

# DVRPC FY2025-2028 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Various

**MPMS# 16178**      **Construction Management Tasks**

**LIMITS:** Regionwide

No Let Date

**IMPROVEMENT** Other

**NHPP:**

**MUNICIPALITIES:** Various

**FC:**

AQ Code:NRS

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** Keith Dawson

**CMP:** Not SOV Capacity Adding

This project funds a Construction Management Open End Consultant that assists with projects selected by the District. The Consultant regularly meets with District Construction Management and performs various tasks as directed by the Construction unit.

Agreement Management Functions

Completion of work orders and supplemental quality control

Fiscal document completion

Agreement, work order, and supplement status tracking and reporting

Agreement closeout functions

Accrued Unbilled Costs (AUC) Resolution

Research and clearing of Accrued Unbilled Costs from MPMS

Preparation of a summary report on the project items responsible for the AUCs

Preparation of the appropriate fiscal/justification documents

DBE and Trainee Tracking and Shortfall Resolution

Project Startup Assistance

Provision of CM Support Services until project-specific work orders have been executed

Attendance at Pre-Bid and Pre-Construction meetings

Review of project plans, specifications, and schedule submissions

Completion of Constructability Reviews

PennDOT Project Collaboration Center (PPCC)

Management of project setups

Delivery of user training and support

Preservation of District 6 submittal types and workflows

Curb Ramp Verification

-Verification of the "as built" conditions of curb ramps

-Documentation of these conditions for conformance with ADA requirements

-Submission of electronic forms to PennDOT's Central Archive.

Construction Documentation Services Support

Assistance with RTKL processes

Assistance with CDS V3 migration, additional documentation, and project closeout tasks

Additional Administrative Functions as determined by Construction Unit management

# DVRPC FY2025-2028 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

## Various

		TIP Program Years (\$ 000)													
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036		
PRA	581	350													
		350	0	0	0	0	0	0	0	0	0	0	0		
		Total FY2025-2028			350	Total FY2029-2032				0	Total FY2033-2036				0

# DVRPC FY2025-2028 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Various

**MPMS# 48201** *DVRPC Competitive CMAQ Program*

**LIMITS:** Region-wide

No Let Date

**IMPROVEMENT** Other

**NHPP:**

**MUNICIPALITIES:** Various

**FC:**

AQ Code:NRS

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** J. Korus

**CMP:** Not SOV Capacity Adding

The Congestion Mitigation and Air Quality Improvement Program (CMAQ) was established by ISTEA and continued under TEA-21, SAFETEA-LU, and MAP-21. 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. Project types 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.

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 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.

The following projects selected in the calendar year 2011-2012 Competitive CMAQ Program will have funds drawn down from this Line Item at the appropriate time:

- MPMS #96221 - Multi-modal Access to New Britain Train Station -\$212,000 (\$169,600 CMAQ/ \$42,400 Matching funds)
- MPMS #96215 - City Avenue Adaptive Signals - \$1,143,500 (\$800,000 CMAQ/ \$343,500 Matching funds)
- MPMS #96222 - Enhanced Bike Facility Connection between Gray's Ferry and Bartram's Garden - \$600,000 (\$400,000 CMAQ/ \$200,000 Matching funds)
- MPMS #96227 - Traffic Operations Center Cameras - \$600,000 (\$480,000 CMAQ/ \$120,000 Matching funds)
- MPMS# 96238 - Upper Merion to Bridgeport Train Station Pedestrian Facilities Improvements - \$260,253 CMAQ/ \$304,832 Matching funds)
- MPMS# 96240 - Park Road Trail - \$1,455,908 (\$764,726 CMAQ/ \$691,182 Matching funds)

The following projects selected in the calendar year 2016 Competitive CMAQ Program will have funds drawn down from this Line Item at the appropriate time:

- 1) MPMS# 107636 - Neshaminy Greenway Trail -\$2,279,000 (\$1,823,000 CMAQ/ \$456,000 Matching funds)
- 2) MPMS# 107630 - Paoli Pike Trail Segment D-E -\$2,415,000 (\$1,736,000 CMAQ/ \$679,400 Matching funds)
- 3) MPMS# 107652 - US 202/US 1 ITS Corridor -\$3,300,000 (\$3,300,000 CMAQ/ State Matching funds)
- 4) MPMS# 107642 - Smithbridge Rd. Corridor Improvement Project -\$2,027,500 (\$1,589,500 CMAQ/ \$438,000 Matching funds)
- 5) MPMS# 107639 - Installation of Adaptive Signal Control Along Route 3 -\$700,000 (\$560,000 CMAQ/ \$140,000 Matching funds)
- 6) MPMS# 107634 - Pedestrian Enhancements for Media Borough -\$909,818 (\$727,854 CMAQ/ \$181,964 Matching funds)
- 7) MPMS# 107649 - Connecting Wallingford to Mass Transit -\$471,162 (\$370,168 CMAQ/ \$100,994 Matching funds)
- 8) MPMS# 107650 - Easton Road Traffic Signal System Project -\$975,244 (\$780,195 CMAQ/ \$195,049 Matching funds)
- 9) MPMS# 107644 - Fayette Street Traffic Signal Improvements – Phase 2 -\$870,999 (\$799,606 CMAQ/ \$71,393 Matching funds)
- 10) MPMS# 107640 - Route 463 Traffic Signal System Project -\$1,141,450 (\$913,160 CMAQ/ \$228,290 Matching funds)
- 11) MPMS# 107646 - West Main Street Traffic Signal Improvements -\$551,455 (\$487,825 CMAQ/ \$63,630 Matching funds)
- 12) MPMS# 107654 - Advancing CNG in Philadelphia -\$7,154,000 (\$2,000,000 CMAQ/ \$3,350,000 Matching funds)
- 13) MPMS# 107637 - Ramping up to Rapid Transit on Roosevelt Boulevard -\$2,989,500 (\$1,999,500 CMAQ/ \$990,000 Matching funds)
- 14) MPMS# 107648 - Reformatting N. 5th Street as a Complete Street -\$2,575,000 (\$2,020,000 CMAQ/ \$555,000 Matching funds)
- 15) MPMS# 107632 - Fox Chase Lorimer Trail -\$1,004,700 (\$868,700 CMAQ/ \$136,000 Matching funds)
- 16) MPMS# 107631 - Navy Yard Contra Flow Loop Shuttle -\$845,040 (\$416,280 CMAQ/ \$428,760 Matching funds)

The following projects selected in the calendar year 2019 Competitive CMAQ Program will have funds drawn down from this Line Item at the appropriate time:

- 1) MPMS #114093 - SEPTA Work Train Locomotive Replacement - \$6,000,000 (\$3,800,000 CMAQ/ \$2,200,000 Matching funds)
- 2) MPMS #114096 - Falls Township Adaptive Traffic Signal System - \$1,335,900 (\$1,084,720 CMAQ/ \$251,180 Matching funds)
- 3) MPMS #114164 - Nutt Road (SR 0023) and Starr Street Operational Improvements - \$1,300,856 (\$868,656 /\$432,200 Matching funds)
- 4) MPMS #114166 - PA 401 and Valley Hill Road Intersection Improvements - \$2,110,000 CMAQ
- 5) MPMS #114167 - Naamans Creek Road and Wilmington-West Chester Pike Dual Left Turn Lanes - \$668,900 (\$535,100/ \$133,800 Matching funds)
- 6) MPMS #114102 - West Chester and Route 476 Improvements - \$2,849,000 CMAQ
- 7) MPMS #114112 - Media Bypass ITS Corridor - \$5,000,000 CMAQ
- 8) MPMS #114114 - Traffic Flow Improvements – Conshohocken State Rd (SR 0023) and Spring Mill Rd (SR 3032) - \$943,490 (\$754,792 CMAQ/ \$188,698 Matching funds)
- 9) MPMS #114116 - Skippack Pike Traffic Signal System - \$962,007 (\$892,007 CMAQ/ \$70,000 Matching funds)

# DVRPC FY2025-2028 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Various

- 10) MPMS #114172 - Dreshertown Rd Cross County Trail Extension - \$4,642,200 (\$1,892,200 CMAQ/ \$2,750,000 Matching funds)
- 11) MPMS #114173 - Roosevelt Blvd Cross Over Lanes - \$1,500,000
- 12) MPMS #110415 - Schuylkill River Park Extension – Christian to Crescent - \$50,622,771 (\$1,650,000 CMAQ/ \$48,972,771 Matching funds)
- 13) MPMS #114174 - Indego 2.0: Increasing Core Capacity - \$3,122,000 (\$2,250,000 CMAQ/ \$872,000 Matching funds)

		TIP Program Years (\$ 000)											
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	CAQ	5,730											
CON	CAQ		2,922										
CON	CAQ			4,856									
CON	CAQ				4,295								
CON	CAQ					6,734							
CON	CAQ						7,342						
CON	CAQ							5,000					
CON	CAQ									5,000			
CON	CAQ												5,000
		<b>5,730</b>	<b>2,922</b>	<b>4,856</b>	<b>4,295</b>	<b>0</b>	<b>6,734</b>	<b>7,342</b>	<b>5,000</b>	<b>0</b>	<b>5,000</b>	<b>0</b>	<b>5,000</b>
		<b>Total FY2025-2028</b>		<b>17,803</b>		<b>Total FY2029-2032</b>	<b>19,076</b>			<b>Total FY2033-2036</b>	<b>10,000</b>		

# DVRPC FY2025-2028 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

## Various

**MPMS# 51095**      *ITS Program Integrator*

**LIMITS:** Districtwide ITS Program

No Let Date

**IMPROVEMENT** Signal/ITS Improvements

**NHPP:**

MRPID:236

**MUNICIPALITIES:** Various

**FC:**

AQ Code:S7

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** Gannett/B. Masi

**CMP:** Minor SOV Capacity

CMP Subcorridor(s): 3A, 3B

This project will fund analysis and planning efforts by a system integrator to support the District 6 Regional Traffic Management Center (RTMC) activities, and the regional ITS and traffic management elements deployed and proposed along expressway and arterial corridors. This will involve planning phases with deployment as a separate effort. The system integrator will support defining any potential implementation and operational strategies, and assist in developing a comprehensive strategic deployment plan (including estimate costs) along the corridors. Tasks will include ITS design review (prepared by others), video and data sharing support, ITS reporting and equipment management, ITS maintenance coordination support, communications and fiber management system support, and other similar activities.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036	
PRA	STP		400											
PRA	581		100											
		0	500	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2025-2028</b>			500		<b>Total FY2029-2032</b>				0			
											<b>Total FY2033-2036</b>			
											0			

## Pennsylvania - Highway Program (Status: TIP)

### Various

**MPMS# 57927** *Regional Safety Initiatives (HSIP) Line Item*

**LIMITS:** Region-wide

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** Various

**FC:**

AQ Code:S6

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** J. Korus

**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 Swamp Road Safety Improvements - Bucks County - \$335,000 for PE, \$1,149,000 for Final Design, \$750,000 for ROW, \$252,000 for Utility

MPMS #85949 – SR 896 Safety Improvements – Chester County - \$2,327,000 for Preliminary Engineering

MPMS #80104 – Henry Avenue Corridor Safety Improvements, Phase 1 – City of Philadelphia - \$3,363,000 for PE

Remaining funds that 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:

Bucks County:

MPMS #57625 - Route 232 Swamp Road Safety Improvements - \$298,000 for UTL, \$4,000,000 CON

Chester County:

MPMS #85949 – SR 896 Safety Improvements – \$1,273,000 for FD, \$1,000,000 ROW/ \$800,000 UTL/ \$8,200,000 CON

Delaware County:

MPMS #111167 - Lansdowne Avenue (SR 2006) Corridor Safety Improvements - \$287,000 for FD, \$2,674,000 for CON

MPMS #107642 - Smithbridge Road Corridor - \$1,100,000 HSIP and \$1,600,000 CMAQ

Philadelphia:

MPMS #80104 – Henry Ave. Corridor Safety Improvements, Phase 1 –\$1,200,000 FD, \$100,000 UTL, \$100,000 ROW, \$8,500,000 CON

MPMS #102134 – Henry Ave. Corridor Safety Improvements, Phase 2 –\$500,000 FD, \$250,000 UTL, \$500,000 ROW, \$3,000,000 CON

MPMS #111194 - Castor Avenue (SR 1005) Corridor Safety Improvements (from Comly to Rhawn, north of Boulevard) - \$178,000 for FD, \$1,665,000 for CON

MPMS #106995 - Castor Avenue (SR 1005) (Aramingo Ave to Hunting Park Ave, South of Boulevard) Signal Improvements - \$1,257,000 for CON

MPMS #111062 - University Avenue and I-76 Off Ramp Intersection Safety Improvements - \$304,000 for FD, \$2,038,000 for CON

Districtwide

2018 Districtwide High Friction Surface Treatment - \$2,000,000 for CON

2019 Districtwide High Friction Surface Treatment - \$2,000,000 for CON

Districtwide Systemic Improvements - \$5,600,000 for CON

MPMS #112524 - District 6-0 Low Cost Safety Improvements - \$2,000,000 for PE, \$4,200,000 for CON

# DVRPC FY2025-2028 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

## Various

		TIP Program Years (\$ 000)											
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	HSIP												
CON	HSIP		63										
CON	HSIP			13,100									
CON	HSIP				23,862								
CON	HSIP					23,862							
CON	HSIP						23,862						
CON	HSIP							23,862					
CON	HSIP								23,862				
CON	HSIP									23,862			
CON	HSIP										23,862		
CON	HSIP											23,862	
CON	HSIP												23,862
		0	63	13,100	23,862	23,862	23,862	23,862	23,862	23,862	23,862	23,862	23,862
		Total FY2025-2028			37,025	Total FY2029-2032			95,448	Total FY2033-2036			95,448

# DVRPC FY2025-2028 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

## Various

**MPMS# 63406** *Complete Streets Resurfacing Program*

**LIMITS:** Regionwide

No Let Date

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**NHPP:**

**MUNICIPALITIES:** Various

**FC:**

AQ Code:NRS

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** ADE Services

**CMP:** Not SOV Capacity Adding

The purposes of this project are to (1) place an engineering consultant on retainer to undertake the necessary design work to retrofit bike lanes and bicycle-friendly shoulders where appropriate, coincident with resurfacing projects and (2) maintain existing and future bicycle facilities, including installation, maintenance, and replacement of striping and damaged and missing signs. Work would include bike lanes, edge line striping, signs, and revising traffic signal permit drawings to continue edge line revisions through signalized intersections. Work would be limited to Bucks, Chester, Delaware, Montgomery counties, and the City of Philadelphia.

There is a collaborative process in place with the four counties, PennDOT District 6-0, DVRPC, and the Bicycle Coalition of Greater Philadelphia which has developed potential projects in corridors with bicycling activity or where there is a latent demand for bicycling if bicycle-friendly facilities were provided. Continuation of this process will permit this funding to be used on the projects already developed or other projects that the group may develop.

### TIP Program Years (\$ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036		
PE	581	200													
PE	581		200												
CON	581	100													
CON	581		100												
		300	300	0	0	0	0	0	0	0	0	0	0		
		<b>Total FY2025-2028</b>			<b>600</b>	<b>Total FY2029-2032</b>				<b>0</b>	<b>Total FY2033-2036</b>				<b>0</b>



# DVRPC FY2025-2028 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Various

**MPMS# 64984** *Transportation Alternatives - Urban (TAU) Line Item*

**LIMITS:** Region-wide

No Let Date

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**NHPP:**

**MUNICIPALITIES:** Various

**FC:**

AQ Code:X12

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** J. Korus

**CMP:** Not SOV Capacity Adding

This line item sets aside the funding allocated by FHWA for the new Infrastructure Investment and Jobs Act/Bipartisan Infrastructure Law's (IIJA/BIL) Surface Transportation Block Grant Set-aside for the continuation of the Transportation Alternatives Set-Aside Program (TASA/TAP) in the DVRPC region. The Transportation Alternatives Set-Aside of the Surface Transportation Block Grant Program (TA Set-aside) provides funding for programs and projects defined as transportation alternatives, including on and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, environmental mitigation, trails that serve a transportation purpose, and safe routes to school projects. For the DVRPC regional funds, priority has been established for bicycle and pedestrian facilities, conversion of abandoned railway corridors to trails, and storm-water management projects. Federal law requires that 59% of the funds are sub-allocated to regions with populations greater than 200,000 (TAU).

