



Highlights

of the **DVRPC FY2023 TIP** for **PENNSYLVANIA**
(FY23-FY26)



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The Delaware Valley Regional Planning Commission

is the federally designated Metropolitan Planning Organization for the Greater Philadelphia region, established by an Interstate Compact between the Commonwealth of Pennsylvania and the State of New Jersey. Members include Bucks, Chester, Delaware, Montgomery, and Philadelphia counties, plus the City of Chester, in Pennsylvania; and Burlington, Camden, Gloucester, and Mercer counties, plus the cities of Camden and Trenton, in New Jersey.

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DVRPC's vision for the Greater Philadelphia Region is a prosperous, innovative, equitable, resilient, and sustainable region that increases mobility choices by investing in a safe and modern transportation system; that protects and preserves our natural resources while creating healthy communities; and that fosters greater opportunities for all.

DVRPC's mission is to achieve this vision by convening the widest array of partners to inform and facilitate data-driven decision-making. We are engaged across the region, and strive to be leaders and innovators, exploring new ideas and creating best practices.

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CHAPTER 1:

General Overview

The Transportation Improvement Program (TIP) is the regionally agreed-upon program of multimodal federally funded priority transportation projects over a four-year period, as required by federal law. The Delaware Valley Regional Planning Commission (DVRPC) Fiscal Year (FY) 2023 TIP for Pennsylvania (FY23–FY26) covers the counties of Bucks, Chester, Delaware, Montgomery, and Philadelphia in Pennsylvania. The program reflects estimated costs and schedules for 391 highway and transit projects and represents over \$7.5 billion of transportation infrastructure investment in the five-county Pennsylvania DVRPC region. DVRPC prepares a major update to the Pennsylvania TIP every other year to coincide with the update of the Pennsylvania Department of Transportation's (PennDOT) fiscally constrained statewide 12-year program and releases a draft program for a review and comment period prior to recommending it for adoption by the DVRPC Board. This year, the public comment period began on May 27, 2022, at 5:00 PM and closed at 5:00 PM on June 28, 2022. See further details regarding the comment process at the end of this document.

DVRPC works with our member governments, planning partners, and the public to proactively shape a comprehensive vision for the region's future growth. The agency does so by providing technical assistance and services, conducting high-priority studies that respond to the requests and demands of member states and local governments, fostering cooperation among various constituencies to forge a consensus on diverse regional issues, determining and meeting the needs of the private sector, and continuing public outreach efforts that promote two-way communication and enhance public awareness of regional issues.

What Is the TIP?

By way of congressional mandate, federal transportation legislation requires that DVRPC, as the Metropolitan Planning Organization (MPO) for the region, develop and update a TIP in order for the region to be eligible to receive and spend federal transportation funds.

The DVRPC TIP lists all transportation projects that intend to use federal funds, as well as state-funded capital projects that are transportation improvement priorities for this region. It is a multimodal, four-year program that shows estimated costs and schedules by project phase. Most importantly, the TIP is financially constrained to the amount of funds that are expected to be available. In order to add projects to the TIP, others must be deferred, or additional funding to the region must be identified. As a result, the TIP is not a "wish list"; competition between projects for a spot on the TIP clearly exists. The TIP not only lists specific projects but also documents the anticipated schedule and cost for each project phase (Preliminary Engineering, Final Design, Right-of-Way Acquisition, Utility, and Construction). Although it is not a final schedule of project implementation, inclusion of a project phase in the TIP means that it is seriously expected to be implemented during the TIP time period.

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

The TIP is a requirement of federal transportation legislation, which is currently the Infrastructure Investment and Jobs Act (IIJA), or Public Law 117-58, also known as the “Bipartisan Infrastructure Law” (BIL). The IIJA or BIL was signed into law on November 15, 2021, and is set to expire on September 30, 2026. It will provide funding for investment in infrastructure over federal FY22–FY26. Prior to the IIJA/BIL, the TIP was a requirement of legislation under the Fixing America’s Surface Transportation (FAST) Act, or Public Law 114-94. The IIJA/BIL built on the initiatives established in previous legislation: the FAST Act; Moving Ahead for Progress in the 21st Century Act (MAP-21); the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU); the Transportation Equity Act for the 21st Century (TEA-21); and the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). Transportation investment has been prescribed in a balanced approach through a guaranteed commitment to highways and bridges, public transit, safety, intermodal projects, advanced technologies, and operational improvements like Transportation Systems Management and Operations.

What Is the Timeline to Develop the TIP?

