Good Morning,

The Delaware Valley Regional Planning Commission (DVRPC) is releasing several documents for public comment:

DRAFT DVRPC FISCAL YEAR (FY) 2013-2016 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR PENNSYLVANIA:

(<http://www.dvrpc.org/TIP/fy13-draft.htm>)

PROPOSED CONNECTIONS LONG-RANGE PLAN AMENDMENT: SOUTH JERSEY BUS RAPID TRANSIT (BRT) PROJECT

(http://www.dvrpc.org/Connections/pdf/SJ_BRT_Analysis.pdf)

DRAFT TRANSPORTATION CONFORMITY FINDING FOR:

- **DRAFT DVRPC FY 2013 TIP FOR PENNSYLVANIA**
- **PROPOSED CONNECTIONS LONG-RANGE PLAN AMENDMENT**
- **FY 2012 TIP FOR NEW JERSEY**

(<http://www.dvrpc.org/Environment/AirQuality/Conformity.htm>)

In accordance with the regulations contained in SAFETEA-LU, you are receiving these documents as part of the 30-day public comment period. The draft TIP and proposed long-range plan amendment have a public comment period of May 3-June 1, 2012, and the draft Conformity Finding's public comment period is May 7-June 5, 2012. Other parties, governmental agencies, and the general public are receiving the same information at this time.

Please see the full notice below. If you would like to receive hard copies of these documents, please let me know. Thank you.

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

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190 N INDEPENDENCE MALL WEST
8TH FLOOR
PHILADELPHIA, PA 19106-1520
Phone: 215-592-1800
Fax: 215-592-9125
www.dvrpc.org

THE DELAWARE VALLEY REGIONAL PLANNING COMMISSION (DVRPC) ANNOUNCES FOR PUBLIC REVIEW:

- **DRAFT DVRPC FISCAL YEAR (FY) 2013-2016 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR PENNSYLVANIA**
- **PROPOSED *CONNECTIONS* LONG-RANGE PLAN AMENDMENT: SOUTH JERSEY BUS RAPID TRANSIT (BRT) PROJECT**
- **DRAFT TRANSPORTATION CONFORMITY FINDING FOR:
DRAFT DVRPC FY 2013 TIP FOR PENNSYLVANIA
PROPOSED *CONNECTIONS* LONG-RANGE PLAN AMENDMENT
FY 2012 TIP FOR NEW JERSEY**

The Delaware Valley Regional Planning Commission (DVRPC) is seeking your input and will open public comment periods for the documents listed above. The public comment period for the Draft Pennsylvania TIP and the proposed Plan amendment will open on May 3, 2012 and close at 5 p.m., June 1, 2012. The public comment period for the draft Transportation Conformity Finding will open on May 7, 2012 and close at 5 p.m., June 5, 2012.

Please join us for a public meeting and information session on the Draft FY 2013 TIP, the proposed Plan amendment, and the Draft Transportation Conformity Finding between the hours of 4 and 6 p.m. on:

**Tuesday, May 15, 2012
DVRPC Conference Room
190 N. Independence Mall West, 8th Fl.
Philadelphia, PA 19106**

An additional meeting for the Plan amendment and Transportation Conformity will be held from 4 and 6 P.M. on:

**Tuesday, May 22, 2012
Deptford Township Municipal Building
First Floor Conference Room
1011 Cooper Street
Deptford, NJ 08096**

The TIP is the regionally agreed-upon list of priority transportation projects, as required by federal law. The *Connections* Plan is the region's 25-year vision for prioritizing transportation investments in the region and the proposed Plan amendment is a result of a request from New Jersey Transit to include the South Jersey BRT system project, which runs along portions of Route 42/55/1-676, in the fiscally-constrained set of projects that are part of the Plan. 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 online at www.dvrpc.org, in the DVRPC Resource Center (located at the address below) 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. Please contact the Resource Center at 215-238-2809 if you wish to have the documents mailed to you.

Written comments and questions may be addressed to Plan/TIP/Conformity Comments, c/o DVRPC Public Affairs Office, 190 N. Independence Mall West, 8th Fl., Philadelphia, PA 19106, e-mailed to tip-plan-comments@dvrpc.org. There is an online tool that can be used to review or map individual projects in an interactive way at www.dvrpc.org/TIP. Comments for all documents may also be submitted electronically:

TIP comments: <http://www.dvrpc.org/TIP/>

Plan amendment: <http://www.dvrpc.org/Connections>

Transportation Conformity: <http://www.dvrpc.org/Environment/AirQuality/Conformity.htm>

The public comment period will also serve as an opportunity to comment on the Pennsylvania Department of Transportation (PennDOT) Statewide Transportation Improvement Program, available online at:

<http://www.dot.state.pa.us/Internet/web.nsf/Secondary?openframeset&Frame=main&src=PADraftTransPr og?OpenForm>. The public involvement process for the TIP conducted by DVRPC is in cooperation with the PennDOT to satisfy the requirements placed by federal legislation and regulation for all Federal Transit Administration and Federal Highway Administration funded projects in the TIP. Public Involvement for the TIP is used to satisfy public involvement requirements for PennDOT's Section 5307 program of projects as well.