The IIJA/BIL apportions \$7,932,000 TAU in FY23, \$8,097,000 TAU in FY24, \$8,266,000 TAU in FY25, and \$8,438,000 TAU in FY26 and thereafter annually, directly to the DVRPC southeastern Pennsylvania region for use in selecting projects on a competitive basis. A recent competitive round (2022 Round) of three years' worth of MPO funding occurred in fall of 2021, with final projects awarded in winter 2022. 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. Each project will be broken out of the Line Item as an individual project at the appropriate time.

The following projects were added to the Transportation Alternatives – Urban (TAU) Line Item which were approved through the TA Set-Aside program in Winter 2024:

- Bucks - Levittown Trail Project – MPMS #81923 - \$2,000,000
- Bucks - South Easton Road Township to Borough Connector Trail – MPMS #81294 - \$1,500,000
- Chester - Route 100 Pedestrian Path – MPMS #81794 - \$1,000,000
- Chester - Sidley Road to Chester Valley Trail Connection – MPMS #81799 - \$1,850,000
- Delaware - Chester Creek Rail Trail Phase 2 Construction – MPMS #116147 - \$1,500,000
- Delaware - Norris Street Complete Streets - MPMS #82011 - \$1,300,000
- Montgomery - Memorial Park Improvements – MPMS #82085 - \$850,000
- Montgomery - Upper Moreland Power Line Trail – MPMS #82086 - \$2,466,000
- Philadelphia - Better Bus Stops- South 7th and 8th Streets – MPMS #81230 - \$1,000,000
- Philadelphia - Chestnut Pedestrian Islands – Phase 2 – MPMS #81223 - \$1,500,000
- Philadelphia - Woodland Avenue Complete Streets Project – MPMS #118496 - \$500,000

The following projects were added to the Transportation Alternatives – Urban (TAU) Line Item which were approved through the TA Set-Aside program in Winter 2022:

- Bucks – Newtown Rail Trail Phase 2 Bristol Road to Churchville Nature Center – MPMS #117953 - \$650,000
- Bucks – Route 332 & Tyler Park Connection – MPMS #117971 - \$825,000
- Chester – Toughkenamon Streetscape Improvements – MPMS #117969 - \$965,000
- Chester – Moores Road Sidewalk – MPMS #117970 - \$500,000
- Delaware – Highland Avenue Complete Streets – MPMS #117957 - \$1,135,000
- Delaware – Media - Smedley Connector Trail - Phase 1 – MPMS #117972 - \$450,000
- Montgomery – Main St. East to Ruth Road Sidewalk Connections – MPMS #117961 - \$985,000
- Montgomery – Liberty Bell Trail - Phase 3 – MPMS #117965 - \$600,000
- Philadelphia – Franklin Square Pedestrian Access P2 – MPMS #111496 - \$850,000
- Philadelphia – Overbrook Educational Center Slow Zone – MPMS #117966 - \$985,000

The following projects were approved through the TA Set-Aside program in Winter 2018:

- Bucks – Neshaminy Greenway Trail (Core Creek Park to Woodbourne Road) – MPMS #110773 - \$995,000
- Bucks – Iron Work Creek Sidewalk – MPMS #110774 – \$894,000
- Chester – Kennett Area Safer Active Transportation Routes – MPMS #110775 - \$915,000
- Chester – Paoli Trail, Segment A – MPMS #110776 - \$483,000
- Delaware – Pennsy Trail – Phase II Improvements – MPMS #110777 - \$1,163,000
- Montgomery – Jenkintown to Pennypack Trail – MPMS #110778 - \$715,000
- Montgomery – Parkside Cynwyd Trail Extension – MPMS #110779 - \$534,000
- Philadelphia – North Broad Street – Vision Zero Priority Corridor – MPMS #110780 - \$300,000

# DVRPC FY2025-2028 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Various

Philadelphia – Renewing Philadelphia’s Historic Streets – MPMS #110781 - \$1,000,000  
 Philadelphia – Restoration of Historic Shawmont Station – MPMS #110782 - \$1,000,000

\$4,000,000 of the Winter 2018 solicitation is to be used for regionally significant trail projects in the future, including projects in the Circuit Line Item – MPMS #105291.

The following projects were approved through the TAP program in Spring 2016:

- Bucks – Neshaminy Greenway Trail (Bristol to Upper State) – MPMS #102830 - \$1,255,000
- Chester – Paoli Pike Trail, Segment C – MPMS #107176 - \$1,000,000
- Delaware – Moore Road Sidewalk Project – MPMS #107177 - \$825,000
- Delaware – Springfield Township Sidewalk Improvements – MPMS #107178 - \$280,000
- Montgomery – FWOP, Cross County Trail Final Segment – MPMS #107179 - \$750,000
- Montgomery – Powerline Trail Connection – Phase 1 – MPMS #107180 - \$850,000
- Philadelphia – Chetlten-Greene Plaza Reconstruction – MPMS #107181 - \$370,000
- Philadelphia – City of Philadelphia SRTS (Non-Infrastructure) – MPMS #107182 - \$450,000
- Philadelphia – Make Way for Children, Expanding Ped. Infrastructure – MPMS #107183 - \$950,000
- Philadelphia – Manayunk Bridge Trail Site Amenities – MPMS #107197 - \$600,000
- Philadelphia – Safe Spaces for Cyclists: Building a Protected Bicycle Network – MPMS #107198 - \$300,000

The following projects were approved through the TAP program in Spring 2014:

- Bucks – Neshaminy Greenway Trail to Lenape Lane – MPMS # - \$800,000
- Bucks – Solebury Route 202 Gateway Trail – MPMS #102831 - \$980,859
- ChesCo – Kennett and New Garden Township Sidewalk Project – MPMS #102832 - \$850,000
- ChesCo – Village of Eagle Trail Connections – MPMS #102833 - \$560,000
- DelCo – Pedestrian and Bicycle Accessibility Enhancements – MPMS #102834 - \$420,000
- DelCo – Hillside Road Pedestrian Safety Improvements – MPMS #102835 - \$530,000
- DelCo – Nether Providence Township Sidewalks (SRTSF) – Round 1 – MPMS #87119 - \$225,000
- MontCo – Walk and Bike Pottstown Phase 1 & 2 – MPMS #102836 - \$1,000,000
- MontCo – Liberty Bell Trail Connection – MPMS #102837 - \$635,000
- Philadelphia Bike Share Program – MPMS #102838 - \$1,250,000
- South Philadelphia Neighborhood Bikeway – MPMS #102839 - \$250,000

### TIP Program Years (\$ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	TAU	7,598											
CON	TAU		8,762										
CON	TAU			8,762									
CON	TAU				8,762								
CON	TAU					8,762							
CON	TAU						8,762						
CON	TAU							8,762					
CON	TAU								8,762				
CON	TAU									8,762			
CON	TAU										8,762		
CON	TAU											8,762	
		<b>7,598</b>	<b>8,762</b>	<b>8,762</b>	<b>8,762</b>	<b>8,762</b>	<b>8,762</b>	<b>8,762</b>	<b>8,762</b>	<b>8,762</b>	<b>8,762</b>	<b>8,762</b>	<b>8,762</b>
		<b>Total FY2025-2028</b>		<b>33,884</b>		<b>Total FY2029-2032</b>		<b>35,048</b>		<b>Total FY2033-2036</b>		<b>35,048</b>	

# DVRPC FY2025-2028 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Various

MPMS# 65109 *Transit Flex - SEPTA*

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:M1

PLAN CENTER:

IPD:

PROJECT MANAGER: David Alas

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 2013-2020 funding in the amount of \$136,664,000 has been applied to MPMS# 90512, SEPTA Bus Purchase Program.

SEPTA will continue to utilize FY 2021-20224 FHWA Transit Flex funding in the amount of \$68,332,000 to support the SEPTA Bus Purchase Program (MPMS #90512).

### TIP Program Years (\$ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036	
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 FY2025-2028			68,332	Total FY2029-2032				68,332	Total FY2033-2036			68,332

# DVRPC FY2025-2028 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

## Various

MPMS# 75854 *District Program Management Services "A"*

LIMITS: Region-wide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: PM

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	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036		
PRA	581	3,000													
PRA	581		3,000												
		3,000	3,000	0	0	0	0	0	0	0	0	0	0		
		Total FY2025-2028			6,000	Total FY2029-2032				0	Total FY2033-2036				0

# DVRPC FY2025-2028 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

## Various

**MPMS# 75855**      *District Program Management Services "B"*

**LIMITS:** Region-wide

No Let Date

**IMPROVEMENT** Other

**NHPP:**

**MUNICIPALITIES:** Various

**FC:**

AQ Code:NRS

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** PM

**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	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036	
PRA	581	3,000												
PRA	581		3,000											
		<b>3,000</b>	<b>3,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2025-2028</b>			<b>6,000</b>	<b>Total FY2029-2032</b>				<b>0</b>	<b>Total FY2033-2036</b>			<b>0</b>

# DVRPC FY2025-2028 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

## Various

**MPMS# 79927** Highway Reserve Line Item-STP

**LIMITS:** Region-wide

No Let Date

**IMPROVEMENT** Other

**NHPP:**

**MUNICIPALITIES:** Various

**FC:**

AQ Code:NRS

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** J. Korus

**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	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036	
CON	STP													
		0	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2025-2028			0	Total FY2029-2032				0	Total FY2033-2036			0

# DVRPC FY2025-2028 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

## Various

MPMS# 79929 *Bridge Reserve Line Item*

LIMITS: Region-wide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: J. Korus

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	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	185	62											
CON	185					330							
CON	BOF									1,652			
CON	BOF										4,317		
CON	185										20,316		
CON	BOF											11,627	
CON	185												9,585
CON	BRIP												114
CON	BOF												16,296
CON	185												26,741
		62	0	0	0	0	330	0	0	1,652	24,633	21,212	43,151
		Total FY2025-2028			62	Total FY2029-2032			330	Total FY2033-2036			90,648

# DVRPC FY2025-2028 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

## Various

MPMS# 79980 STU Reserve Line Item

LIMITS: Region-wide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: J. Korus

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	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	STU	4,800											
CON	581	1,951											
CON	STU		2,000										
CON	581		123										
CON	581			760									
CON	581				2,240								
CON	581									106			
CON	STU											2,059	
CON	581											457	
CON	STU												17,550
		<b>6,751</b>	<b>2,123</b>	<b>760</b>	<b>2,240</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>106</b>	<b>0</b>	<b>2,516</b>	<b>17,550</b>
		<b>Total FY2025-2028</b>		<b>11,874</b>		<b>Total FY2029-2032</b>			<b>0</b>	<b>Total FY2033-2036</b>		<b>20,172</b>	



# DVRPC FY2025-2028 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

## Various

**MPMS# 82087**      *Systemic Intersection Improvement Program*

**New**

**LIMITS:** Districtwide

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** Various

**FC:**

AQ Code:S6

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** Traffic/A. Patel

**CMP:** Not Yet Determined

District 6-0 will advertise a project for "Intersection Safety Implementation Plan" to address the top ranked feasible locations. The district will identify a typical set of improvements for each of the countermeasures from which PennDOT will consider and select the most appropriate, and implement. Prioritization will involve a dual approach - working down the provided 2021 HSNS intersections list, as well as focusing on locations that are on the statewide cluster list. The PENNSHARE GIS map will be utilized to overlay the 2021 HSNS and Penndot Cluster list which will result in the addressing of safety needs on a corridor basis for highest efficiency. The district intends to use this as a tool to track and report the progress. The project is scalable – it will have the flexibility to add/delete locations depending on funding availability.

		TIP Program Years (\$ 000)															
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036				
PE	sHVRU	1,000															
CON	sHVRU	3,000															
		<b>4,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>				
		<b>Total FY2025-2028</b>			<b>4,000</b>			<b>Total FY2029-2032</b>				<b>0</b>		<b>Total FY2033-2036</b>		<b>0</b>	

# DVRPC FY2025-2028 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

## Various

**MPMS# 82088**      *Systemic Vulnerable User Improvements*

**New**

**LIMITS:** Districtwide

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:** Various

**FC:**

AQ Code:S2

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** Traffic/A. Patel

**CMP:** Not SOV Capacity Adding

This project will implement systematic safety improvements at stop-controlled and signalized intersections, such as basic signing and pavement markings, and may include larger projects to improve sight distance and intersection geometry. This project will also implement systematic safety improvements, such as signing, Rapid Rectangular Flashing Beacons, vertical deflection (speed humps, speed slots), high visibility crosswalks, pedestrian or cycling legends, signal timing, and coordination with closely spaced signals. These countermeasures will be constructed to reduce the number and severity of crashes.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036	
PE	sHVRU	1,000												
CON	sHVRU		3,000											
		<b>1,000</b>	<b>3,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2025-2028</b>			<b>4,000</b>	<b>Total FY2029-2032</b>				<b>0</b>	<b>Total FY2033-2036</b>			<b>0</b>

# DVRPC FY2025-2028 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

## Various

MPMS# 82089 Systemic Improvements: Wrong Way Countermeasures

New

LIMITS:

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:S6

PLAN CENTER:

IPD:

PROJECT MANAGER: Traffic/A. Patel

CMP: Not SOV Capacity Adding

District 6-0 will advertise a systemic project to address interchange ramp locations with a higher potential for wrong way entrance to a limited access highway. Priority will be given to locations identified by Central Office. Countermeasures to be used include signing and pavement markings, wrong way arrow legends, raised pavement markers, guiderail safety enhancements, tree trimming and removal, lane re-alignment, and delineation. From these countermeasures the designer will consider and select the most appropriate, obtain PennDOT approval, and implement. The project is scalable – it will have the flexibility to add/delete locations depending on funding availability.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036	
PE	sHSIP	1,000												
CON	sHSIP	3,000												
		<b>4,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2025-2028</b>			<b>4,000</b>	<b>Total FY2029-2032</b>				<b>0</b>	<b>Total FY2033-2036</b>			<b>0</b>

# DVRPC FY2025-2028 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

## Various

MPMS# 82091 ITS Network Arch Tech Refresh Ph1 - PA 309 Hubs

LIMITS: No Let Date  
 IMPROVEMENT Signal/ITS Improvements NHPP:  
 MUNICIPALITIES: Various FC: AQ Code:S7  
 PLAN CENTER: IPD:  
 PROJECT MANAGER: CMP:

Replacing SONET architecture with pure IP solution using Layer 3 network switches.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036		
CON	sCRP	325													
CON	LOC	81													
		406	0	0	0	0	0	0	0	0	0	0	0		
		Total FY2025-2028			406	Total FY2029-2032				0	Total FY2033-2036				0

# DVRPC FY2025-2028 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

## Various

**MPMS# 82095**      *Systemic Improvements: High Friction Surface Treatments*

**New**

**LIMITS:** Districtwide

No Let Date

**IMPROVEMENT** Intersection/Interchange Improvements

**NHPP:**

**MUNICIPALITIES:**

**FC:**

AQ Code:S14

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** Traffic/A. Patel

**CMP:** Not SOV Capacity Adding

Installation of high friction surface treatment (HFST), new/refreshed pavement markings, and center/edge-line rumble strips at various locations.

### TIP Program Years (\$ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036	
CON	sHSIP	4,000												
		4,000	0	0	0	0	0	0	0	0	0	0	0	
		Total FY2025-2028			4,000	Total FY2029-2032				0	Total FY2033-2036			0

# DVRPC FY2025-2028 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

## Various

MPMS# 82124 PA 100 & Hanover Street ITS Deployment

LIMITS: No Let Date  
 IMPROVEMENT Signal/ITS Improvements NHPP:  
 MUNICIPALITIES: FC: AQ Code:S7  
 PLAN CENTER: IPD:  
 PROJECT MANAGER: CMP: Not SOV Capacity Adding

PA 100 & Hanover Street ITS Deployment  
 Installation of CCTV, DMS, Communications, and Traffic Signal Integration  
 Various municipalities in Chester, Montgomery & Berks Counties

Deployment of the following ITS elements:  
 Closed Circuit Television (CCTV) Cameras at locations to improve situational awareness and implement active traffic management, which includes incident management, along the corridor.  
 Dynamic Message Signs (DMS) to display travel times along with other traffic operations and incident management related messages.  
 Fiber optic cable and required infrastructure (conduits, junction boxes, utility poles, etc.) to enable the Southeastern RTMC to communicate with the field equipment.  
 Interconnection of existing traffic signals as well as an existing railroad flashing signal.