The TIP development (or update) begins approximately 10 months prior to adoption, and involves intensive staff work and negotiations by the DVRPC PA TIP Subcommittee. The Subcommittee consists of representatives from PennDOT, the Southeastern Pennsylvania Transportation Authority (SEPTA), Pottstown Area Rapid Transit (PART), Delaware River Port Authority (DRPA)/Port Authority Transit Corporation (PATCO), Federal Highway Administration (FHWA), representatives of DVRPC city and county member governments and Public Participation Task Force, and DVRPC staff. For the DVRPC FY2023 TIP, the process commenced during the late summer of 2021 with a review of current conditions of the transportation network, including an equity analysis of asset conditions (see Chapter 3 of the DVRPC FY2023 TIP). The review of costs and schedules of the FY2021 TIP projects commenced in the fall of 2021, as well as a review of new project candidates to be considered for addition to the TIP, should there be financial capacity. By April 2022, the result was a constrained, preliminary draft program (“preliminary Draft TIP”) based on reasonably anticipated revenue projections for the next 12 years (FY23–FY34), TIP-LRP Project Benefit Evaluation Criteria results for potential new projects, performance-based planning and programming metrics, Environmental Justice and Equity analyses of all candidate projects for the Draft TIP, and feedback from the PA TIP Subcommittee. At the end of April 2022, the Subcommittee arrived at a final list of projects for the Draft TIP (“final Draft TIP”) that could be evaluated for impacts on air quality conformity (see page 101 in the DVRPC FY2023 TIP for further explanation of the conformity process). DVRPC opened a 30+-day public comment period, in which the draft document was shared with the public for feedback. The DVRPC Board is the final decision-making body of the MPO, and the DVRPC Board voted to adopt the Draft TIP (with the List of Recommended Changes) in July 2022. After the DVRPC Board adoption, DVRPC staff submitted the document to PennDOT for approval and inclusion in the Statewide Transportation Improvement Program (STIP), which was then submitted to federal partners (e.g., FHWA, FTA) for review and approval. The federal partners formally approved the PennDOT FY2023 STIP, and the new DVRPC TIP and the PennDOT STIP became effective on October 1, 2022, and replaced the DVRPC FY2021 TIP and PennDOT FY2021 STIP.

CHAPTER 2:

Program Summaries

The DVRPC FY2023 TIP for Pennsylvania contains 391 projects (including the Interstate Management Program), totaling over \$7.5 billion for the phases to be advanced during the next four years, an average of \$1.875 billion per year. Programmed funds include \$2.2 billion for projects primarily addressing the non-Interstate Highway System and over \$1.3 billion for projects addressing the Interstate Management Program (IMP), resulting in an overall four-year total for the Highway Program of over \$3.5 billion. Additionally, there is a Transit Program for SEPTA, PART, and PennDOT’s Bureau of Public Transit (BPT) that totals \$3.9 billion. DRPA/PATCO projects are accounted for in the TIP for the DVRPC New Jersey subregion. Table 1: presents a funding summary for the DVRPC region by county and transit operator for each of the four TIP years in Pennsylvania, which includes federal, state, local, and the Pennsylvania Statewide Interstate Management Program funding for the DVRPC region. Table 2: and Table 3: provide a breakdown of various state and federal funding sources and their distributions, including local matches, while Table 4: shows the grand total of the highway and transit program.

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

	FY2023	FY2024	FY2025	FY2026	4-Year Total (FY23–FY26)
Highway Program					
Bucks County	72,857	66,068	57,077	45,106	241,108
Chester County	67,330	64,076	86,933	120,274	338,613
Delaware County	64,707	55,368	58,938	62,470	241,483
Montgomery County	88,872	108,835	58,782	45,314	301,803
Philadelphia County	270,312	169,269	201,682	183,821	825,084
Various Counties	64,005	80,485	72,320	101,012	317,822
<i>Regional Highway Program</i>	628,083	544,101	535,732	557,997	2,265,913
IMP—Delaware County	19,650	13,000	15,878	30,500	79,028
IMP—Montgomery County	3,500	4,000	23,207	30,000	60,707
IMP—Philadelphia County	247,793	245,892	345,441	325,800	1,164,926
<i>IMP Subtotal Cost</i>	270,943	262,892	384,526	386,300	1,304,661
<i>Regional Highway and Interstate Program Subtotal Cost</i>	899,026	806,993	920,258	944,297	3,570,574
Transit Program					
PennDOT BPT	26,000	38,825	36,250	12,500	113,575
PART	2,587	2,486	2,661	2,931	10,665
SEPTA	1,082,200	865,374	935,504	944,882	3,827,960
<i>Transit Program Subtotal Cost</i>	1,110,787	906,685	974,415	960,313	3,952,200
Grand Total Cost of TIP	2,009,813	1,713,678	1,894,673	1,904,610	7,522,774

Source: DVRPC, 2022

Table 2: Cost by TIP and Interstate Funding Category (\$000)