Comments for the Draft TIP and Plan amendment must be received no later than 5 p.m. on June 1, 2012. Comments related to the Draft Transportation Conformity Finding must be received no later than 5 p.m. on June 5, 2012.

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.

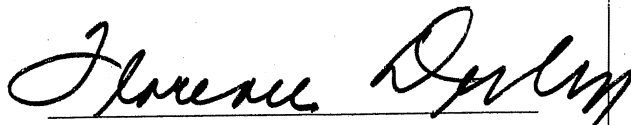
Proof of Publication in The Philadelphia Inquirer
Under Act. No 160, P.L. 877, July 9, 1976

STATE OF PENNSYLVANIA
COUNTY OF PHILADELPHIA

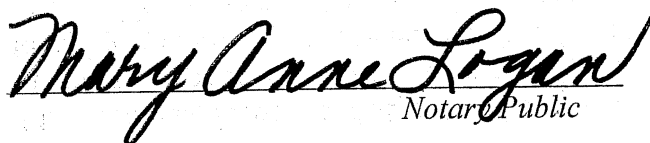
Florence Devlin being duly sworn, deposes and says that **The Philadelphia Inquirer** is a daily newspaper published at Broad and Callowhill Streets, Philadelphia, Pennsylvania, which was established in the year 1829, since which date said daily newspaper has been regularly published and distributed 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:

May 2, 2012

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.



Sworn to and subscribed before me this 2nd day of
May, 2012.



Notary Public

My Commission Expires:

NOTARIAL SEAL
Mary Anne Logan, Notary Public
City of Philadelphia, Phila. County
My Commission Expires 3/30/2013

Copy of Notice of Publication

Notice

The Delaware Valley Regional Planning Commission (DVRPC) will open public comment periods for the following documents: Draft Fiscal Year (FY) 2013-2016 Pennsylvania Transportation Improvement Program (TIP); a proposed amendment to the DVRPC Connections Long-Range Plan (Plan); The South Jersey Bus Rapid Transit (BRT) system; and the Draft Transportation Conformity Finding of the Draft FY 2013 Pennsylvania TIP, the Connections Plan, and the FY 2012 New Jersey TIP. The public comment period for the Draft Pennsylvania TIP and the proposed Plan amendment will open on May 3, 2012 and close at 5 p.m., June 1, 2012. The public comment period for the Draft Transportation Conformity Finding will open on May 7, 2012 and close at 5 p.m., June 5, 2012. A public meeting for all documents is scheduled from 4-6 p.m. on Tuesday, May 15, 2012 at DVRPC, 190 N. Independence Mall West, 8th Fl., Philadelphia, PA 19106. An additional meeting for the proposed Plan amendment and Draft Transportation Conformity Finding is scheduled from 4-6 p.m. on Tuesday, May 22, 2012 at the Deptford Township Municipal Building, 1011 Cooper Street, Deptford, NJ, 08096. The TIP is the regionally agreed-upon list of priority transportation projects, as required by federal law. The Plan is the region's 25-year vision for prioritizing transportation investments in the region. The Plan amendment is a result of a request from New Jersey Transit to include the South Jersey BRT system project in the fiscally-constrained set of projects that are part of the Plan. 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 at www.dvrpc.org, in the DVRPC Resource Center (located at the address below), and in a number of regional libraries. The documents will also be available at the public meeting(s), 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, faxed to 215-592-9125, or e-mailed to tip-plan-comments@dvrpc.org. Comments may also be left online at the links provided at www.dvrpc.org/GetInvolved/PublicNotices/. 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 public involvement process for the TIP conducted by DVRPC is in cooperation with the Pennsylvania Department of Transportation (PennDOT) to satisfy the requirements placed by federal legislation and regulation for all Federal Transit Administration and Federal Highway Administration funded projects in the TIP. Public involvement for the TIP is used to satisfy public involvement requirements for PennDOT's Section 5307 program of projects as well.