		TIP Program Years (\$ 000)															
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036				
CON	sCRP	2,900															
		2,900	0	0	0	0	0	0	0	0	0	0	0				
		Total FY2025-2028		2,900		Total FY2029-2032				0				Total FY2033-2036		0	

# DVRPC FY2025-2028 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

## Various

MPMS# 82216 NHPP Reserve Line Item

LIMITS: Region-wide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: J. Korus

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	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036		
CON	NHPP		585												
		0	585	0	0	0	0	0	0	0	0	0	0		
		Total FY2025-2028			585	Total FY2029-2032				0	Total FY2033-2036				0

# DVRPC FY2025-2028 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

## Various

MPMS# 83743 ADA Ramps Line Item

LIMITS: Region-wide

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: J. Korus

CMP: Not SOV Capacity Adding

This line item is a set aside to address candidates for ADA ramp reconstruction/construction that are needed in the DVRPC region. As the proposals originally reflected in the Decade of Investment are more completely understood, evaluated, and recommended, specific TIP candidate project recommendations can be developed.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036		
CON	STP		1,000												
CON	581		250												
CON	STP			1,000											
CON	581			250											
		0	1,250	1,250	0	0	0	0	0	0	0	0	0		
		Total FY2025-2028			2,500	Total FY2029-2032				0	Total FY2033-2036				0



# DVRPC FY2025-2028 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

## Various

MPMS# 84318 CAQ Reserve Line Item

LIMITS: Region-wide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: PM

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	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036	
CON	CAQ													
CON	CAQ					808								
CON	CAQ							4,345						
CON	CAQ								7,407					
CON	CAQ									9,153				
CON	CAQ										7,765			
CON	CAQ											2,031		
CON	CAQ												38,037	
		0	0	0	0	808	0	4,345	7,407	9,153	7,765	2,031	38,037	
		Total FY2025-2028				0	Total FY2029-2032			12,560	Total FY2033-2036			56,986

# DVRPC FY2025-2028 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

## Various

**MPMS# 84457**      *Signal Retiming Program*

**LIMITS:** Region-wide

No Let Date

**IMPROVEMENT** Signal/ITS Improvements

**NHPP:**

**MUNICIPALITIES:** Various

**FC:**

AQ Code:X1

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** Traff/A. Patel

**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	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
PRA	TOLL												
PRA	CAQ	350											
PRA	TOLL												
PRA	CAQ			350									
		<b>350</b>	<b>0</b>	<b>350</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2025-2028</b>				<b>Total FY2029-2032</b>				<b>Total FY2033-2036</b>			
		700				0				0			

# DVRPC FY2025-2028 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Various

**MPMS# 92182** *Expressway Service Patrol 13-16 Suburban Counties*

**LIMITS:** I-476, US 202, US 422, I-95, I-76, PA 309, and US 30 in Bucks, Chester, Delawa

No Let Date

**IMPROVEMENT** Signal/ITS Improvements

**NHPP:**

**MUNICIPALITIES:** Various

**FC:**

AQ Code:S7

**PLAN CENTER:**

IPD: 1

**PROJECT MANAGER:** Gannett/B. Masi

**CMP:** Minor SOV Capacity

This project is a breakout of MPMS# 88616, and will operate in the suburban counties of Bucks, Chester, Delaware, and Montgomery as part of the Expressway Service Patrol contract for an additional two years. The program 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 50 linear miles including: I-76 from Philadelphia to PA Turnpike; I-95 from the New Jersey State Line to the Bucks County line; I-476 from I-95 to the PA Turnpike; US Route 202 from I-76 to US 30; US Route 422 from Route 202 to Royersford; PA 309 from PA 63 to Easton Road; and US 30 from Business Route 30 to PA 10.

A separate contract for the Philadelphia Expressway Service Patrol (MPMS #91490) is currently programmed on the DVRPC TIP and utilizes federal funding.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036	
CON	TOLL													
CON	NHPP	3,800												
		3,800	0	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2025-2028</b>			3,800	<b>Total FY2029-2032</b>				0	<b>Total FY2033-2036</b>			0

# DVRPC FY2025-2028 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Various

**MPMS# 95447** County Bridge Line Item

**LIMITS:** Region-wide

No Let Date

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:**

**MUNICIPALITIES:** Various

**FC:**

AQ Code:S19

**PLAN CENTER:** Rural Center; Town Center

IPD: 29

**PROJECT MANAGER:** J. Korus

**CMP:** Not SOV Capacity Adding

This line item sets aside funding allocated for county owned bridges that are in need of repair in the DVRPC region. Funds will be broken out and drawn down at the appropriate time for projects that were selected in the fall of 2012 (Round 1), and summer of 2016 (Round 2). Projects were selected for using 20% local match. State or federal shares will be programmed as appropriate.

Woodland Avenue over SEPTA (MPMS #98232) was programed with 100% federal funds, for preliminary engineering, final design, and construction to allow SEPTA to manage the project on behalf of the City of Philadelphia. This project was drawn down in the FY2013 TIP.

Anticipated programming and costs of projects include:

Round 1 (fall 2012 selections):

Bucks County

-Clymer Avenue Bridge over Mill Creek (MPMS #92872), West Rockhill Township,

FD \$59,000, CON \$1,194,000. Total cost \$1,253,000. This is a retro-reimbursement project. Drawn down in FY14 of the FY2013 TIP.

-Branch Road over E. Branch Perkiomen Creek, (MPMS #102666), Bridge #239, Bridge ID # 09700904310239, East Rockhill Twp, PE \$10,000, FD \$60,000, Construction \$535,000. The total cost of this project is \$605,000. This is a retro-reimbursement project. Drawn down in FY15 of the FY2015 TIP.

-Quarry Road over Morris Run, (MPMS #102667), Bridge #244, Bridge ID #09700904210244

PE \$5,000, FD \$25,000, Construction \$335,000. The total cost of this project is \$365,000. This is a retro-reimbursement project. Drawn down in FY15 of the FY2015 TIP.

-Strock's Grove Road Bridge over Beaver Creek Bridge (MPMS #98221), Nockamixon Township, PE \$300,000. FD \$375,000, ROW \$90,000, UTL \$50,000, CON \$2,000,000. The total cost of this project is \$2,630,000.

Chester County

-Sunnyside Road Bridge over East Penn Railway (MPMS #78521) in Penn Township FD \$120,000, ROW \$31,000, CON \$1,021,000. The total cost of the project is \$1,172,000. This is a retro-reimbursement project. Drawn down in FY14 of the FY2013 TIP.

-Creek Road Bridge over Pickering Creek (MPMS #98223) in Schuylkill Township, PE \$300,000, FD \$300,000. ROW \$75,000, CON \$1,904,000. The total cost of this project is \$2,579,000.

-Spring City Road over Stony Run (MPMS #98224) in East Pikeland Township, PE \$300,000, FD \$200,000, ROW \$40,000, CON \$1,400,000. The total cost of this project is \$1,940,000.

Delaware County

-Michigan Avenue over Little Crum Creek (MPMS #98216) in Ridley Township, PE \$350,000, FD \$250,000, ROW \$50,000, UTL \$50,000, CON \$2,200,000. The total cost of this project is \$2,900,000.

-Hilldale Bridge (MPMS #98217) in Lansdowne Borough, PE \$410,000, FD \$300,000, ROW \$50,000, UTL \$50,000, CON 2,850,000. The total cost of this project is \$3,660,000.

-South Avenue over Muckinipattis Creek (Mulford Bridge) (MPMS #98218) in Glenolden Borough, PE \$450,000, FD \$300,000, ROW \$50,000 UTL \$50,000, CON \$2,900,000. The total cost of this project is \$3,700,000.

Montgomery County

-Butler Pike over Prophecy Creek (MPMS #98225) in Upper Dublin Township,

PE \$400,000, FD \$300,000, ROW \$25,000, UTL \$50,000, CON \$1,200,000. The total cost of this project is \$1,975,000

-Maple Avenue Bridge (MPMS #98226) in Hatfield Township, FD \$143,000, CON \$432,000. The total cost of this project is \$575,000. This is a retro-reimbursement project. Drawn down in FY15 of the FY2015 TIP.

-Allendale Road Bridge (MPMS #98227) in Upper Merion Township FD \$350,000, CON \$650,000. The total cost of this project is \$1,000,000. This is a retro-reimbursement project. Drawn down in FY15 of the FY2015 TIP.

-Store Road Bridge (MPMS #98228) in Lower Salford Township PE \$11,000, FD \$80,000, CON \$300,000. The total cost of this project is \$391,000. This is a retro-reimbursement project. Drawn down in FY16 of the FY2015 TIP.

City of Philadelphia

-59th Street over Amtrak (MPMS #98229) PE \$3,000,000, FD \$2,000,000, UTL/RR \$4,100,000, CON \$20,000,000. The total cost of this project is \$29,100,000, project is BOF eligible;

-Woodland Avenue over SEPTA (MPMS #98232) PE of \$480,000, FD \$320,000, CON \$952,000, CON \$10,048,000. The total cost of this project is \$10,848,000. Drawn down in FY14 of the FY2013 TIP, and FY18 of the FY2017 TIP.

-Tabor Road over Tacony Creek (MPMS #98230) PE \$240,000, FD \$600,000, CON \$6,000,000. The total cost of this project is \$6,840,000.

## Pennsylvania - Highway Program (Status: TIP)

### Various

Round 2 (summer 2016 selections):

MPMS #s will be created once invoices are received by PennDOT.

#### Bucks County

-Walnut Street Bridge over Perkiomen Creek (CB #13) (MPMS #13248), Perkasio Borough, CON \$5,150,000. This is a retro-reimbursement project.

-Frosty Hollow Road over Mill Creek - CB #15 (MPMS #103620), Middletown Township, PE \$25,000, FD \$75,000, ROW \$25,000, CON \$550,000. Total cost \$675,000. This is a retro-reimbursement project. Drawn down in FY2017 TIP.

-Mill Creek Road over Martins Creek - CB #220 (MPMS #102598), Falls Township, PE \$41,000, FD \$250,000, ROW \$50,000, CON \$2,464,000. Total cost \$2,805,000. This is a retro-reimbursement project.

#### Chester County

-State Street in Avondale - CB #289 (MPMS #14246), Avondale Borough, PE \$100,000, FD \$250,000, ROW \$20,000, UTL \$150,000 CON \$1,800,000. Total cost \$2,320,000. This is a retro-reimbursement project.

-Mill Road in Tredyffrin Twp - CB #167 (MPMS #13981), Tredyffrin Township, Study \$150,000, PE \$300,000, FD \$300,000, ROW \$75,000, UTL \$100,000, CON \$2,000,000. Total cost \$2,925,000. This is a retro-reimbursement project.

-Bertolet School Road - CB #196 (MPMS #86271), East Vincent Township, Study \$200,000, PE \$450,000, FD \$300,000, ROW \$75,000, UTL \$100,000, CON \$2,775,000. Total cost \$3,900,000. This is a retro-reimbursement project.

#### Delaware County

-Paper Mill Road over Darby Creek (Worrall Bridge) - CB #221 (MPMS #TBD), Newtown Township, Engineering \$410,000, ROW \$15,000, CON \$2,900,000. Total cost \$3,325,000. This is a retro-reimbursement project.

-Fox's Bank Bridge - CB #94 (MPMS #TBD), Middletown Township, Engineering \$300,000, ROW \$50,000, CON \$2,500,000. Total cost \$2,850,000. This is a retro-reimbursement project.

#### Mongtomgery County

-Moreland Avenue over Branch Pennypack Creek - CB #38 (MPMS #TBD), Hatboro Borough, PE \$350,000, FD \$200,000, ROW \$60,000, UTL \$40,000, CON \$2,500,000. Total cost \$3,150,000. This is a retro-reimbursement project.

-Easton Road over Branch Tacony Creek - CB #268 (MPMS #TBD), Cheltenham Township, PE \$350,000, FD \$200,000, ROW \$60,000, UTL, \$40,000, CON \$2,550,000. Total cost \$3,200,000. This is a retro-reimbursement project.

-Moyer Road over East Branch Perkiomen Creek - CB #262 (MPMS #TBD), Upper Salford Township, PE \$350,000, FD \$250,000, ROW \$25,000, UTL, \$20,000, CON \$4,355,000. Total cost \$5,000,000. This is a retro-reimbursement project.

#### City of Philadelphia

-MLK Drive over Schuylkill River - (MPMS #108129), City of Philadelphia, PE \$960,000, FD \$640,000, CON \$10,000,000. Total cost \$11,600,000.

-Falls Road Bridge over Schuylkill River - (MPMS #108099), City of Philadelphia, PE \$1,200,000, FD \$800,000, CON \$10,000,000. Total cost \$12,000,000.

# DVRPC FY2025-2028 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

## Various

		TIP Program Years (\$ 000)											
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	183	2,468											
CON	LOC	1,792											
CON	183		3,424										
CON	LOC		741										
CON	183			2,863									
CON	LOC			831									
CON	183				1,206								
CON	LOC				896								
CON	183					3,600							
CON	LOC					896							
CON	183						3,787						
CON	LOC						896						
CON	183							3,585					
CON	LOC							896					
CON	183								3,585				
CON	LOC								896				
CON	183									7,800			
CON	LOC									3,896			
CON	183											532	
		<b>4,260</b>	<b>4,165</b>	<b>3,694</b>	<b>2,102</b>	<b>4,496</b>	<b>4,683</b>	<b>4,481</b>	<b>4,481</b>	<b>11,696</b>	<b>0</b>	<b>532</b>	<b>0</b>
		<b>Total FY2025-2028</b>		<b>14,221</b>		<b>Total FY2029-2032</b>			<b>18,141</b>	<b>Total FY2033-2036</b>			<b>12,228</b>

# DVRPC FY2025-2028 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Various

**MPMS# 96069**      **Bucks and MontCo Bridge Group**

**New**

**LIMITS:** Haycock Township, Bucks County. Upper Hanover and Upper Salford Townships

No Let Date

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:**

**MUNICIPALITIES:** Haycock Township; Upper Hanover Township; Upper Salford Townshi **FC:**

AQ Code:S19

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** HNTB/N. Velaga

**CMP:**

Stoney Garden Rod over Kimples Creek: The proposed scope of work includes removal of the existing bridge and construction of a precast concrete box culvert with structure-mounted guide rail on a similar alignment. The project also includes the installation of scour protection measures. The structure will be slightly widened from the existing 23 foot curb-to-curb width to 24 feet.

Salford Street over Br. Perkiomen Creek: The proposed project will rehabilitate the existing masonry arch culvert structure, remove the bituminous pavement and earth fill; rebuild deteriorated portions of the spandrel walls and wingwalls; place lightweight concrete fill; construct a full-width moment slab over the structure with integral Type 10M barriers; and repair, clean, and seal the arch intrados. The approach and bridge roadway pavement will be replaced at full depth and the attached guide rails will be replaced in accordance with current standards. The curb-to-curb width will be widened from 19' to 20'. The Type 10M rail and guide rail will be painted brown. A detour, for traffic control, will be implemented during construction for approximately four months.

Church Road over Br. Perkiomen Creek: The proposed scope of work includes construction of a precast concrete box culvert with structure-mounted guide rail to replace the existing bridge. The approach roadway will be replaced at full depth and guide rails will be replaced in accordance with current standards. The project also includes the installation of scour protection measures. The structure will be widened from the existing 24 foot curb-to-curb width to 28 feet.

### TIP Program Years (\$ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036	
FD	185	200												
CON	185		1,750											
CON	185			1,000										
CON	185				750									
		<b>200</b>	<b>1,750</b>	<b>1,000</b>	<b>750</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2025-2028</b>			<b>3,700</b>	<b>Total FY2029-2032</b>				<b>0</b>	<b>Total FY2033-2036</b>			<b>0</b>

# DVRPC FY2025-2028 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Various

**MPMS# 102105** *Municipal Bridge Line Item*

**LIMITS:** Region-wide

No Let Date

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:**

**MUNICIPALITIES:** Various

**FC:**

AQ Code:S19

**PLAN CENTER:**

IPD: 18

**PROJECT MANAGER:** J. Korus

**CMP:** Not SOV Capacity Adding

This line item will provide funds for rehabilitation or replacement of municipal bridges that are identified through a regional review and selection process. Projects may be considered for retroactive reimbursement. A non-traditional, retroactive reimbursement process allows a municipality to perform work to fix or replace a bridge using local funds, and subsequently be reimbursed by PennDOT with state funds. Projects for retroactive reimbursement must be selected and approved by the region before a commitment of retroactive reimbursement would be made.