Fund Type	FY2023	FY2024	FY2025	FY2026	4-Year Total (FY23–FY26)	2nd 4 Years LFY 2027–2030	3rd 4 Years LFY 2031–2034	Total LFYs 2027–2034
Highway Program								
Bridge State	38,478	38,403	37,669	37,531	152,081	150,118	150,106	306,424
Bridge State–Interstate	6,510	18,441	14,441	21,000	60,392	17,000	0	17,000
Highway State	43,021	46,455	47,289	51,819	188,584	207,268	207,254	578,269
Highway State–Interstate	17,295	17,525	16,308	5,800	56,928	5,600	0	5,600
Bridge Off	18,698	18,698	18,698	18,698	74,792	74,792	74,792	149,584
BRIP	41,313	41,313	41,313	41,313	165,252	165,252	165,252	330,504
BRIP-Interstate	23,478	34,657	7,895	54,908	120,938	0	0	0
CAQ	39,553	40,547	41,561	42,595	164,256	170,380	170,380	340,760
FFL	300	0	0	0	300	0	0	0
FLEX	17,083	17,083	17,083	17,083	68,332	68,332	68,332	136,664
HSIP	24,528	25,394	26,276	27,176	103,374	108,704	108,704	217,408
LOC	66,577	13,558	6,984	9,466	96,585	25,547	8,653	34,200
MBP3-Interstate	0	0	125,000	125,000	250,000	250,000	0	250,000
NFP-Interstate	0	0	0	0	0	241,440	0	241,440
NHPP	121,609	114,828	108,699	102,682	447,818	337,471	328,720	992,991
NHPP–Interstate	223,660	192,269	220,882	179,592	816,403	1,126,233	360,723	1,486,956
Other	1,000	500	0	0	1,500	0	0	0
Private	47,000	0	0	0	47,000	0	0	0
RRX	619	730	85	0	1,434	3,495	640	4,135
sHSIP	8,141	9,665	8,765	0	26,571	0	0	0
SPK-NHPP	0	0	36,000	60,000	96,000	80,000	10,000	90,000
SPK-STP	29,176	20,346	19,094	20,619	89,235	0	0	0
STP	27,899	28,497	29,335	30,190	115,921	120,760	120,760	272,671
STU	85,174	86,877	88,615	90,387	351,053	361,548	361,548	730,124
SXF	2,410	8,728	0	0	11,138	0	0	0
TAP	7,572	3,332	0	0	10,904	0	0	0
TAU	7,932	8,097	8,266	8,438	32,733	33,752	33,752	67,504
Toll	0	0	0	0	0	0	0	0
TPK	0	21,050	0	0	21,050	0	0	0
Highway	899,026	806,993	920,258	944,297	3,570,574	3,547,692	2,169,616	6,252,234

Source: DVRPC, 2022

Note: The funds that are highlighted in green are state transportation funds; the funds highlighted in blue are FHWA funds; the funds highlighted in purple are local/other funds. See Figure 2: “Cost Summary by Funding Source in Pennsylvania (\$000),” on page 6.

Table 3: Cost by Transit TIP Funding Category (\$000)

Fund Type	FY2023	FY2024	FY2025	FY2026	4-Year Total (FY23–FY26)	2nd 4 Years LFY 2027–2030	3rd 4 Years LFY 2031–2034	Total LFYs 2027–2034
Transit Program								
1513	1,476	1,550	1,628	1,709	6,363	0	0	0
1514	374,182	357,820	362,056	361,633	1,455,691	1,598,344	1,810,785	3,409,129
1517	3	1	6	20	30	0	0	0
341	5,200	7,765	7,250	2,500	22,715	0	0	0
5307	138,937	154,204	155,504	150,377	599,022	452,943	509,792	962,735
5337	211,543	215,052	218,106	212,604	857,305	532,487	599,320	1,131,807
5339	6,432	6,685	6,891	7,149	27,157	36,752	41,363	78,115
ARPA	200	0	0	0	200	0	0	0
LOC	12,984	12,442	13,111	12,597	51,134	89,825	96,544	186,369
Other	348,102	139,436	198,139	199,997	885,674	826,458	813,459	1,639,917
PTAF 44	11,728	11,730	11,724	11,727	46,909	10,515	0	10,515
Transit Subtotal	1,110,787	906,685	974,415	960,313	3,952,200	3,547,324	3,871,263	7,418,587