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 4

AD 2012

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

Notice

The Delaware Valley Regional Planning Commission (DVRPC) has opened a public comment period for the following documents: Draft Fiscal Year (FY) 2013-2016 Pennsylvania Transportation Improvement Program (TIP); and a proposed amendment to the DVRPC Connections Long-Range Plan (Plan): The South Jersey Bus Rapid Transit (BRT) system. The public comment period for these documents opened on May 3, 2012 and will close at 5 p.m., June 1, 2012. A separate public comment period for the Draft Transportation Conformity Finding of the Draft FY 2013 Pennsylvania TIP, the Connections Plan, and the FY 2012 New Jersey TIP will open on May 7, 2012 and close at 5 p.m., June 5, 2012. A public meeting for all documents is scheduled from 4-6 p.m. on Tuesday, May 15, 2012 at DVRPC, 190 N. Independence Mall West, 8th Fl., Philadelphia, PA 19106. An additional meeting for the proposed Plan amendment and Draft Transportation Conformity is scheduled from 4-6 p.m. on Tuesday, May 22, 2012 at the Deptford Township Municipal Building, 1011 Cooper Street, Deptford, NJ, 08096. The TIP is the regionally agreed-upon list of priority transportation projects, as required by federal law. The Plan is the region's 25-year vision for prioritizing transportation investments in the region. The Plan amendment is a result of a request from New Jersey Transit to include the South Jersey BRT system project in the fiscally-constrained set of projects that are part of the Plan. 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 at www.dvrpc.org, in the DVRPC Resource Center (located at the address below), and in a number of regional libraries. The documents will also be available at the public meeting(s), 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, faxed to 215-592-9125, or e-mailed to tip-plan-comments@dvrpc.org. Comments may also be left online at the links provided at www.dvrpc.org/GetInvolved/PublicNotices/. 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 public involvement process for the TIP conducted by DVRPC is in cooperation with the Pennsylvania Department of Transportation (PennDOT) to satisfy the requirements placed by federal legislation and regulation for all Federal Transit Administration and Federal Highway Administration funded projects in the TIP. Public Involvement for the TIP is used to satisfy public involvement requirements for PennDOT's Section 5307 program of projects as well.

PUBLISHED
Public
adv
OFF

Phone: 215 893-4050

Antonia Jnobaptiste
Antonia Jnobaptiste

Sworn to and subscribed before me
this 4 day of May 2012

COMMONWEALTH OF PENNSYLVANIA

NOTARIAL SEAL
Bertha Nichols Godfrey, Notary Public
City of Philadelphia, Phila. County
My Commission Expires October 18, 2015

STATEMENT OF ADVERTISING COSTS

Delaware Valley Regional Planning Commission
190 N. Independence Mall West, 8th Floor
Philadelphia, PA 19106

TO: THE PHILADELPHIA TRIBUNE for publishing the notice of advertising attached hereto on the above dates

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The Philadelphia Tribune Co., Inc.

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The Philadelphia Tribune Co., Inc.
By _____
Fax: 215 735-3612

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(1585886) (\$60.72)

AFFIDAVIT OF PUBLICATION

State of New Jersey

SS:

Gloucester County

PUBLIC NOTICE

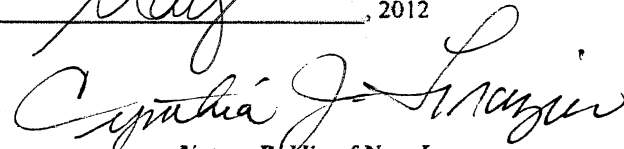
The Delaware Valley Regional Planning Commission (DVRPC) will open public comment periods for the following documents: Draft Fiscal Year (FY) 2013-2016 Pennsylvania Transportation Improvement Program (TIP); a proposed amendment to the DVRPC Connections Long-Range Plan (Plan); The South Jersey Bus Rapid Transit (BRT) system; and the Draft Transportation Conformity Finding of the Draft FY 2013 Pennsylvania TIP, the Connections Plan, and the FY 2012 New Jersey TIP. The public comment period for the Draft Pennsylvania TIP and the proposed Plan amendment will open on May 3, 2012 and close at 5 p.m., June 1, 2012. The public comment period for the Draft Transportation Conformity Finding will open on May 7, 2012 and close at 5 p.m., June 5, 2012. A public meeting for all documents is scheduled from 4-6 p.m. on Tuesday, May 15, 2012 at DVRPC, 190 N. Independence Mall West, 8th Fl., Philadelphia, PA 19106. An additional meeting for the proposed Plan amendment and Draft Transportation Conformity is scheduled from 4-6 p.m. on Tuesday, May 22, 2012 at the Deptford Township Municipal Building, 1011 Cooper Street, Deptford, NJ, 08096. The TIP is the regionally agreed-upon list of priority transportation projects, as required by federal law. The Plan is the region's 25-year vision for prioritizing transportation investments in the region. The Plan amendment is a result of a request from New Jersey Transit to include the South Jersey BRT system project in the fiscally-constrained set of projects that are part of the Plan. 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 at www.dvrpc.org, in the DVRPC Resource Center (located at the address below), and in a number of regional libraries. The documents will also be available at the public meeting(s), 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, faxed to 215-592-9125, or e-mailed to tip-plan-comments@dvrpc.org. Comments may also be left online at the links provided at www.dvrpc.org/GetInvolved/PublicNotices/. 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 public involvement process for the TIP conducted by DVRPC is in cooperation with the Pennsylvania Department of Transportation (DOT).