Nine (9) local bridge projects requesting \$9,513,109 (\$7,610,487 State 183/\$1,902,622 Local) for reimbursement at the time of application, selection, and approval by the DVRPC Board are shown below. Funding listed below represents the total project cost estimate at the time of selection and approval.

#### Bucks County

(1) Dark Hollow Road over Tributary of Neshaminy Creek (Bridge Key 40485) in Warwick Township - \$134,115 (\$107,292 State 183/\$26,823 Local);

(2) Fairway Drive over Tributary to Fish Creek (Bridge Key 40484) in Warwick Township - \$268,694 (\$214,955 State 183/\$53,739 Local)

#### Chester County

(3) East Locust Lane Bridge (Bridge Key 10786) in East Marlborough Township - \$1,020,000 (\$816,000 State 183/\$204,000 Local);

(4) Skelp Level Road Bridge over Norfolk Southern (Tracks Removed) (Bridge Key 10771) in East Caln Township - \$1,452,200 (\$1,161,760 State 183/\$290,440 Local);

#### Montgomery County

(5) Alderfer Road Bridge (Bridge Key 28075) in Lower Salford Township - \$1,232,400 (\$985,920 State 183/\$246,480 Local);

(6) Delaware Drive over Pine Run 3257-K9 (Bridge Key 48820) in Upper Dublin Township - \$1,250,000 (\$1,000,000 State 183/\$250,000 Local);

(7) Indian Creek Road Bridge (Bridge Key 28076) in Lower Salford Township - \$718,200 (\$574,560 State 183/\$143,640 Local);

(8) Lincoln Avenue Bridge (Bridge Key 42587) in Hatfield Borough - \$1,287,500 (\$1,030,000 State 183/\$257,500 Local);

(9) Pulaski Drive Bridge (Bridge Key 28142) in Whippen Township - \$2,150,000 (\$1,720,000 State 183/\$430,000 Local).

Twelve (12) projects requesting \$10.6 million for reimbursement at the time of application, selection, and approval by the DVRPC Board are shown below. Funding listed below represents the total project cost estimate at the time of selection and approval, except for Dowling Forge Bridge over Shamona Creek (item #6 below).

#### Bucks County

(1) Rockhill Road Bridge over Three Mile Run in East Rockhill Township - \$1,059,094 (\$847,275 State 183/\$211,819 Local) (Bridge Key 7599) - MPMS #86209 - COMPLETED

(2) Forsythia Crossing over Mill Creek (aka Forsythia Gate Bridge) in Middletown Township - \$394,133 (\$315,306 State/\$78,827 Local) (Bridge Key 48823) - MPMS #103828

#### Chester County

(3) Howellville Road Bridge over Norfolk Southern Corp. in Tredyffrin Township- \$2,100,000 (\$1,680,000 State 183/\$420,000 Local) (Bridge Key 10821) - MPMS #14363;

(4) Kulp Road Bridge over Pigeon Creek in East Coventry Township - \$675,000 (\$540,000 State 183/\$135,000 Local) (Bridge Key 10774) - MPMS #86293 - COMPLETED;

(5) East Boot Road Bridge over Ridley Creek in East Goshen Township \$500,000 (\$400,000 State 183/\$100,000 Local)(Bridge Key 10781) - MPMS #103573 - COMPLETED;

(6) Dowlin Forge Bridge over Shamona Creek in Uwchlan Township \$400,000 (\$320,000 State 183/\$80,000 Local) (Bridge Key 10829) - MPMS #103574 - COMPLETED.

#### Delaware County

(7) South Swarthmore Ave. Bridge over Stoney Creek in Ridley Township \$1,084,000 (\$867,200 State 183/\$216,800 Local) (Bridge Key 15432) - MPMS #104196;

(8) Bullens Lane Bridge over Crum Creek in Ridley Township - \$980,000 (\$784,000 State 183/\$196,000 Local) (Bridge Key 15433) - MPMS #103573 - COMPLETED.

#### Montgomery County



# DVRPC FY2025-2028 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Various

(9) Virginia Drive over Pine Run Bridge in Upper Dublin Township - \$2,165,000 (\$1,732,000 State 183/\$433,000 Local) (Bridge Key 28046) - MPMS #103341 - COMPLETED;  
 (10) Virginia Drive over Pine Run Bridge in Upper Dublin Township - \$1,850,000 (\$1,480,000 State 183/\$370,000 Local) (Bridge Key 28044) - MPMS #103340 - COMPLETED;  
 (11) Walnut St. Bridge over West Branch of Neshaminy Creek in Hatfield Township - \$1,613,000 (\$1,290,400 State 183/\$322,600 local) (Bridge Key 28019) - MPMS #103466 - COMPLETED;  
 (12) County Line Road Bridge in Douglass Township - \$594,500 (\$475,600 State 183/\$118,900 local) (Bridge Key 28052) - MPMS #16257.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	183		3,040										
CON	LOC		760										
CON	183			5,159									
CON	LOC			1,290									
CON	BOF				359								
CON	183				3,813								
CON	LOC				750								
CON	183					4,813							
CON	LOC					3,000							
CON	BOF						886						
CON	BOF							8,293					
CON	BOF								15,159				
CON	BOF									5,366			
CON	BOF										9,742		
CON	BOF											7,432	
CON	183											4,000	
CON	BOF												2,763
		0	3,800	6,449	4,922	7,813	886	8,293	15,159	5,366	9,742	11,432	2,763
		<b>Total FY2025-2028</b>			15,171	<b>Total FY2029-2032</b>			32,151	<b>Total FY2033-2036</b>			29,303

# DVRPC FY2025-2028 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

## Various

MPMS# 102275 Study Line Item

LIMITS: Regionwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: J. Korus

CMP: Not Yet Determined

This line item is a set aside to address study candidates that were identified in the DVRPC region as part of the PennDOT Decade of Investment. As the studies, results, and recommendations are more completely understood, the recommendations can be considered for advancement to preliminary engineering.

### TIP Program Years (\$ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036	
PE	581	500												
PE	581		500											
PE	581			500										
		500	500	500	0	0	0	0	0	0	0	0	0	
		Total FY2025-2028			1,500	Total FY2029-2032				0	Total FY2033-2036			0

# DVRPC FY2025-2028 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

## Various

**MPMS# 102665** *Signal Upgrade Line Item*

**LIMITS:** Districtwide

No Let Date

**IMPROVEMENT** Signal/ITS Improvements

**NHPP:**

**MUNICIPALITIES:** Various

**FC:**

AQ Code:S7

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** J. Korus

**CMP:** Not SOV Capacity Adding

Signal Upgrade Line Item will be used to help address signal retiming hardware and communication related issues that are identified during the installation and implementation of traffic signal retiming (MPMS# 84457) on Critical Corridors in the region.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036	
CON	CAQ	1,000												
CON	CAQ		1,000											
		1,000	1,000	0	0	0	0	0	0	0	0	0	0	
		Total FY2025-2028		2,000		Total FY2029-2032				0		Total FY2033-2036		0

# DVRPC FY2025-2028 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Various

**MPMS# 105291**    *The Circuit Line Item*

**LIMITS:** Districtwide

No Let Date

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**NHPP:**

MRPID:97

**MUNICIPALITIES:** Various

**FC:**

AQ Code:A2

**PLAN CENTER:**

IPD: 23

**PROJECT MANAGER:** J. Korus

**CMP:** Not SOV Capacity Adding

This program provides funds for advancing the Circuit Trail Projects. Regional Trails Program funding from the William Penn Foundation was provided to design Circuit trail projects according to the PennDOT process in order to prepare them for a variety of federal and state construction funding opportunities. \$16.7 million in CMAQ funding will be used to advance CMAQ eligible Circuit projects to construction. \$44.3 million in CRPU and \$9 million in CRP will be used to advance Carbon Reduction eligible projects to construction. The following projects are included in this line item:

- 1) Delaware - Chester Creek Trail Phase 2 MPMS# 116147;
- 2) Philadelphia - Parkside Cynwyd Trail MPMS# 116126;
- 3) Philadelphia - Pennypack Trail - State and Rhawn Crossing MPMS #105849;
- 4) Philadelphia - Wissahickon Gateway Trail MPMS# 116125.

Circuit Trails projects to be funded with Carbon Reduction funding (CRPU/CRP):

Chester Valley Trail - Ship Rd to Gallagherville MPMS #81789

East Coard Greenway - Eddystone and Ridley MPMS #82009

Projects will be broken out at the appropriate time.

This project is part of the Circuit Trails. The Circuit is a planned 800-mile interconnected network of multi-use trails spanning Greater Philadelphia with Philadelphia and Camden as its hub, and is included in DVRPC's Long-Range Plan. Existing and future Circuit Trails are required to meet minimum design standards (10-foot wide, paved, and separated from traffic with limited exceptions) to reflect their intended use as the arteries of a dedicated, regional, non-motorized transportation system. Circuit Trails located near and connecting to downtown Philadelphia are already used heavily for transportation purposes, and the implementation of the network will further encourage the surging growth of bicycle commuting in the region. At 2.2%, Philadelphia has the highest bike-to-work percentage of the 10 largest cities in the country and the 11th highest of the 70 largest cities according to the 2016 American Community Survey.

Projects that were part of this Line Item and have since been broken out to their own individual projects are listed below:

- 1) Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
- 2) Montgomery - Chester Valley Trail Extension Design Supplement for MPMS #16705;
- 3) Philadelphia -Lindbergh Blvd Sidepath - 84th St to John Heinz NWR MPMS #105853.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	CAQ		4,159										
CON	CAQ				841								
CON	CAQ							720					
CON	CRPU							1,006					
CON	CRPU								5,711				
CON	CRPU									9,102			
CON	CRP									984			
CON	CRPU										11,006		
CON	CRP										2,668		
CON	CAQ											11,006	
CON	CRPU											6,277	
CON	CRP											2,668	
CON	CRPU											223	
CON	CRP												2,668
CON	CRPU												11,006
		0	4,159	0	841	0	0	1,726	5,711	10,086	13,674	20,174	13,674
	<b>Total FY2025-2028</b>			<b>5,000</b>		<b>Total FY2029-2032</b>		<b>7,437</b>		<b>Total FY2033-2036</b>		<b>57,608</b>	

# DVRPC FY2025-2028 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

## Various

**MPMS# 106648**      **Sink Holes Line Item**

**LIMITS:** District Wide

No Let Date

**IMPROVEMENT** Roadway Rehabilitation

**NHPP:**

**MUNICIPALITIES:** Various

**FC:**

AQ Code:X13

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** J. Korus

**CMP:** Not SOV Capacity Adding

This is the Reserve Line Item for sink hole repairs. A sinkhole is generally a circular hole or a depression in the ground that is caused by erosion and water drainage. The size of a hole can range from a few feet to a size large enough to engulf an entire building. It can suddenly appear without warning and may continue to grow after the initial collapse. Sinkholes are naturally part of Pennsylvania's landscape called karst and are considered a serious geologic hazard in central and eastern Pennsylvania.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036	
CON	581		500											
		0	500	0	0	0	0	0	0	0	0	0	0	
		Total FY2025-2028			500	Total FY2029-2032				0	Total FY2033-2036			0

# DVRPC FY2025-2028 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

## Various

MPMS# 106649 Stormwater Permits/Environmental Mitigation Design

LIMITS: Districtwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: M. Patel

CMP: Not SOV Capacity Adding

Reserve Line Item for Stormwater Permits

		TIP Program Years (\$ 000)													
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036		
CON	581	750													
CON	581		750												
		750	750	0	0	0	0	0	0	0	0	0	0		
		Total FY2025-2028			1,500	Total FY2029-2032				0	Total FY2033-2036				0

## Pennsylvania - Highway Program (Status: TIP)

### Various

**MPMS# 106654** *I-95 Transportation Demand Mgt (TMA)*

**LIMITS:** Philadelphia

No Let Date

**IMPROVEMENT** Other

**NHPP:**

MRPID:65

**MUNICIPALITIES:** Various

**FC:**

AQ Code:NRS

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** EE/E. Elbich

**CMP:** Not SOV Capacity Adding

Perform outreach on TDM options specifically to employers and employees located and/or working along the I-95 corridor currently under construction, in order to help reduce traffic congestion and improve accessibility to a variety of safe and affordable modes of travel during construction that can delay and reroute travel.

This project supports contractor work to educate targeted employers about TDM options and encourage them to implement commute alternative programs and benefits, as well as encourage commuters to choose travel alternatives to the singleoccupancy vehicle (SOV). Similar to the PA TDM Base program, but specific to this defined geographic area, this work can include educational programming, promotional materials and placements, and relevant services and programming.

PennDOT is in the midst of a long-term initiative to rebuild and improve I-95, a critical corridor for the movement of commuters and goods between the City of Philadelphia and neighboring counties. Delays from traffic congestion, already commonplace on I-95 during peak commute times, are further exacerbated by crashes and construction. Proactive steps are needed to ensure that the public is educated on both the nature and timing of these upcoming construction projects and made aware of alternative means of commuting that will help to lessen the impact of these projects on traffic flow.

The goal of the TDM implementation strategy is to help mitigate congestion on I-95 during (and beyond) construction by reducing the number of drivers on the road, particularly during AM and PM peak hours. With a considerable number of the region's workers adopting teleworking during the COVID-19 pandemic, there is a unique opportunity to utilize marketing efforts to promote the continuation of teleworking following the pandemic's end as a means to minimize traffic within the construction area.

To achieve this goal, the participating TMAs/subrecipients will engage in direct outreach to employers, employees, and residents of the targeted areas, as appropriate. A particular focus will be placed on minimizing a shift to SOV commuting along the I-95 corridor in the recovery from COVID-19, by promoting telework, biking, and transit use.

#### Tasks:

1. Develop two-year Work Programs, updated annually.
2. Ensure this work involves outreach to both employers located along or near I-95, and the general commuting public using this corridor.
3. Utilize the DVRPC communications guide and coordinated materials whenever possible; some may need to be revised or new ones created for specific construction segments or issues.
4. Plan and coordinate TDM education and outreach efforts and placement of relevant materials; using cooperative efforts whenever possible is encouraged.
5. Submission of monthly or quarterly invoices and reports for each of nine subrecipients.

# DVRPC FY2025-2028 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

## Various

		TIP Program Years (\$ 000)												
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036	
PRA	TOLL													
PRA	NHPP		465											
		0	465	0	0	0	0	0	0	0	0	0	0	
		Total FY2025-2028			465	Total FY2029-2032				0	Total FY2033-2036			0



# DVRPC FY2025-2028 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

## Various

MPMS# 109847 ROW Divestment 6-0

LIMITS: Regionwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: Gannett/B. Masi

CMP: Not SOV Capacity Adding

The purpose of this project is to research and execute the process of divesting the excess inventory of properties owned and maintained by District 6 that were purchased for highway corridors and other capital projects that were not constructed and are no longer active or remnants from previously constructed projects that have no active transportation use.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036		
PE	581	1,000													
PE	581		640												
PE	581			960											
		1,000	640	960	0	0	0	0	0	0	0	0	0		
		Total FY2025-2028			2,600	Total FY2029-2032				0	Total FY2033-2036				0

# DVRPC FY2025-2028 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Various

**MPMS# 113257** *Outdoor Advertising Control*

**LIMITS:** Districtwide

No Let Date

**IMPROVEMENT** Other

**NHPP:**

**MUNICIPALITIES:** Various

**FC:**

AQ Code:NRS

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** ROW/B. Dicianno

**CMP:** Not SOV Capacity Adding

PennDOT District 6-0 is federally required (23 CFR 750.705b) since 2006 to conduct regular surveillance and ongoing illegal sign surveillance for outdoor advertising devices.

The current surveillance must be completed before December 2024. An average of 16 approved sign per week must be surveilled, over a two year cycle, to meet the deadline for regular surveillance.

A total of 1,450 approved signs must be surveilled on a regular basis:

- Bucks County – 300 signs
- Chester County – 150 signs
- Delaware County – 150 signs
- Montgomery County – 150 signs
- City of Philadelphia – approximately 700 signs

The ongoing surveillance of illegal signs will: 1) identify illegal signs for the purpose of legalization, 2) assure that signs erected comply, at a minimum, with size, spacing, and lighting, and 3) remove illegal signs expeditiously.

In addition, the District will continue to perform the administrative responsibilities of application processing by reviewing available documentation and conducting routine field inspections to make recommendations for approval or denial of Outdoor Advertising Device Permits. The District will also continue to log all signs identified as illegal and follow through with written requests for permit applications or removal of the signs.