Source: DVRPC, 2022

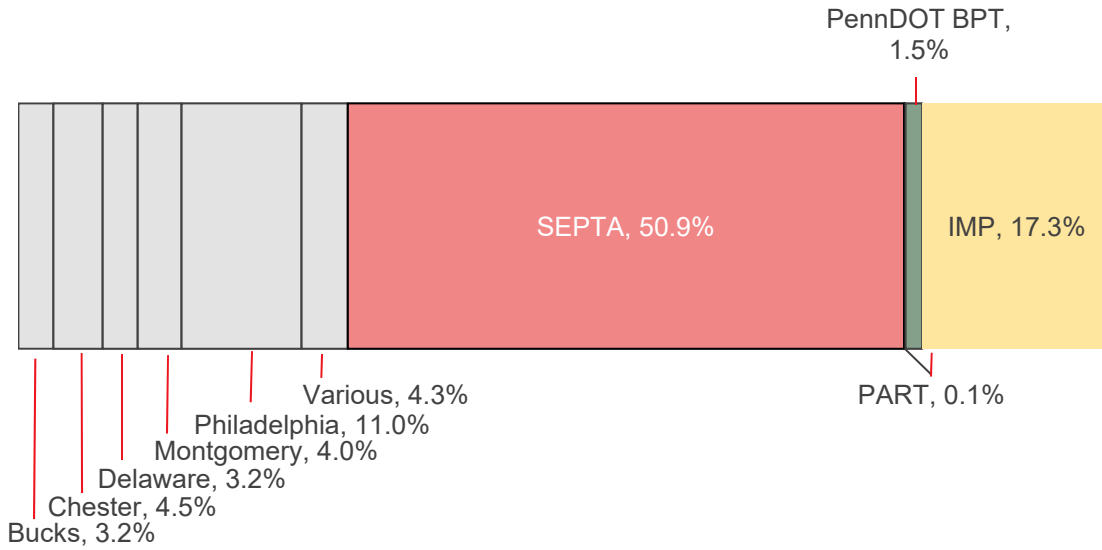
Note: The funds that are highlighted in green are state transportation funds; the funds highlighted in blue are FTA funds; the funds highlighted in purple are local/other funds. See Figure 2: “Cost Summary by Funding Source in Pennsylvania (\$000),” on page 6.

Table 4: Grand Total Highway and Transit Program

Program	FY2023	FY2024	FY2025	FY2026	4-Year Total (FY23–FY26)	2nd 4 Years LFY 2027–2030	3rd 4 Years LFY 2031–2034	Total LFYs 2027–2034
Grand Total: Highway and Transit Program								
Highway	899,026	806,993	920,258	944,297	3,570,574	3,547,692	2,169,616	6,252,234
Transit	1,110,787	906,685	974,415	960,313	3,952,200	3,547,324	3,871,263	7,418,587
DVRPC Total	2,009,813	1,713,678	1,894,673	1,904,610	7,522,774	7,095,016	6,040,879	13,670,821

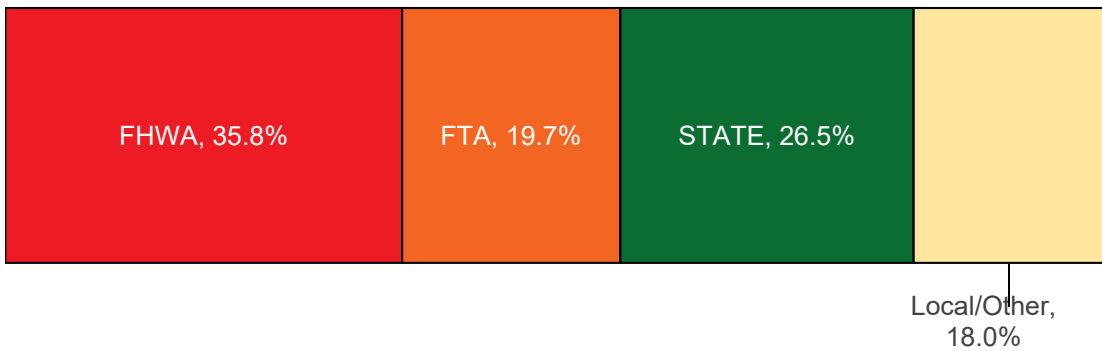
Source: DVRPC, 2022

Figure 1: Cost Summary by County and Transit Operator in Pennsylvania (\$000)