Joseph P. Owens, being duly sworn, on his oath, says he is an agent of the South Jersey Media Group, publishers of the "Gloucester County Times", a newspaper printed and published at Woodbury, State and County aforesaid, and that a notice of which the annexed is a true copy, was published in said newspaper for a period of 1 times(s), successively commencing on the 2 day of May, 2012 and continuing 2012


_____, General Manager

Sworn to and subscribed before me this 2 day of

May, 2012



Notary Public of New Jersey
My Commission Expires on May 12, 2016

Aviso

Delaware Valley Regional Planning Commission (DVRPC) ha iniciado un período de comentario público para los siguientes documentos: Draft Fiscal Year (FY) 2013-2016 Pennsylvania Transportation Improvement Program (TIP); y una enmienda propuesta al DVRPC Connections Long-Range Plan (Plan); El sistema de South Jersey Bus Rapid Transit (BRT). El periodo de comentario público para estos documentos comenzó el 3 de mayo de 2012 y terminará a las 5 de la tarde del día 1ero de junio de 2012. Un periodo de comentario público aparte para el Draft Transportation Conformity Finding del Draft FY 2013 Pennsylvania TIP, el Connection Plan, y el FY 2012 New Jersey TIP comenzará el día 7 de mayo de 2012 y terminará a las 5 de la tarde del día 5 de junio de 2012. Una reunión pública para todos los documentos esta programada para el Martes 15 de mayo del 2012 de 4:00 a 6:00 de la tarde en DVRPC situado en 190 N. Independence Mall West, 8th Fl., Philadelphia, PA 19106. Una reunión adicional para la enmienda propuesta al Plan y para el Draft Transportation Conformity ha sido programada para el martes 22 de mayo de 2012 de 4:00 a 6:00 de la tarde en Deptford Township Municipal Building, situado en 1011 Cooper Street, Deptford, NJ, 08096. El TIP es la lista priorizada de proyectos de transporte que ha sido regionalmente aprobada según estipula la ley federal. El Plan es el proyecto visionario de 25 años de la region para dar prioridad a las inversiones en la rama del transporte en el área. La enmienda al Plan es el resultado de una petición hecha por New Jersey Transit para incluir el proyecto de sistema de South Jersey BRT en el fiscalmente constrenido grupo de proyectos que forman parte del Plan. Transformation Conformity es el proceso que asegura que los planes y programas que reciben ayuda federal sean consistentes con los objetivos de calidad de aire de la región. Copias de los documentos del DVRPC son asequibles en el sitio web www.dvrpc.org, en el DVRPC Resource Center (situado en la dirección que aparece debajo), y en un número de bibliotecas regionales. Los documentos también estarán a disposición en la(s) reunión(es) pública(s), y pueden ser obtenidos en un formato alternativo o idioma si son solicitados. Los comentarios escritos deben ser enviados a Plan/TIP/Conformity Comments; c/o DVRPC Public Affairs Office situada en 190 N. Independence Mall West, 8th Fl., Philadelphia, PA 19106, enviados por fax al 215-592-9125, o por correo electrónico a tip-plancomments@dvrpc.org. Los comentarios pueden también ser dejados online en los links dados en www.dvrpc.org/GetInvolved/Public-Notices/. DVRPC cumple cabalmente con el Título VI del Civil Rights Act de 1964 y estatutos y regulaciones relacionadas en todos los programas y actividades. Las reuniones públicas de DVRPC siempre se toman lugar en instalaciones accesibles de ADA y también en lugares accesibles al tránsito cuando es posible. Se pueden brindar servicios auxiliares a las personas que envíen sus peticiones al menos siete días antes de celebrarse la reunión. Para más