### TIP Program Years (\$ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036	
PRA	TOLL													
PRA	STU	300												
PRA	TOLL													
PRA	STU		300											
		<b>300</b>	<b>300</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
		<b>Total FY2025-2028</b>			<b>600</b>	<b>Total FY2029-2032</b>				<b>0</b>	<b>Total FY2033-2036</b>			<b>0</b>

# DVRPC FY2025-2028 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Various

MPMS# 113416 Concrete Arch Bridges Rehabilitation (US 1)

New

**LIMITS:**

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Philadelphia City; Colledgeville Borough; Lower Merion Township; Low FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/M. Harrower

CMP: Not SOV Capacity Adding

SR 0001 (Township Line Road) over Cobbs Creek - The proposed scope of work includes removal of existing concrete bridge railing and replace with a new PA Type 10M bridge barrier (painted brown) attached to a moment slab; perform concrete repairs and crack repairs to the arch barrel; perform concrete repairs to the spandrel walls, wingwalls and abutments; improve off bridge drainage behind the wingwalls; install rock protection along the abutments and wingwalls; remove deposits and timber debris in the upstream and downstream channels; upgrade guide rail to current MASH standards; replace existing sidewalk; and repave the bituminous roadway and approach roadway. SR 0001 (City Avenue) over East Branch Indian Creek - The proposed scope of work includes replacement of cracked and settled sidewalk sections; removal of vegetation debris from the bridge; removal of vegetation growth from the bridge; remove tree at northwest quadrant of the bridge that is growing into the bridge railing; concrete repairs to the balustrade railing, matching color and texture to existing bridge; concrete repairs and crack repairs to the arch barrel, matching color and texture to existing bridge; concrete repairs to the spandrel walls, wingwalls and abutments, matching color and texture to existing bridge; repave bituminous roadway and approach roadway; and the installation of rock scour protection along abutments, using a dark colored stone that blends with the environment.

### TIP Program Years (\$ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036		
FD	185	500													
ROW	STP	100													
ROW	TOLL														
UTL	STP	100													
UTL	TOLL														
CON	STP			1,200											
CON	TOLL														
CON	STP				1,200										
CON	TOLL														
		700	0	1,200	1,200	0	0	0	0	0	0	0	0		
		<b>Total FY2025-2028</b>			<b>3,100</b>	<b>Total FY2029-2032</b>				<b>0</b>	<b>Total FY2033-2036</b>				<b>0</b>

# DVRPC FY2025-2028 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Various

**MPMS# 113813**    **Group HB1 Bridge Rehabilitation**

**LIMITS:** District Wide

No Let Date

**IMPROVEMENT** Bridge Repair/Replacement

**NHPP:**

**MUNICIPALITIES:** Philadelphia City; Abington Township; Doylestown Borough; Haycock **FC:**

AQ Code:S19

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** TSSV. Gaudiosi

**CMP:** Not SOV Capacity Adding

This project involves rehabilitating or replacing the following bridges:  
 SR 0063 Woodhaven Road (EB and WB) over Poquessing Creek in Philadelphia.  
 SR 0563 Mountain View Drive over Tohickon Creek in Bucks County  
 SR 2033 Woodbourne Road over Interstate 295 in Bucks County  
 SR 2043 Trevoise Road over Poquessing Creek in Bucks County  
 SR 2194 New Britain Road over Doylestown Bypass in Bucks County  
 SR 1002 Swedesford Road over Chester Valley Trail in Chester County  
 SR 1019 Charlestown Road over Pickering Creek in Chester County  
 SR 2036 Tyson Avenue over Susquehanna Road in Montgomery County  
 SR 2036 Tyson Avenue over Susquehanna Road in 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	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
UTL	185	478											
CON	185	1,950											
CON	185		2,125										
CON	185			1,775									
CON	185				1,950								
CON	185					1,950							
CON	185						1,950						
		<b>2,428</b>	<b>2,125</b>	<b>1,775</b>	<b>1,950</b>	<b>1,950</b>	<b>1,950</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
		<b>Total FY2025-2028</b>				<b>Total FY2029-2032</b>				<b>Total FY2033-2036</b>			
		<b>8,278</b>				<b>3,900</b>				<b>0</b>			

## Pennsylvania - Highway Program (Status: TIP)

### Various

**MPMS# 115964** *Transportation Operations 2022-23*

**LIMITS:** Districtwide

No Let Date

**IMPROVEMENT** Other

**NHPP:**

**MUNICIPALITIES:**

**FC:**

AQ Code:X1

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** David Alas

**CMP:** Minor SOV Capacity

This project will promote more efficient and cost-effective use of the existing transportation network.

Federal metropolitan planning regulations require MPO's to incorporate transportation operations into their transportation planning processes. DVRPC addresses that requirement through the conduct of two long-standing related initiatives. The Transportation Operations Program Area and the Transportation Systems Management and Operations Project (23-52-170) highlight key activities undertaken by these programs. The Transportation Operations Program incorporates Transportation Systems Management and Operations (TSMO) strategies to help proactively manage the transportation system by addressing recurring and non-recurring congestion which results in trip reliability, emissions reductions, improved safety, and efficiency. These principles are integrated into DVRPC's planning processes.

This year's work program is divided into four major components: Traffic Incident Management (TIM), Regional Traffic Signal Retiming, Transportation Operations Task Force (TOTF), TSMO planning efforts and technical assistance.

DVRPC implements Traffic Incident Management (TIM) by providing a series of focused, best-practice training and resource-sharing Traffic Incident Management sessions for incident emergency responders comprised of relevant transportation departments including Pennsylvania and New Jersey Department of Transportation, Pennsylvania Turnpike Commission, Pennsylvania and New Jersey State Police, City of Philadelphia, local law enforcement, local fire departments, emergency medical services, county 911 communications, public works departments, towing and recovery companies, hazardous materials clean-up contractors, and other appropriate regional agencies. These sessions termed Incident Management Task Forces (IMTF) are held quarterly for 8 different groups that were established based on high traffic corridors in the region. In addition to the eight Incident Management Task Forces, DVRPC supports other efforts in the region as needed, and serves as the regional clearinghouse for regional incident management activities. IMTFs implement the planned and coordinated multi-disciplinary process to detect, respond to, and clear traffic incidents so that emergency responder safety issues are addressed, traffic flow is restored as quickly and efficiently as possible thereby reducing the duration and impacts of traffic incidents and non-recurring congestion, incident management responses are improved, and interagency coordination is fostered. Typical activities include incident after action reviews, specialized training on the detection, response, and recovery of traffic incidents, and a feedback-loop for relevant construction projects and ITS deployment.

In Pennsylvania, the Philadelphia IMTF includes working with Philadelphia agencies and PennDOT to improve the operations of expressways in the city, with a major emphasis on operational planning for the reconstruction of I-95. DVRPC also continues to manage the IMTFs in Bucks County, Chester County, Delaware County and Montgomery County (with special outreach as needed for the I-76 Integrated Corridor Management and I-476 Travel Management Projects). In New Jersey, DVRPC continues to manage the NJ SAFR (Southern Area First Responders) IMTF, which covers Gloucester and Camden Counties, and the Burlington and Mercer County IMTFs. Additionally, DVRPC participates in other incident management programs including both statewide Pennsylvania and New Jersey efforts, and IMTFs initiated by other agencies.

DVRPC will hold a Regional IMTF Conference in FY 2023 with support from regional IMTF leaders, as well as hold topical specialized training session(s) to be determined.

Traffic signals play an important role in the transportation network, and county and local arterial roadways are increasingly being called upon to carry more users. FHWA estimates that many signals on these arterials could be improved by updating equipment or by simply adjusting and updating the timing plans. Outdated or poor traffic signal timing accounts for a significant portion of traffic delay on arterials. Traffic signal retiming is one of the most cost effective ways to improve traffic flow and is one of the most basic strategies to help mitigate congestion and reduce emissions. It improves the mobility and safety of the street system, and decreases congestion and delay while improving travel time and travel time reliability.

DVRPC will continue to support the Pennsylvania Regional Signal Retiming Initiative effort by working with PennDOT District 6 and the counties to choose corridors for retiming, provide cost/benefit emissions benefit data, and serve on the project team. DVRPC will be supporting the New Jersey Regional Signal Retiming Initiative Program by working with a consultant and stakeholder team to choose corridors for retiming and serve on the project team as coordinator.

Quarterly meetings of DVRPC's Transportation Operations Task Force (TOTF) are the focal point of coordinating transportation operations activities in the region, providing highway and transit operators and emergency responders an opportunity to interact with each other. The Task Force is a forum for agencies to share information on various TSMO and ITS deployments and incident management programs, develop a consensus on regional ITS issues and respond to federal initiatives. As a technical-level group, it may often guide DVRPC's Transportation Operations planning activities that in turn support the Task Force members.

## Pennsylvania - Highway Program (Status: TIP)

### Various

As an ongoing TSMO planning effort to support our stakeholders, DVRPC continues to either maintain or update several regional operational efforts such as the Regional ITS Architecture, Transportation Systems Management and Operations Master Plan, and PennDOT District 6-0 Regional Operations Plan.

As part of project development, staff review and make recommendations for DOT infrastructure projects to incorporate ITS and TSMO operational improvements. In FY 2022, DVRPC will continue to produce periodic bulletins to highlight incident management and transportation operations data as available. DVRPC will continue to provide planning and technical assistance on transportation operations for partners as requested. In addition, DVRPC will continue to investigate innovative programs related to transportation systems management and operations.

This work program is subdivided by the four components described above. Some of these activities may require DVRPC to purchase equipment and/or services.

#### Tasks

##### Incident Management Task Forces Tasks

1. Continue to manage and implement resource sharing for the 5 Pennsylvania (Bucks, Chester, Delaware, Montgomery and Philadelphia County) and 3 New Jersey (Burlington, Mercer and NJ SAFR) Traffic Incident Management Task Forces as an on-going training program.
2. Prepare notices for each session, identify and line up speakers, develop agendas, and prepare summaries and training materials and distribute to all stakeholders.
3. At each session, conduct Post-Incident debriefings a.k.a. After Action Reviews (AARs) which examine events that occurred in the past in order to review and assess the process, procedures and actions performed, and to identify best practices, lessons learned, and potential new protocols which will reduce delay.
4. Work with the task forces to address operational and traffic management issues as needed that may include ITS equipment deficiencies, detour routes, traffic management plans, incident management plans, incident management policy and procedures, communications, severe weather preparedness and work zone traffic management.
5. Educate Responders regarding Active Traffic Management strategies, including working with PennDOT project managers to bring responders and design consultants together to engage responders in identifying issues to consider in the final design of relevant capital projects and ITS deployment.
6. Construction Project Coordination Discussions bring together responders and construction projects managers and implementers to review construction and work zone stages, address incident response zones and identify different ways to access a crash in a work zone if needed.
7. TIM Performance Measure Data Analysis. Work with partner agencies and collect TIM data regarding time of lane closures, and incident duration. These measures will be tracked and measured over time and will be presented and or produced in periodic data bulletins.
8. Promote and provide the PA and NJ Statewide Responder Training sessions, specialized training session(s) to be determined, and various online TIM Training efforts.
9. Social Media awareness campaigns for quick clearance
10. Hold Regional TIM Conference. Identify topics and speakers, prepare all materials, and arrange training demonstration.
11. Participate in New Jersey's Statewide Traffic Incident Management Program and Pennsylvania's PennTime Program and any other TIM programs initiated by state agencies and other agencies.
12. Provide technical support, including mapping services, GIS, and other assistance as requested.

##### Traffic Signal Optimization Tasks

1. Provide technical and policy assistance to PennDOT as it advances the concept of retiming and optimizing traffic signals on a regional basis for Pennsylvania's DVRPC Counties. Attend relevant meetings as requested.
2. In cooperation with PennDOT and DVRPCs Pennsylvania counties, select which traffic signals will be chosen for retiming.
3. Provide technical and policy assistance to the New Jersey Regional Signal Retiming Initiative Program.
4. In cooperation with NJDOT, and NJ's DVRPC Counties, select which traffic signals on 500 and 600 numbered routes will be chosen for retiming.
5. Participate in all kick-off, planning, and coordination meetings related to the regional program.

##### Transportation Operation Task Force

1. Host the quarterly Transportation Operations Task Force. Prepare notices, agendas, identify specialized topics, arrange speakers, prepare and distribute summary materials
2. Support multimodal planning efforts and coordination with various transportation agencies
3. Promote and educate regional agencies and public on TSMO strategies such as active traffic management principles and issues.
4. Continue the regional construction coordination efforts to minimize traffic impacts of overlapping construction projects.
5. Provide a feedback loop to DOTs and other transportation operators on design and operational issues for relevant construction projects and ITS deployment.

##### TSMO Planning Efforts

1. Maintain the Regional ITS Architecture for the Delaware Valley. Work with local stakeholders to ensure consistency between the regional architectures and their project architectures. Continue to coordinate with NJTPA, NJDOT, and PennDOT with their regional and statewide ITS Architecture updates.
2. Update and/or maintain the Transportation Systems Management and Operations Master Plan as needed in coordination with the Long Range Plan updates.
3. Perform as needed any data collection and analysis of various travel data to identify trends in system performance across the network.

## Pennsylvania - Highway Program (Status: TIP)

### Various

4. As part of project development, staff review and make recommendations for DOT infrastructure projects to incorporate ITS and TSMO operational improvements.
5. Continue to incorporate TSMO, including ITS investments, into the transportation planning process. Evaluate capital projects for their consistency with the Transportation Systems Management and Operations Master Plan and assist agencies to advance projects identified in the Plan, PennDOTs Regional Operations Plan, or in the Regional ITS Architecture.
6. Monitor federal ITS programs, regulations, and initiatives to identify which ones may impact projects in the region.

#### Products

##### Transportation Operations Task Force Products

1. Transportation Operations Task Force meeting agendas, summaries, and meeting materials.
2. Regional Operating Agency Contact List
3. Provide topical specialized training session(s) to be determined.

##### Incident Management Task Force Products

1. Incident management task force training sessions agendas, summaries, and resource materials.
2. IMTF policy and procedures guidelines, training aids, maps depicting response areas, and other relevant materials identified by IMTF members.
3. AARs summaries for distribution to all task force members to inform them of best practices, lessons learned, and possible new protocols to reduce traffic delay.
4. Conduct expanded Formal After Action Reviews and prepare reports
5. Traffic congestion analysis
6. Incident Duration and lane closure tracking analysis
7. Produce periodic bulletins to highlight incident management and transportation operations data as available.
8. Roster and contact information of regional emergency agencies
9. Marketing Materials such as the Social Media Campaign Tool Kit for Quick Clearance and Move Over Laws

##### Traffic Signal Optimization Products

1. Products developed for both the Pennsylvania and New Jersey Signal Retiming Programs.
2. MOU and concept of operations for each corridor when necessary.
3. Proposed and final signal timing plans
4. Implementation of Optimized Signal Timing Plans
5. Technical Memorandum which can include Performance Measures such as Travel Time, Delay, stops and fuel consumption.
6. Corridor Summary fact sheets

##### TSMO Planning Efforts

1. Maintenance of the ITS Regional Architecture.
2. Maintenance of the TSMO Master Plan.
3. Implementations of programs to foster interagency cooperation.

See also MPMS #114967

# DVRPC FY2025-2028 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

## Various

		TIP Program Years (\$ 000)													
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036		
PRA	CAQ	208													
PRA	581	52													
PRA	CAQ		208												
PRA	581		52												
		<b>260</b>	<b>260</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		
		<b>Total FY2025-2028</b>			<b>520</b>	<b>Total FY2029-2032</b>				<b>0</b>	<b>Total FY2033-2036</b>				<b>0</b>



## Pennsylvania - Highway Program (Status: TIP)

### Various

MPMS# 115965 TAP Project Engineering/Management 2022-23

LIMITS: Districtwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES:

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: David Alas

CMP:

This project will ensure the timely selection and delivery of traditional and non-traditional local projects in an effort to enhance the transportation system within our region.

Funding from a Transportation Improvement Program line item enables DVRPC staff to assist PennDOT with the implementation of traditional and non-traditional projects by serving as adjunct project and program managers. This assistance will generally involve facilitation and coordination among the project sponsor and their team, local governments, the public, the PennDOT district office, PennDOTs central office staff, and the FHWA in order to develop a project to the point of construction.