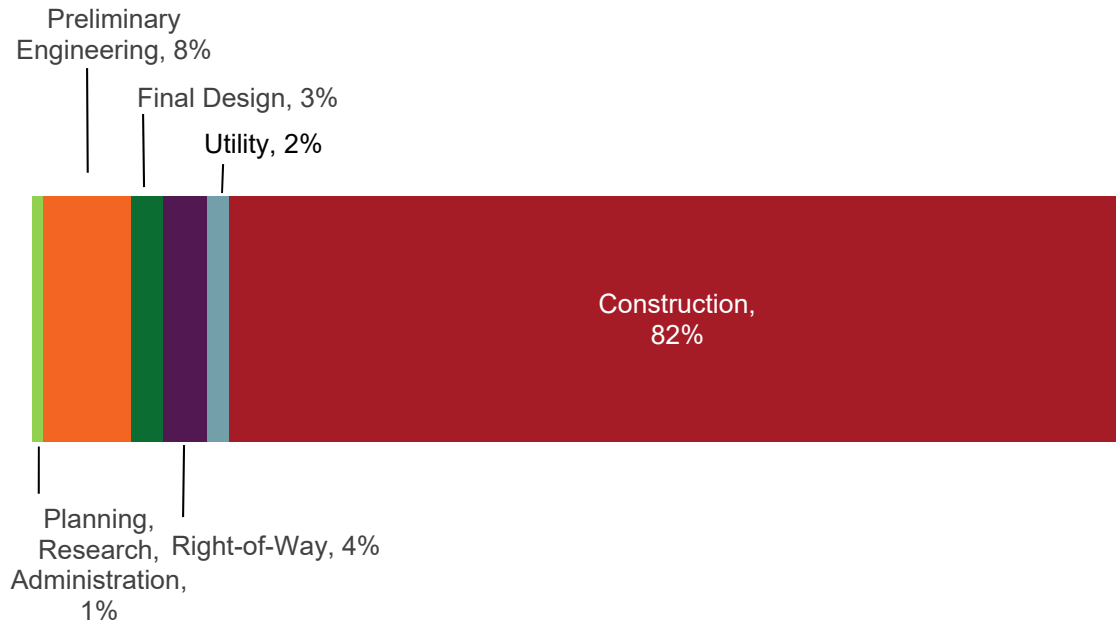
Source: DVRPC, 2022

Figure 2: Cost Summary by Funding Source in Pennsylvania (\$000)



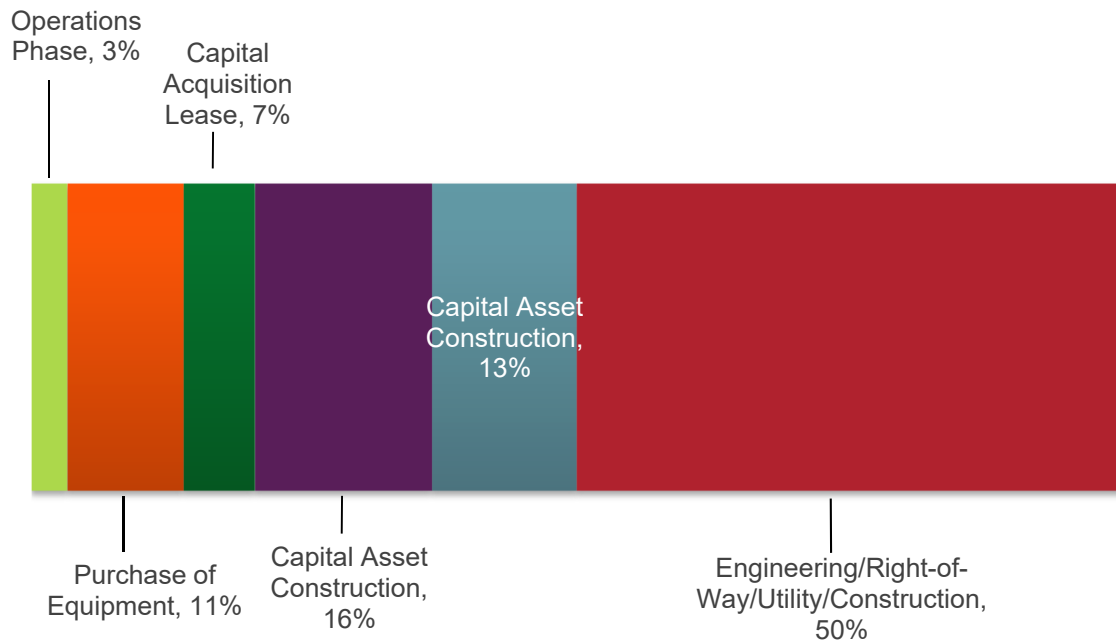
Source: DVRPC, 2022

Figure 3: Four-Year DVRPC Regional Highway Program Cost by Phase



Source: DVRPC, 2022

Figure 4: Four-Year DVRPC Regional Transit Program Cost by Phase



Source: DVRPC, 2022

Funding to the Region

The IIJA/BIL is the new federal legislation that Congress passed on November 5, 2021, and the president signed into law on November 15, 2021. The \$1.2 trillion IIJA/BIL reauthorizes the nation's surface transportation and drinking water and wastewater legislation, and includes an additional \$550 billion in funding for new programs in transportation, energy transmission, resilience, broadband, and others, approximately half of which goes to the U.S. Department of Transportation over the next five years (FY22–FY26). The bill focuses on making investments that will address equity, sustainability, resilience, climate change, safety, and asset condition: priorities that align strongly with the goals of DVRPC's *Connections 2050* Long-Range Plan. The IIJA/BIL expands eligibility and changes some policy requirements in legacy programs, and establishes several new formula-funded and discretionary programs.