The current federal authorizing legislation for highways and transit includes funding for bicycle and pedestrian transportation projects such as multi-use trails, streetscapes, bike lanes and historic transportation structure restorations, as well as projects that contribute to the attainment of the Clean Air Act by reducing emissions from highway sources. The three current categories of federal funding for these non-traditional transportation projects are: Transportation Alternatives Set Aside, Congestion Mitigation and Air Quality, and the Surface Transportation Program.

TIP funds are also provided to the sub-regions through the Local Concept Development, Local Lead, and Highway Safety Improvement Programs in New Jersey. The goal of the Local Concept Development program is to complete a study that identifies potential alternatives, identifies any environmental issues, and completes a conceptual design. This will ensure that projects that move into Preliminary Engineering are ready to move forward in a timely manner and are eligible for inclusion in the State Transportation Improvement Program (STIP). As part of this work, staff will also continue to assist counties and municipalities with Federal Aid Highway Program requirement compliance. Completion of this work may require the purchase of equipment or services.

For more information, see the following website: <http://www.dvrpc.org/ProjectImplementation/>

#### Tasks

1. For each program, as appropriate, establish a Steering Committee and develop a process for project application and selection.
2. Develop project application and guidance materials in coordination with the DOTs. Establish evaluation criteria and process. Solicit, screen, and evaluate candidate projects.
3. Conduct public information sessions, respond to questions, and provide assistance to applicants, as appropriate.
4. Recommend selected projects to the DVRPC Board.
5. Prepare requests for proposals, solicit proposals, and in concert with the appropriate county, evaluate proposals received.
6. Prepare consultant selection documentation and files, when required.
7. Prepare consultant agreements, establish accounting procedures, arrange methods of progress, and expenditure reporting, when required.
8. Coordinate activities leading to the implementation of the project within its planned time frame, maintain costs within the budget, and ensure that applicable federal and state standards are observed.
9. Submit the consultants final documents to the DOTs for approval. DVRPC, in cooperation with the DOTs, will prepare and submit when required, the appropriate documents for federal approval on each project phase.
10. Work with the DOTs to update schedules, costs, and statuses of each project in the respective DOT system, as needed.
11. Prepare status reports that will be posted on the DVRPC website.

See also MPMS #66460

# DVRPC FY2025-2028 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

## Various

		TIP Program Years (\$ 000)													
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036		
PRA	STU	712													
PRA	581	178													
PRA	STU		712												
PRA	581		178												
		890	890	0	0	0	0	0	0	0	0	0	0		
		<b>Total FY2025-2028</b>			1,780	<b>Total FY2029-2032</b>				0	<b>Total FY2033-2036</b>				0

## Pennsylvania - Highway Program (Status: TIP)

### Various

MPMS# 115966 CMAQ Project Engineering/Management 2022-23

LIMITS: Districtwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES:

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: David Alas

CMP:

This line item will ensure the timely selection and delivery of traditional and non-traditional local projects in an effort to enhance the transportation system within our region. Funding from a Transportation Improvement Program line item enables DVRPC staff to assist PennDOT with the implementation of traditional and non-traditional projects by serving as adjunct project and program managers. This assistance will generally involve facilitation and coordination among the project sponsor and their team, local governments, the public, the PennDOT district office, PennDOTs central office staff, and the FHWA in order to develop a project to the point of construction.

The current federal authorizing legislation for highways and transit includes funding for bicycle and pedestrian transportation projects such as multi-use trails, streetscapes, bike lanes and historic transportation structure restorations, as well as projects that contribute to the attainment of the Clean Air Act by reducing emissions from highway sources. The three current categories of federal funding for these non-traditional transportation projects are: Transportation Alternatives Set Aside, Congestion Mitigation and Air Quality, and the Surface Transportation Program.

TIP funds are also provided to the sub-regions through the Local Concept Development, Local Lead, and Highway Safety Improvement Programs in New Jersey. The goal of the Local Concept Development program is to complete a study that identifies potential alternatives, identifies any environmental issues, and completes a conceptual design. This will ensure that projects that move into Preliminary Engineering are ready to move forward in a timely manner and are eligible for inclusion in the State Transportation Improvement Program (STIP). As part of this work, staff will also continue to assist counties and municipalities with Federal Aid Highway Program requirement compliance. Completion of this work may require the purchase of equipment or services.

For more information, see the following website: <http://www.dvrpc.org/ProjectImplementation/>

#### Tasks

1. For each program, as appropriate, establish a Steering Committee and develop a process for project application and selection.
2. Develop project application and guidance materials in coordination with the DOTs. Establish evaluation criteria and process. Solicit, screen, and evaluate candidate projects.
3. Conduct public information sessions, respond to questions, and provide assistance to applicants, as appropriate.
4. Recommend selected projects to the DVRPC Board.
5. Prepare requests for proposals, solicit proposals, and in concert with the appropriate county, evaluate proposals received.
6. Prepare consultant selection documentation and files, when required.
7. Prepare consultant agreements, establish accounting procedures, arrange methods of progress, and expenditure reporting, when required.
8. Coordinate activities leading to the implementation of the project within its planned time frame, maintain costs within the budget, and ensure that applicable federal and state standards are observed.
9. Submit the consultants final documents to the DOTs for approval. DVRPC, in cooperation with the DOTs, will prepare and submit when required, the appropriate documents for federal approval on each project phase.
10. Work with the DOTs to update schedules, costs, and statuses of each project in the respective DOT system, as needed.
11. Prepare status reports that will be posted on the DVRPC website.

See also MPMS #66461

Any work done in or for New Jersey is funded via the New Jersey TIP.

# DVRPC FY2025-2028 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

## Various

		TIP Program Years (\$ 000)													
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036		
PRA	STU	120													
PRA	581	30													
PRA	STU		120												
PRA	581		30												
		150	150	0	0	0	0	0	0	0	0	0	0		
		Total FY2025-2028			300	Total FY2029-2032				0	Total FY2033-2036				0

## Pennsylvania - Highway Program (Status: TIP)

### Various

MPMS# 115968 *Travel Monitoring 2022-23*

LIMITS: Districtwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES:

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: David Alas

CMP:

This program will improve efficiency of the regions transportation system by collecting and analyzing traffic data to determine the utilization of the regions transportation network.

This ongoing regional program collects and processes travel data, the primary form being traffic counts, including hourly and 48-hour traffic volumes, for selected locations on the regional highway network. Data collected will provide input to Vehicle Miles Traveled (VMT) forecasting, the Traffic Monitoring System (TMS), the Congestion Management System (CMS), travel simulation models, individual project level analysis, traffic monitoring, and trend analysis. This information is vital to all project studies that address highway deficiencies and proposed solutions. Traffic count information from the database may be queried at <https://www.dvrpc.org/webmaps/TrafficCounts/>. The program is supported by funding from various sources. Because this is a regional program, the federal PL funds help support the operations and infrastructure required as base elements to run a travel monitoring program region wide. These base elements include the leases on a fleet of travel monitoring vehicles, operations and maintenance of those vehicles, an inventory of data collection and safety equipment, editing, processing and uploading of the count data into the database system which feeds the count viewers on the DVRPC website

To facilitate uninterrupted data collection, it will be necessary to procure new counting equipment, supplies, repairs, or services as needed.

#### Tasks

1. Coordinate with PennDOT, NJDOT, and member governments to review traffic count locations.
2. DVRPC will conduct traffic counts for PennDOT at assigned locations, with at least 40% of assigned locations being classification counts, if the total assignment cannot be reached then the percentage of classification counts will be increased until total assignment amount is reached even with 100% of assigned locations being classification counts.
3. Establish weekly schedules, staff assignments, and control procedures.
4. Collect traffic data at approximately 3,000 selected locations.
5. Process counts, edit for quality control, upload data into the DVRPC Traffic Count Database.
6. Maintain and further automate traffic data systems and procedures to enhance productivity, including data obtained by third parties via remote sensors, etc.
7. Submit counts collected during the year electronically by specific deadlines established by PennDOT and member governments.
8. Maintain an inventory of data collection and safety equipment, including purchasing new equipment with enhanced technology and capability, purchasing needed supplies such as road tube, and procuring necessary repairs if existing equipment gets damaged.
9. Collect travel data from non-highway modes, including pedestrian, bicycle and public transportation travel system characteristics and user traits as requested.
10. DVRPC will also coordinate with PennDOT and NJDOT, the counties, and cities on the collection and validation of data on the local transportation asset inventory (as requested).

See also MPMS #104639

# DVRPC FY2025-2028 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

## Various

		TIP Program Years (\$ 000)													
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036		
PRA	STU	145													
PRA	TOLL														
PRA	STU		145												
PRA	TOLL														
		145	145	0	0	0	0	0	0	0	0	0	0		
		Total FY2025-2028			290	Total FY2029-2032				0	Total FY2033-2036				0

# DVRPC FY2025-2028 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

## Various

MPMS# 115969 *Regional GIS Coordination 2022-23*

LIMITS: Districtwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES:

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: David Alas

CMP:

The focus of this continuing project will be to integrate transportation data developed by federal, state, and local governments and DVRPC into a regional database that allows for the open exchange of data. This project benefits all member governments and agencies by providing support to DVRPC to develop and coordinate transportation data development and data sharing and includes the continued growth of DVRPC's transportation GIS system, including the update and maintenance of it's web mapping and data sharing capabilities. Efforts are being coordinated with NJDOT, PennDOT, member governments, and operating agencies to maximize the investments made in technology and data.

See also MPMS #48202

### TIP Program Years (\$ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036	
PE	STU	350												
PE	TOLL													
PE	STU		350											
PE	TOLL													
		350	350	0	0	0	0	0	0	0	0	0	0	
		Total FY2025-2028			700		Total FY2029-2032			0		Total FY2033-2036		0

# DVRPC FY2025-2028 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Various

**MPMS# 115970** *Air Quality Action Supplemental Services*

**LIMITS:** Districtwide

No Let Date

**IMPROVEMENT** Other

**NHPP:**

**MUNICIPALITIES:** Various

**FC:**

AQ Code:X1

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** David Alas

**CMP:**

This project will improve the region's air quality by encouraging public action to reduce air pollution and protect public health through the Air Quality Action program, an episodic, voluntary program for ground-level ozone and fine particulate matter (PM 2.5).

This project will fund supplemental services performed by contractors in the implementation of the Air Quality Action program. Services may include design and production of education and outreach materials; advertising, printing, and placement of advertising through the media (television, online, radio, and in newspapers), social media (ads, sponsored posts, short videos, and text messages), and placebased advertisements.

Advertisements will educate the public about ozone and PM 2.5 pollution and encourage actions to reduce activities that contribute to air pollution, especially on days that are forecast as unhealthy for people susceptible to ozone and PM 2.5 pollution.

This project will support partner efforts to discourage idling, utilize alternative commuting strategies, take public transit, and to alert the public of poor air quality days based on the air quality index; focus of materials may change depending on the audience and messaging from EPA/DEP.

#### Tasks

1. Contract for the design and production of advertisements and promotional literature such as brochures, posters, flags, anti-idling signage, and educational materials including social media posts, texts messages and videos.
2. Contract for the placement of advertising on radio, television, web, place-based, or newspapers.

See also MPMS #17928.

**TIP Program Years (\$ 000)**

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036	
PRA	CAQ	100												
PRA	LOC	25												
PRA	CAQ		100											
PRA	LOC		25											
		125	125	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2025-2028</b>			<b>250</b>	<b>Total FY2029-2032</b>				<b>0</b>	<b>Total FY2033-2036</b>			<b>0</b>



## Pennsylvania - Highway Program (Status: TIP)

### Various

**MPMS# 115971** *Transportation Systems Management and Operations (TSMO)*

**LIMITS:** Districtwide

No Let Date

**IMPROVEMENT** Other

**NHPP:**

**MUNICIPALITIES:** Various

**FC:**

AQ Code:X1

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** David Alas

**CMP:**

This project will ease traffic congestion and improve the efficiency of existing transportation facilities and services through enhanced coordination and integration of Intelligent Transportation Systems (ITS) with Transportation Systems Management and Operations.

Federal metropolitan planning regulations require MPOs to incorporate transportation operations into their transportation planning processes. DVRPC addresses that requirement through the conduct of two longstanding related initiatives. The Transportation Operations Program Area (23-52-050) and the Transportation Systems Management and Operations Project highlight key activities undertaken by these programs. The Transportation Systems Management and Operations (TSMO) Project incorporates strategies to help proactively manage the transportation system by addressing recurring and nonrecurring congestion. Strategies such as traffic incident management, traveler information services, safety service patrols, work zone management, and freight management improve system efficiency, enhance public safety, help reduce traveler delays and improve information access. Successful integration of these and other TSMO strategies will help to make the region more cohesive, and enhance communications and collaboration among transportation partners.

DVRPCs TSMO program encompasses a wide range of activities including the coordination of multi-agency regional initiatives. Its centerpiece is the Regional Integrated Multi-modal Information Sharing (RIMIS) project, an information exchange network functioning as the communications backbone among transportation operation centers throughout the region. A virtual video wall component allows operations center and field personnel to view traffic video feeds in the region.

RIMIS became operational in 2010 and since it is managed by the same developer as the NJDOT system, it automatically receives incident and operational information from NJDOTs database. To receive PennDOT incident information, a data interface to PennDOTs Road Conditions Reporting System (RCRS) was constructed in FY 2011. A data interface to the City of Philadelphia Streets Departments Road Permit system provides street closure information related to events such as utility work, block parties, special events, and construction. This not only greatly increased the amount of usable data for RIMIS users, but was a critical project for the Philadelphia Traffic Management Center. DVRPC has continued to roll out RIMIS to regional transportation agencies, county 911/emergency management centers, local police and fire departments in major corridors, and counties' engineering/public works departments in New Jersey as requested. Assistance in using RIMIS in local municipalities for Integrated Corridor Management (ICM) purposes is offered, especially with respect to the I-76 ICM Project in Pennsylvania.

In FY 2023, the primary emphasis will be operating and maintaining RIMIS software, continuing to expand the number of agencies participating in RIMIS, continued exploration of the RIMIS SPATEL tool, and working with the agencies to ensure quality control of RIMIS data. As the number of RIMIS users has grown, it is becoming more essential to coordinate with our RIMIS users, monitor usage, and rapidly address any issues that they may be encountering.

Other focus areas of DVRPCs TSMO program include updating DVRPCs Interactive Detour Route Mapping (IDRuM) application, providing training programs for ITS operators and emergency response personnel, monitoring performance measures, security planning, and providing technical assistance to agencies.

IDRuM is being enhanced and updated into a new online web version. IDRuM is designed to give emergency responders access to the detour routes that allow them to be prepared when an incident occurs on a nearby highway. Typically traffic is diverted off the highway onto the arterial network and those arterials often become congested. By planning these routes and identifying key control points, local police can provide traffic control assistance to help ease the flow of traffic in their communities. The new online version was rolled out for Pennsylvania detours in FY2021 and work continues this year to incorporate the New Jersey detour routes.

There continues to be emphasis placed on integrating the use of performance measures into strategic and operations planning. One of the primary outcomes that operations programs strive for is reduced congestion, and typical performance measures include travel times and travel time reliability, which tell us that conditions are better or worse than in the past. DVRPC will continue to work with our stakeholders to develop a consistent approach where applicable to define the proper measures, collect and analyze the data, and report on our regions performance measures.

Activities listed below fall under two broad categories: RIMIS and Other TSMO Tasks. The former includes Operations and Maintenance (O&M) tasks performed by the software vendor (TRANSCOM) and DVRPC supervisory/technical activities associated with RIMIS. The latter category includes DVRPC staff activities that support programs for greater integration among the regions TSMO stakeholders, and more general activities. Some of these activities may require DVRPC to purchase equipment and/or services.

#### Tasks

RIMIS Software Vendor Tasks

## Pennsylvania - Highway Program (Status: TIP)

### Various

1. Software vendor will perform software operations and maintenance functions.
2. Software vendor will function as the system administrator, adding additional ITS devices to the RIMIS database and modifying the highway and transit network as required.
3. Software vendor will make enhancements to RIMIS software as directed.
4. Software vendor will assist RIMIS agencies in developing data interfaces with legacy software systems as required.
5. Software vendor will periodically meet with DVRPC and the users to review RIMISs status and discuss and resolve operational issues.

#### DVRPC RIMIS Tasks:

1. Coordinate software vendors activities with the RIMIS users and the Transportation Operations Task Force.
2. Supervise the RIMIS software vendors adherence to its contract.
3. Review and approve all invoices and progress reports with respect to the RIMIS software vendor.
4. Organize training programs for RIMIS users.
5. Work with software vendor to phase-in additional RIMIS users. This may include construction of additional data interfaces.
6. Perform system administration functions, such as modifying agency and user accounts, installing RIMIS software for users, developing video walls for users, and assisting the RIMIS software vendor in performing some of the other minor administration functions.
7. Perform quality control review of RIMIS information and its usage. Work with users to ensure that information entered into RIMIS is accurate and timely, and that agencies use RIMIS information to manage events.
8. Perform additional activities associated with RIMIS as the need arises.

#### Other TSMO Tasks

1. Continue and expand initiatives to enhance interagency information sharing and cooperation. Activities include providing technical assistance to operating agencies.
2. Continue to operate and maintain Interactive Detour Route Mapping (IDRuM). Work toward developing a new web version of IDRuM program, including using GIS to make necessary updates to the detours to reflect changes to any routes or construction activity.
3. Continue the regional construction coordination efforts to minimize traffic impacts of overlapping construction projects.
4. Continue to maintain the regions ITS Infrastructure Inventory.
5. Participate in appropriate security planning efforts by attending external meetings, webinars and other events such as the Delaware Valley Intelligent Center (DVIC) security roundtable quarterly meetings.
6. Continue to promote and provide training programs on TSMO and ITS strategies. These activities may include identifying training opportunities, hosting training courses, bringing in industry experts, sponsoring conferences on special topics, and arranging tours of ITS deployments within and outside of the region.
7. Continue coordination and participation with local and regional partners and their committees, such as The Eastern Transportation Coalition, Southeastern Pennsylvania Regional Task Force and the Philadelphia Local Emergency Planning Committee.
8. Continue to work with our stakeholders to develop a consistent approach where applicable to define the proper measures, collect and analyze the data, and report on our regions performance measures.

		TIP Program Years (\$ 000)														
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036			
PRA	STU	310														
PRA	581	78														
PRA	STU		310													
PRA	581		78													
CON	sCRP	16														
CON	sCRP	64														
		<b>468</b>	<b>388</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>			
		<b>Total FY2025-2028</b>			<b>856</b>				<b>Total FY2029-2032</b>				<b>0</b>			
						<b>Total FY2033-2036</b>				<b>0</b>						

## Pennsylvania - Highway Program (Status: TIP)

### Various

MPMS# 115972 I-95 Planning Assistance 2022-23

LIMITS: Philadelphia

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES:

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/E. Elbich

CMP:

The purpose of this program is to support the implementation of I-95 Reconstruction Projects by serving as a planning and coordination resource for PennDOT.

This project provides for technical and planning assistance to PennDOT District 6 for support in implementation of the I-95 Reconstruction Projects. DVRPC will be on call for quick-turnaround analysis or data collection tasks in support of specific and timely I-95 project planning needs. Tasks will include data collection, meeting and stakeholder coordination, and general research as needed. Subject areas include congestion mitigation strategies, as well as transit, Transportation Management Association, environmental, freight, historic, and bicycle/pedestrian issues. District 6 has limited planning staff, while DVRPC planning staff has multiple areas of expertise which are beneficial for this work and have been utilized in the past.

#### Tasks

1. Facilitate discussion and prioritization with SEPTA on capital improvements to mitigate congestion on I-95 during and beyond the reconstruction project timeline; provide sketch-level benefit/cost analysis of proposed improvements as needed. Assist with design coordination and implementation of congestion mitigation strategies.
2. Coordinate implementation of recommended strategies developed from the DVRPC Alternatives Development for Roosevelt Boulevard Transit Enhancements study.
3. Coordinate implementation of recommended strategies developed from the DVRPC Improving Non-motorized Access to Regional Rail Stations on the I-95 Corridor study.
4. Coordinate implementation of recommended strategies developed from the Bucks County Planning Commission on bicycle and pedestrian access to stations in Lower Bucks County on SEPTAs West Trenton Line.
5. Facilitate coordination between SEPTA, PennDOT, and other agencies, including multiple agencies/departments within the City of Philadelphia.
6. Coordinate communications and outreach activities with the TMAs.
7. Assist with bicycle and pedestrian planning and coordination efforts in the I-95 corridor.
8. Assist with trail alignment and coordination efforts for trails along the I-95 corridor, especially for portions related to the East Coast Greenway.
9. Assist with environmental mitigation efforts and context sensitive planning related to the I-95 reconstruction projects.
10. Assist with coordination of historical preservation efforts related to the I-95 reconstruction projects.
11. Coordinate with freight industry representatives on construction activities, detour routes, long range planning, and general coordination.
12. Provide mapping and Geographic Information Systems (GIS) support as requested.
13. Provide support in coordinating and developing legal agreements, as needed.
14. Assist with identifying and cataloging transportation infrastructure projects within the corridor.
15. Assist with coordination related to other transportation and land development projects in the corridor, as requested.

See MPMS #106708 as a previous MPMS # for this project.

# DVRPC FY2025-2028 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

## Various

		TIP Program Years (\$ 000)													
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036		
PRA	NHPP	80													
PRA	581	20													
PRA	NHPP		80												
PRA	581		20												
		100	100	0	0	0	0	0	0	0	0	0	0		
		Total FY2025-2028			200	Total FY2029-2032				0	Total FY2033-2036				0

# DVRPC FY2025-2028 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

## Various

**MPMS# 115973** *Enhance and Maintain Travel Forecasting Tools 2022-23*

**LIMITS:** Districtwide

No Let Date

**IMPROVEMENT** Other

**NHPP:**

**MUNICIPALITIES:**

**FC:**

AQ Code:X1

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** David Alas

**CMP:**

DVRPC continually strives to keep its travel simulation models up to date to ensure the accuracy of travel forecasts and to respond to the requirements associated with the FHWA conformity demonstrations, NEPA requirements, FTA New Starts program, and other environmental regulations. This project is for the updating and enhancing travel simulation models is especially important in the era of changing travel behaviors (post-COVID) and emerging travel technologies (e.g. autonomous vehicles). Major activities in the Enhance and Maintain Travel Forecasting Tools project include updating the highway and transit networks to reflect base conditions; enhancing the demand modeling methods to better present real-world travel behaviors and emerging travel technologies; calibrating and re-validating the models with current data; integrating emerging computer and software technology and new data sources to enhance the efficiency and credibility of the models; and supporting model applications to evaluate the impacts and benefits of various transportation investment and planning scenarios.

The goal of this project is to support the economic vitality of the region, improve accessibility and mobility for people, goods and services, protect the environment, enhance connectivity between modes, and promote the efficient management and operation of the existing transportation system by updating DVRPC's travel simulation models to state-of-the-art standards and updating the data used in the model.

See also MPMS #86077

### TIP Program Years (\$ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036	
PRA	STU	454												
PRA	TOLL													
PRA	TOLL													
PRA	STU		454											
		454	454	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2025-2028</b>			<b>908</b>		<b>Total FY2029-2032</b>				<b>0</b>		<b>Total FY2033-2036</b>	

## Pennsylvania - Highway Program (Status: TIP)

### Various

**MPMS# 115974** *District 6 Modeling Assistance 2022-23*

**LIMITS:** I-95 Reconstruction areas, other areas as needed across the District

No Let Date

**IMPROVEMENT** Other

**NHPP:**

**MUNICIPALITIES:** Various

**FC:**

AQ Code:X1

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** EE/E. Elbich

**CMP:**

This project provides for technical and planning assistance to PennDOT District 6 for support in implementation of the I-95 Reconstruction Projects, and other traffic studies as identified by PennDOT. DVRPC will be on call for quick-turnaround analysis or data collection tasks in support of specific and timely I-95 project planning needs. Tasks will include data collection, meeting and stakeholder coordination, traffic modeling and forecasting, and general research as needed.

This project will dedicate two-person years of DVRPC modeling staff time to prepare traffic forecasts throughout the I-95 corridor in Pennsylvania and on other District 6 projects as required. The staff members will report to the Manager, Office of Travel Trends and Forecasts, and work with other staff as needed to prepare traffic forecasts and other modeling services.

New traffic data and forecasts are needed for several tasks. These include analyzing additional interchange configurations to improve safety, reduce congestion, and address community concerns; support new or updated Point-of-Access (POA) studies; extend the horizon year of previous traffic forecasts in the corridor; analyze and plan for future freight activity; and prepare detour route forecasts for later construction phases.

#### Tasks

1. Coordinate with PennDOT and their consultants; attend meetings and make presentations as needed.
2. Focus and calibrate regional travel demand model on the I-95 corridor, and other facilities as needed.
3. Conduct computerized traffic assignments to determine horizon year traffic volumes under No-Build and Build scenarios.
4. Prepare average weekday daily traffic (AWDT) traffic volumes for I-95 mainline, ramps, and selected facilities impacted by the I-95 scenarios throughout Sectors A, B, C, and D.
5. Prepare AM and PM peak hour traffic forecasts, including intersection turning movements for the No-Build and Build scenarios, as needed.
6. Collect, tabulate, and/or process origin-destination and travel time data, as needed.
7. Prepare forecasts to evaluate the impact of new or improved transit connections on highway patterns, volumes, and interchange operations, as needed.
8. Prepare forecasts to evaluate the impacts of new land uses and/or redevelopment on travel patterns, volumes, and interchange operations, as needed.
9. Prepare maps and tables for transmittal of the data and travel forecasts to PennDOT and their consultants.
10. Prepare technical memorandums documenting the results of the travel forecasting; incorporate any comments from PennDOT and their consultants.
11. Continue supporting PennDOT's consultants for US 422 and the Market Street Bridge Closure modeling efforts.
12. Provide daily traffic forecasts the six proposed movements at the I-95 and PA Turnpike interchange.

See also MPMS #110127

# DVRPC FY2025-2028 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

## Various

		TIP Program Years (\$ 000)													
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036		
PRA	NHPP	368													
PRA	581	92													
PRA	NHPP		368												
PRA	581		92												
		460	460	0	0	0	0	0	0	0	0	0	0		
		<b>Total FY2025-2028</b>			920	<b>Total FY2029-2032</b>				0	<b>Total FY2033-2036</b>				0

# DVRPC FY2025-2028 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Various

**MPMS# 117904 PA Transportation and Community Development Initiative (TCDI) 2022-23**

**LIMITS:** District wide

No Let Date

**IMPROVEMENT** Other

**NHPP:**

**MUNICIPALITIES:** Philadelphia City

**FC:**

AQ Code:X2

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** David Alas

**CMP:**

The Transportation and Community Development Initiative (TCDI) is a grant program that supports smart growth in the individual municipalities of the Delaware Valley through initiatives that implement the regions long-range plan, Connections 2050 Plan for Greater Philadelphia. Central to the effort is the objective to enhance quality of life choices by providing and maintaining essential infrastructure, supporting local and regional economic development, and linking land use and transportation planning.

TCDI provides a mechanism for our planning partners to undertake locally-directed actions to improve their communities, which in turn implements their local county comprehensive plans and supports the goals and vision of the regions long-range plan. This grant program seeks to support and leverage state and county programs, by providing funding to undertake planning, analysis or early-stage design projects which improve the efficiency of the regional transportation system.

Through a competitive selection process, DVRPC will award \$1.2 million to select projects in the 5-county Pennsylvania region which includes the counties of Bucks, Chester, Delaware, Montgomery and Philadelphia.

**Tasks**

1. Distribute \$1.2 million dollars to selected projects within Bucks, Chester, Delaware, Montgomery, and Philadelphia Counties.

See MPMS #64652

### TIP Program Years (\$ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036	
PE	STU		1,200											
		0	1,200	0	0	0	0	0	0	0	0	0	0	
		<b>Total FY2025-2028</b>			1,200	<b>Total FY2029-2032</b>				0	<b>Total FY2033-2036</b>			0



# DVRPC FY2025-2028 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Various

MPMS# 117912 PA SHRPP

LIMITS: District Wide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: David Alas

CMP:

This project will improve the efficiency of the region's transportation network by preparing special sub-regional studies to supplement core planning efforts.

Through the Supportive Regional Highway Planning Program (SRHPP) and Transit Support Program (TSP), DVRPC passes through federal funds to member governments to support their core planning functions and their participation in the regional transportation planning process. The funds assist these organizations to develop and maintain their own plans, programs and data which helps inform the development of regional plans and programs such as the TIP, Long-Range Plan, and Congestion Management Process. In addition to providing direct support, both programs offer a limited amount of funding for special planning studies to address current areas of need for the recipients. In some cases, the recipients pass back the Special Study funding and request that the studies be conducted by DVRPC staff because of some specific expertise or staff capacity. Detailed individual scopes of work for each Special Study are found in Chapters Three and Four of this document. This project represents the tasks and combined budgets of those Special Studies.

See also MPMS #115962

### TIP Program Years (\$ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036	
PRA	STU	798												
PRA	STU		798											
		798	798	0	0	0	0	0	0	0	0	0	0	
		Total FY2025-2028		1,596		Total FY2029-2032				0		Total FY2033-2036		0

## Pennsylvania - Highway Program (Status: TIP)

### Various

MPMS# 117928 *Travel Options Program(TOP)*

LIMITS: Districtwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES:

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: David Alas

CMP:

This work program supports the delivery of the regional transportation demand management (TDM) program for both PA and NJ counties within DVRPC's service area (with administration and coordination tasks funded separately under project 25-52-100). This program's purview includes an application and grant award program (Travel Options Program or TOP) to fund traditional TDM activities with demonstrated reduction of single-occupant vehicle (SOV) trips, develop pilots for new TDM projects and tools to manage SOV demand, as well as help to create and cultivate new mobility opportunities for residents and workers. This program will fund a two-year project round over FYs 2025-2026.

TDM focuses on the many options available to residents to travel to and from work, as well as to get around our region for other purposes, in a coordinated, cost-effective, and environmentally-positive way. It involves the strategies that more efficiently distribute travel demand across all modes, and especially reduce SOV travel. An important element of TDM is providing education and outreach to commuters, employers, residents, and visitors within our region about available travel options, and providing a mix of incentives to encourage behavior change toward more efficient use of the regional transportation system.

Recent major technological developments have changed the way the public considers and makes transportation choices. Mapping applications in wide use, like Waze and Google Maps, are themselves a form of TDM, enabling a more efficient use of transportation networks, but they don't necessarily reduce SOV demand. New mobility options like ride-hailing services (uber, lyft, etc.), bike share, and e-bike and e-scooter rentals are being developed and evolving rapidly, and are increasingly linked into shared scheduling and trip purchasing platforms mobility as a service (MaaS). These new technologies and modes, and the changes to travel patterns they have enabled, have also led to more exploration of larger TDM-related policy initiatives such as variable road pricing, trip-reduction plans, and transportation benefit ordinance requirements. All of these conditions warrant novel consideration of which TDM strategies can work most effectively in the greater Philadelphia region; therefore a Regional TDM Plan was developed and is used as a guide for these efforts.

Although DVRPC has long included TDM as an element in many individual projects and efforts, there was not a formal, coordinated TDM program for the full DVRPC service region until FY21. This new competitive and coordinated program of projects and activities helps DVRPC and its planning partners better address growing transportation-related needs and challenges, particularly the need to provide connections to various safe and affordable transportation modes, and to reduce congestion and improve air quality. In coordination with the development of the Commissions 2050 Long-Range Plan and new direction will allow for a broader, more strategic approach to TDM in the region, which differs from the service area-based approach.

A uniform, performance-based and outcome-driven approach to evaluating and undertaking projects will help staff and stakeholders strengthen existing TDM programs, and pilot new initiatives that can serve as a foundation for the future regional TDM portfolio. Completion of this work may require the purchase of equipment or services. This program will be funded largely with Surface Transportation Block Grant funds (also called STU in PA), instead of Congestion Mitigation Air Quality (CMAQ) funds; however, some projects in DVRPC's NJ counties (especially outside of the Philadelphia Urbanized Area) will continue to be partially funded with CMAQ dollars. Staff are familiar with the eligibility requirements for CMAQ funds from the previous TOP funding cycle, so can properly evaluate any projects submitted in the geographic areas that will require CMAQ instead of STBG funds; FHWA-NJ will also be consulted.

#### Tasks

1. With planning and administrative tasks funded under project 25-52-100, DVRPC will work with partners as appropriate to solicit and deliver projects showing demonstrable results related to the five principles in the Regional TDM Plan, in both PA and NJ. This may include managing vendor/provider contracts.
2. Obtain and record relevant data to support analysis of each activity's impact; strategy effectiveness will inform subsequent program rounds.