Formula Funds

The IIJA/BIL includes a five-year, \$351 billion authorization of highway and bridge programs nationally, while transit programs will receive \$91 billion. There is also \$110 billion in new spending from the General Fund for highway and bridges, primarily for a special bridge investment program (BRIP), electric vehicle charging, and several discretionary programs. Another \$118 billion is transferred from the General Fund to ensure the solvency of the Highway Trust Fund. Under the new legislation, several new Highway Trust Fund formula programs have been authorized. There is a new program for bridges (BOF), wherein 15 percent of the funds are reserved for bridges not on the federal-aid system, and locally owned bridges not on the federal-aid system are eligible for a 100 percent federal share. Another new General Fund program is for electric vehicle charging, where the infrastructure must be open to the general public or used by commercial operators from more than one company. The funds for this program must be used along a designated alternative fuel corridor. At the time of this writing, the DVRPC region is still awaiting guidance from PennDOT on two other new programs created by the IIJA/BIL: the Carbon Reduction Program to reduce transportation emissions; and the Promoting Resilient Operations for Transformative, Efficient and Cost-saving Transportation (PROTECT) Formula Program to improve resiliency of infrastructure.

The legislation also expands and amends several existing core federal funding programs. The Surface Transportation Block Grant Programs (STBG), known as STP and STU (Urban) in the FY2023 TIP, include funding set aside for the Transportation Alternatives Set-Aside (TASA) that has increased to 10 percent of the overall STBG authorization. The set-aside for bridges not on the federal-aid system has increased. The Highway Safety Improvement Program (HSIP) has been amended in the new legislation to restore 10 percent flexibility for non-infrastructure activities and behavioral projects. The program was also amended to include additional eligible improvements that enhance pedestrian safety. The DVRPC region is set to receive more HSIP funding than in past TIPs, with the annual funding amounts increasing to \$24.528 million in FY2023, \$25.394 million in FY2024, \$26.276 million in FY2025, and \$27.176 million in FY2026 and beyond. The National Highway Performance Program (NHPP), National Highway Freight Program (NHFP), and Congestion Management and Air Quality Program (CMAQ) have all been continued in the new legislation with some new eligibility and increased funding levels.

Discretionary Funds

The IIJA/BIL also continues several discretionary grant programs and creates a number of new ones. The existing Infrastructure for Rebuilding America (INFRA) program for Nationally Significant Freight and Highway Projects has increased from \$900 million to \$1 billion per year. The existing Rebuilding American Infrastructure with Sustainability and Equity (RAISE) has also been increased to allocate \$7.5 billion over the next five years to FY2026. There are several new programs, including:

- The Bridge Investment Program has \$600 million allocated in FY2022 and grows to \$700 million in FY2026.
- The Congestion Relief Program is set at \$50 million per year.
- Charging and Fueling Infrastructure Grants start at \$300 million in FY2022 and increase to \$700 million in FY2026.
- The Rural Surface Transportation Grant Program starts at \$300 million in FY2022 and increases to \$500 million in FY2026.
- PROTECT Grants start at \$250 million in FY2022 and increase to \$300 million in FY2026.
- The Safe Streets and Roads for All (SS4A) discretionary program has \$5 billion in appropriated funds over the next five years to FY2026.
- Reduction of Truck Emissions at Port Facilities sets aside \$50 million per year.
- The Healthy Streets Program has \$100 million set aside each year.

IIJA Impact on Pennsylvania Funding

Over the life of the IIJA/BIL, the annual increase to the Pennsylvania Highway and Bridge Formula Funding is expected to be \$2.3 billion (additional):

- FY2022: \$378 million (additional);
- FY2023: \$421 million (additional);
- FY2024: \$465 million (additional);
- FY2025: \$511 million (additional); and
- FY2026: \$557 million (additional).

Pennsylvania's share of highway and bridge funding is anticipated to be approximately \$13 billion over the five years of the legislation. On an average annual basis, this is about 40 percent more than the state's federal-aid highway formula funding under the FAST Act's continuing resolutions. Based on formula funding alone, Pennsylvania would expect to receive about \$3.2 billion over five years under the IIJA/BIL to improve public transportation options across the state. In the first year (FY2022), this represents about a 41 percent increase over 2021 FAST Act formula transit funding levels. In addition, Pennsylvania can compete for the \$12.5 billion BRIP for economically significant bridges and \$15 billion of national funding in the law dedicated to megaprojects that will deliver substantial economic benefits to communities. States may also apply federal-aid dollars toward climate resilience and safety projects.

In addition, the new BRIP formula funding provides approximately \$327 million per year and totals \$1.6 billion over the five-year period of the IIJA/BIL. The total increase in highway and bridge funding is around \$4 billion over the five years. It is noted that in order for Pennsylvania to fully realize the financial benefit of the \$4 billion in additional federal highway and bridge funding, the state is going to have to raise approximately \$1 billion in matching funds.

Due to time constraints with the FY2023 TIP update, as well as the lack of full-year appropriations or guidance for the new Carbon Reduction and PROTECT Formula fund programs, at the time of Financial Guidance distribution, all funds for these new programs were held in a statewide line item until further guidance is provided from the FHWA. Any necessary updates to the program will take place after the TIP became effective in October 2022.

Regional Impact of the IIJA

Funding for the DVRPC Regional Highway Program and Transit Program in the FY2023 TIP is the highest it has been in recent memory. The increase is primarily due to the passage of the IIJA/BIL. A total of \$1.8

billion in highway and bridge funding is available to the region over the four years of the FY2023 TIP. That is a \$486 million (37 percent) increase when compared to the Financial Guidance for the FY2021 TIP. There is an additional \$200 million (550 percent) increase in funding for bridge improvement projects. The region is receiving over \$30 million in additional funding for safety projects and a \$24 million (150 percent) increase for bicycle and pedestrian projects, when compared to the previous TIP's Financial Guidance. In the FY2023 TIP, \$20 million (\$16 million state bridge (183)/\$4 million local match) has been set aside for a new round of the Municipal Bridge Retro-Reimbursement Program and \$50 million (100 percent federal BOF funding) has been set aside for a new competitive off-system bridge program. After the TASA set-aside, 55 percent of the funds are suballocated by population. The amount coming to the DVRPC region directly for Transportation Alternatives-Urban Allocation (TAU) funding in the FY2023 TIP is \$7.932 million in FY2023, \$8.097 million in FY2024, \$8.266 million in FY2025, and \$8.438 million in FY2026 and beyond.

According to PennDOT Financial Guidance, which establishes base funding levels for the highway and transit programs, the DVRPC region receives over 25 percent (\$1,795,004,000) of the \$7.08 billion in federal and state resources from the formula highway funds distributed to MPOs and Rural Planning Organizations (RPOs) in the state over the four-year TIP, and 62 percent (\$2,449,552,000) of the \$3.95 billion in federal and state (Asset Improvement) resources for the Transit Program. Overall, 38.4 percent (\$4,244,556,000) of the \$11.03 billion in (highway and transit) federal and state resources for non-Interstate funding over the four years (FY23–FY26) of the STIP is allocated to the DVRPC region. For details, see PennDOT's Financial Guidance in Appendix B of the main FY2023 TIP (Publication Number 23001) document, which reflects the region's core funding programs. These guidance numbers vary from actual total programming levels for the DVRPC TIP, as seen in Table 2, due to a myriad of funds that are added to the TIP for earmarks, special funding programs, Pennsylvania Turnpike funding, discretionary awards, or awards from PennDOT statewide reserves. Also note that the Financial Guidance for Transit funding has not been updated to reflect the increase due to the passage of the IIJA/BIL at the time of this writing.

Prior to the passage of the IIJA/BIL, the region was faced with the decision to delay, push out, or remove over \$750 million of funding from existing projects in the FY2021 12-year program in order to achieve fiscal constraint of the TIP. This would have been on top of the \$1.1 billion of construction funding for existing projects that was delayed during the FY2021 TIP update. After the passage of the IIJA/BIL, all current existing projects are funded, no cuts had to be made, and projects are able to advance sooner. Twelve new highway-funded projects, at an estimated cost of \$91.541 million, and 36 new bridge projects, at an estimated cost of \$256.368 million, were added to the FY2023 TIP. Projects that had funding pushed out to the Long-Range Plan during the FY2021 TIP update are able to advance back into the 12-year program at a level of \$303.8 million.