Note that any work done in New Jersey is funded via the New Jersey TIP.

See also, MPMS #114939

# DVRPC FY2025-2028 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

## Various

		TIP Program Years (\$ 000)																			
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036								
PRA	CAQ		1,835																		
PRA	CAQ				1,835																
		0	1,835	0	1,835	0	0	0	0	0	0	0	0								
		Total FY2025-2028		3,670		Total FY2029-2032				0				Total FY2033-2036				0			

# DVRPC FY2025-2028 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

## Various

**MPMS# 117929 PA Transportation Demand Management (TDM) Base Program**

**LIMITS:** Districtwide

No Let Date

**IMPROVEMENT** Other

**NHPP:**

**MUNICIPALITIES:**

**FC:**

AQ Code:X1

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** David Alas

**CMP:**

This project will fund and guide the TMAs and contractors that will work with employers and residents to encourage them to choose travel alternatives to the single-occupancy vehicle (SOV). This will happen through educational programming and relevant products and services within specific service areas, through the tasks listed below. These tasks will result in improved accessibility to a variety of safe and affordable travel modes and a reduction in SOV travel that will lead to reduced traffic congestion and improved air quality in the region.

This program was renamed TripSmart PA, as it replaces the former Mobility Alternatives Program (MAP). TripSmart allows for a broader education and outreach effort beyond just commuters. The Transportation Management Associations (TMAs) and other related partners in Southeastern Pennsylvania have helped promote Transportation Demand Management (TDM) options and programs for nearly three decades, in the form of two grants funded by PennDOT; for FY2023, DVRPC and PennDOT created a TDM grant program that combines these two "legacy" grants into one new "base" TDM grant for each organization previously funded through one or both of the legacy grants. Each TMA/Contractor will contract and collaborate with DVRPC on work program development and implementation, along with their respective county planning department(s), PennDOT (Central Office and District- 6), and FHWA, to ensure relevant TDM issues and needs are addressed. Completion of this work may require the purchase of equipment or services.

### Tasks

1. TDM education and outreach to the general public.
2. TDM education and outreach to employers and municipalities.
3. TDM education and outreach to other commute-related groups, professional organizations, community groups, etc.
4. Promotion of and assistance with the Share-A-Ride (SAR) ride match program and the Emergency Ride Home (ERH) program.
5. Locally-based projects that enhance commuters ability to choose a mode other than driving alone to work.

See also, MPMS #111424

		TIP Program Years (\$ 000)													
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036		
PRA	CAQ	800													
PRA	CAQ		800												
		800	800	0	0	0	0	0	0	0	0	0	0		
		Total FY2025-2028			1,600	Total FY2029-2032				0	Total FY2033-2036				0

# DVRPC FY2025-2028 TIP for PA

## Pennsylvania - Highway Program (Status: TIP)

### Various

**MPMS# 117930 PA Transportation Demand Management (TDM) Base Program Administration and Commuter Services 2022-23**

**LIMITS:** Districtwide

No Let Date

**IMPROVEMENT** Other

**NHPP:**

**MUNICIPALITIES:**

**FC:**

AQ Code:X1

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:** David Alas

**CMP:**

This work program will manage the work of TMAs and contractors that serve employers implementing commute alternatives programs and encourage commuters to choose travel alternatives to the single-occupancy vehicle (SOV).

The Transportation Management Associations (TMAs) and other related partners in southeastern Pennsylvania have helped promote Transportation Demand Management (TDM) options and program for over two decades, in the form of two grants funded by PennDOT the TMA Assistance Grant (one available to all TMAs in PA), and the Mobility Alternatives Program (MAP) grant (available only in SE PA). Starting in FY2023, DVRPC and PennDOT have developed a new TDM grant program that combines these two legacy grants into one new base TDM grant for each organization previously funded through one or both of the legacy grants. Each organization will be awarded an amount of funding to perform activities like education and outreach on TDM options, TDM strategies, and the advantages for both employers and employees to implement or use these options. DVRPC will contract with and oversee the work program development and approval for each subrecipient receiving these grants and work with their respective county planning department(s) as well as PennDOT (Central Office and District 6) and FHWA in this development and in tracking progress and results from their efforts.

This program supports DVRPC staff activities for planning, marketing, procurement and accounting, as well as funding to lease software for and manage the regional Share-A-Ride (SAR) ride match program, the Emergency Ride Home (ERH) program and provide necessary materials, schedules and tools to help contractors promote TDM with a unified message in the SE PA region. This program is part of the larger coordinated regional TDM effort that includes the Travel Options Program (TOP) competitive grant program. Completion of this work may require the purchase of equipment or services.

**Tasks**

1. Work with TMAs/Contractors to develop Work Programs for base TDM efforts.
2. Ensure this work involves outreach to both employers and the general commuting public.
3. Oversee TMA/Contractor TDM education and outreach efforts and development and placement of relevant materials; encourage cooperative efforts whenever possible.
4. Operation of the Share-A-Ride (SAR) ride match program, including annual software lease agreements, database management and quarterly reporting, registrant communications and training.
5. Creation and administration of contracts with each of nine subrecipients.
6. Review and payment of monthly or quarterly invoices and reports for each of nine subrecipients.

**TIP Program Years (\$ 000)**

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036		
PRA	CAQ	325													
PRA	CAQ		325												
		325	325	0	0	0	0	0	0	0	0	0	0		
		<b>Total FY2025-2028</b>			650	<b>Total FY2029-2032</b>				0	<b>Total FY2033-2036</b>				0

Pennsylvania - Highway Program (Status: TIP)

**Various**

## Pennsylvania - Highway Program (Status: TIP)

### Various

MPMS# 117931 *Regional TOP Competitive Administration 2022-23*

LIMITS: Districtwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES:

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: David Alas

CMP:

This project supports ongoing administration, strategic planning, and priority-setting work for the regional competitive Travel Options Program (TOP), which funds implementation of TDM projects in Southeastern PA.

In FY2021, DVRPC convened a new Regional TDM Advisory Committee with relevant partner agencies, which developed and help staff reach consensus on goals, objectives, and an initial Vision Statement for this new regional approach to prioritizing TDM strategies in the DVRPC region, and incorporating new efforts. This Committee also helped develop and prioritize strategies to guide the selected pilot projects for testing, and helped determine ways to measure performance and impact. This planning and administration work also includes ongoing peer/best practice assessment for successful historic and current TDM plans and programs, here and in other regions, and evaluation of current plans and data that can be used to inform new priorities.

This project can include development and oversight of competitive expression of interest (EOI) and project application process(es), and establishing tracking procedures for measuring the impact of the program's projects and tasks. It may include outreach on release of the EOI and subsequent updates on selected projects. DVRPC also manages the contracts and invoicing activities with each of the selected grantees under this program.

A performance-based and outcome-driven approach to developing, evaluating, selecting, and undertaking projects will help staff and stakeholders strengthen existing TDM programs, and determine new longer-term initiatives that can serve as a foundation for the regional TDM portfolio in future years. Completion of this work may require the purchase of equipment or services.

#### Tasks

1. Convene regular meetings and/or workshops of the Regional TDM Advisory Committee, comprised of DVRPC member governments, State DOTs, transit agencies, partner MPOs and others, as appropriate, to continue providing input to and support for the Regional TDM Program.
2. Manage administrative functions associated with grants and reporting, as well as contract management and accounting activities.
3. Based on the outcomes of funded projects, including pilot programs, and relevant TDM practice nationally, further develop and prioritize strategies and pilot programs for testing in the DVRPC region, as well as ways to measure performance. Document historic and ongoing TDM activities, in our region and nationally, as applicable, and consider relevant, available plans and data that can be used to inform new regional priorities for action.
4. In collaboration with multiple departments across DVRPC, continue to monitor and report on COVID-related travel and behavior changes and their implications for TDM strategies, as relevant.
5. Review and revise, if necessary, the Regional TDM Plan (vision, goals, outcomes, and strategies) for our approach to TDM in the DVRPC region. Maintain a living strategic plan of priority TDM projects that builds on current activities and success, and also cultivates new strategies for trial, evaluation, and growth.
6. Based on the outcome of initial pilot projects, continue to develop proposed 'early action' projects for advisory committee consideration, with programs added to PA and NJ TIPs as appropriate.

# DVRPC FY2025-2028 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

## Various

		TIP Program Years (\$ 000)													
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036		
PRA	CAQ	50													
PRA	CAQ		50												
		50	50	0	0	0	0	0	0	0	0	0	0		
		Total FY2025-2028			100	Total FY2029-2032				0	Total FY2033-2036				0



# DVRPC FY2025-2028 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

## Various

MPMS# 117997 *Bridge Investment Program Line Item*

LIMITS: Districtwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: J. Korus

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	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036												
CON	BRIP	0	0	0	0	0	0	0	0	0	0	0	0												
		Total FY2025-2028				0				Total FY2029-2032				0				Total FY2033-2036				0			

# DVRPC FY2025-2028 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

## Various

MPMS# 118015 CMAQ Flex for SEPTA Projects of Significance Line Item

LIMITS: System-wide

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Various

PLAN CENTER:

PROJECT MANAGER: David Alas

CMP: Not SOV Capacity Adding

NHPP:  
FC:

No Let Date

MRPID:TBD

AQ Code:NRS

IPD:

This project is for CMAQ funds to be FLEXed to SEPTA in order to support the Trolley Modernization, Bus Revolution, and Rail Fleet Replacements projects.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
PE	CAQ	20,613											
PE	CAQ		23,049										
PE	CAQ			30,221									
PE	CAQ				30,630								
PE	CAQ					33,884							
PE	CAQ						31,651						
PE	CAQ							30,630					
PE	CAQ								30,630				
PE	CAQ									33,884			
PE	CAQ										30,272		
PE	CAQ											30,000	
		<b>20,613</b>	<b>23,049</b>	<b>30,221</b>	<b>30,630</b>	<b>33,884</b>	<b>31,651</b>	<b>30,630</b>	<b>30,630</b>	<b>33,884</b>	<b>30,272</b>	<b>30,000</b>	<b>0</b>
		<b>Total FY2025-2028</b>			<b>104,513</b>	<b>Total FY2029-2032</b>			<b>126,795</b>	<b>Total FY2033-2036</b>			<b>94,156</b>

# DVRPC FY2025-2028 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

## Various

MPMS# 118036 *HSIP Supportive Line Item*

LIMITS: Districtwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: L. Guarini

CMP: Not SOV Capacity Adding

This Line Item has been established to assist in delivering HSIP funded projects with elements that are not HSIP eligible.

		TIP Program Years (\$ 000)													
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036		
CON	NHPP		2,000												
		0	2,000	0	0	0	0	0	0	0	0	0	0		
		Total FY2025-2028			2,000	Total FY2029-2032				0	Total FY2033-2036				0

# DVRPC FY2025-2028 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

## Various

MPMS# 119299 Carbon Reduction Program Line Item

LIMITS: Districtwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: J. Korus

CMP:

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.

Eligibility for projects funded by this funding source includes, but not limited to, establishment or operation of traffic monitoring, management, and control facilities or programs, advanced truck stop electrification systems, advanced transportation and congestion management technologies, development of infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle to infrastructure communications equipment, replacement of street lighting and traffic control devices with energyefficient alternatives, development of a carbon reduction strategy, and retrofitting of Dedicated Short Range Communication (DSRC) technology.

TIP Program Years (\$ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	CRPU	8,890											
CON	CRP	2,029											
CON	CRP		2,260										
CON	CRPU		10,476										
CON	CRP								1,636				
CON	CRP									1,684			
CON	CRPU											4,506	
		10,919	12,736	0	0	0	0	0	1,636	1,684	0	4,506	0
		Total FY2025-2028		23,655		Total FY2029-2032			1,636	Total FY2033-2036		6,190	

# DVRPC FY2025-2028 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

## Various

MPMS# 120934 *Bucks and Montgomery Counties ADA Ramps*

New

LIMITS: Various Locations in Bucks & Montgomery County

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES:

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

The project involves constructing ADA ramp improvements at intersections along state highways throughout Bucks County.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036	
PE	CRPU	200												
PE	TOLL													
FD	CRPU			150										
FD	TOLL													
CON	CRPU				1,800									
CON	TOLL													
		200	0	150	1,800	0	0	0	0	0	0	0	0	
		Total FY2025-2028			2,150	Total FY2029-2032				0	Total FY2033-2036			0

# DVRPC FY2025-2028 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

## Various

**MPMS# 120938** *Chester and Delaware Counties ADA Ramps*

**New**

**LIMITS:** Various locations in Chester & Delaware Counties

No Let Date

**IMPROVEMENT** Bicycle/Pedestrian Improvement

**NHPP:**

**MUNICIPALITIES:**

**FC:**

AQ Code:A2

**PLAN CENTER:**

IPD:

**PROJECT MANAGER:**

**CMP:** Not SOV Capacity Adding

The project involves constructing ADA ramp improvements at various intersections along state highways in Chester County and Delaware County.

		TIP Program Years (\$ 000)												
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036	
PE	CRPU		230											
PE	TOLL													
FD	CRPU			130										
FD	TOLL													
CON	CRPU				2,050									
CON	TOLL													
		0	230	130	2,050	0	0	0	0	0	0	0	0	
		<b>Total FY2025-2028</b>			<b>2,410</b>	<b>Total FY2029-2032</b>				<b>0</b>	<b>Total FY2033-2036</b>			<b>0</b>

# DVRPC FY2025-2028 TIP for PA

Draft Version

## Pennsylvania - Highway Program (Status: TIP)

### Various

MPMS# 120942 MS4 and 105 Remediation

New

LIMITS: 17 Sites in Bucks, Chester, Montgomery & Philadelphia Counties

No Let Date

IMPROVEMENT Streetscape

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:X13

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

It is anticipated that this project will construct corrective repairs for stormwater control measure (SCM) sites and restore wetland mitigation sites at select locations.

Anticipated locations below:

- Site 0610 BID 002, Bucks County, US 13 Segment 0171 Offset 2830, Bristol Borough
- Site 0620BDD002, Chester County, PA 401 Segment 0330 Offset 1588, East Whiteland Twp
- Site 0620BDD004, Chester County, US 202 Segment 0341 Offset 1676, Tredyffrin Twp
- Site 0620 BDD 014, Chester County, PA 926 Segment 0290 Offset 0149, Pennsbury Twp
- Site 0620 BDD 032, Chester County, US 202 Segment 0361 Offset 0520, Tredyffrin Twp
- Site 0620 BDD 028, Chester County, US 202 Segment 0381 Offset 0380, Tredyffrin Twp
- Site 0620 BID 003, Chester County, US 202 Segment 0280 Offset 2582, East Whiteland Twp
- Site 0620 BID 015, Chester County, PA 401 Segment 0320 Offset 1671, East Whiteland Twp
- Site 0620 BOT 009, Chester County, US 30 Segment 0423 Offset 2512, West Whiteland Twp
- Site 0640 BDD 044, Montgomery County, PA 309 Segment 0101 Offset 2371, Springfield Twp
- Site 0640 BDD 050, Montgomery County, PA 309 Segment 0150 Offset 2385, Upper Dublin Twp
- Site 0640 BDD 051, Montgomery County, PA 309 Segment 0151 Offset 1744, Upper Dublin Twp
- Site 0640 BDD 052, Montgomery County, PA 309 Segment 0150 Offset 1996, Upper Dublin Twp
- Site 0650 BID 003, Philadelphia County, I-95 Segment 0225 Offset 2224, City of Philadelphia
- Site 0650 BID 037, Philadelphia County, I-95 Segment 0221 Offset 1201, City of Philadelphia
- Site Drainage Channel, Chester County, SR 8003 (EB 30 to NB 202) Segment 0010 Offset 3600 East Whiteland Twp
- Site US 322 Wetland Mitigation, Chester County, US 322 Segment 0440 Offset 0800 East Bradford Twp

### TIP Program Years (\$ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036		
PE	TOLL														
PE	581	300													
FD	TOLL														
FD	STP		300												
CON	STP			1,500											
CON	TOLL														
		300	300	1,500	0	0	0	0	0	0	0	0	0		
		Total FY2025-2028			2,100	Total FY2029-2032				0	Total FY2033-2036				0

# DVRPC FY2025-2028 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

## Various

Total For	2025	2026	2027	2028	2025-2028	2029-2032	2033-2036
Various	\$112,875	\$109,387	\$93,740	\$104,322	\$420,324	\$420,854	\$576,119