Statewide IMP and Asset Management

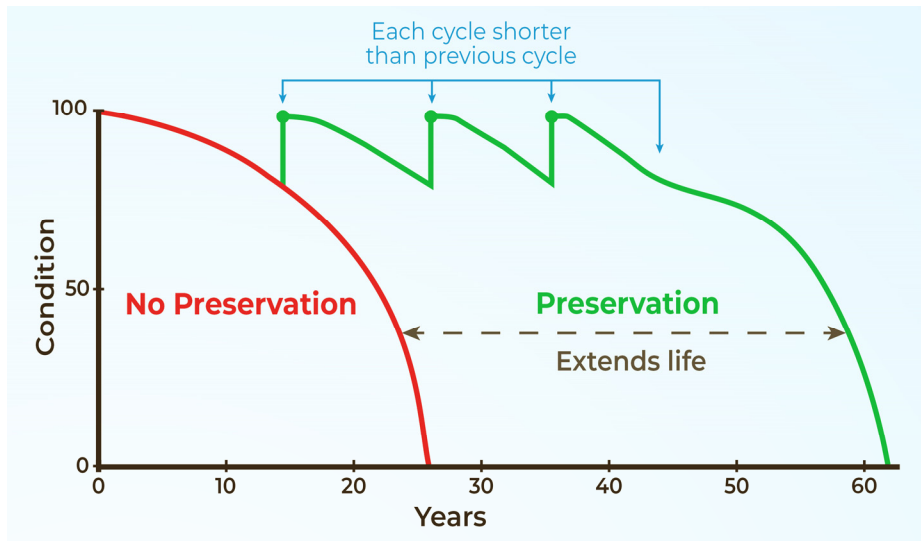
More funding statewide is being directed to the IMP, just like the previous FY2021 TIP. Prior to the FY2021 TIP, IMP funding had been stagnant for over 10 years, since being established at \$370 million annually. For comparison, the IMP is currently averaging \$1.361 billion a year over the four-year STIP. The identified need for Pennsylvania's Interstates that necessitated the shift in funding was \$1.2 billion per year. Federal performance measures and the Pennsylvania Transportation Asset Management Plan (TAMP), which are required by the FHWA, convinced PennDOT and its planning partners to agree to increase the IMP funding over time to reach \$1 billion by FY2027. Agreement to focus on the Interstates was decided by PennDOT and its planning partners prior to the IIJA/BIL becoming law. Because of this prior work to address the needs of the Interstate system, the majority of the additional IIJA/BIL funding in the FY2023 program is going to the MPOs/RPOs.

Continuing with focusing on a more performance-based approach to selecting projects under the program, the distribution of regional funding, known as formula funding, continues to include a more performance-based approach and focusing on what is called lowest-life-cycle cost (LLCC). States are required to manage the National Highway System (NHS) to the LLCC and document this in their risk-based TAMPs. Instead of maintaining a worst-to-first framework, where the worst performing asset is fixed and improved to a point where it would be performing at the top of the list, LLCC is a process designed to maximize the life of an asset at the lowest cost through a risk-based prioritization of preservation, rehabilitation, and reconstruction. LLCC promotes the right treatment at the right time (with an emphasis on preservation) rather than focusing too heavily on assets in poor condition (e.g., worst to first). The benefit of this approach is to extend the life of the assets (bridges and pavements) and lower the annual cost over the life of the asset. This approach is a more effective use of resources, and assets are kept in better overall condition. LLCC is shown visually in Figure 5. The theory is that a series of well-timed preservation activities extends the life of the asset, maintains the asset at a higher performance level for longer, and lowers the total cost per year.

Financial Guidance formulas for core transportation funds distributed statewide remain the same as in the FY2021 TIP. The NHPP and STP funding distribution is based on 40 percent of the funding through a formula attributable to bridge condition data (for bridges greater than 20 feet), and 60 percent of the funding through a formula attributable to highway condition data. There is also an Asset Management Factor (AMF) included in the formulas that attempts to account for the various treatments required to maintain existing pavements and bridges in a state of good repair, consistent with the commonwealth's TAMP. This factor considers the different levels of cost incurred in order to repair different types of assets (e.g., surfaced treatment milling costs less than a full-depth reconstruction, and whether it is a low-level asset type versus a limited access highway also impacts the cost of repair). The focus of the formula can be attributed to poorly rated bridge deck area versus the deck area of all bridges in a region, in order to move away from the worst-to-first approach to programming. The AMF is a factor in the formulas. STP funding for bridges does not include the AMF. This approach was selected to transition the change from a worst-to-first way of selecting projects to a more performance-based approach, as PennDOT and its planning partners recognized it will take a few years to see what the impacts are and if the "needle" is moved in the correct and anticipated direction. See pages 2–7 in the PennDOT Financial Guidance in Appendix B, of the main FY2023 TIP (Publication Number 23001), for additional details and explanation of the funding formulas for the various categories of funds.

Regarding funding for the IMP, which is managed statewide, PennDOT's Financial Guidance (Appendix B of the main FY2023 TIP (Publication Number 23001)) indicates that \$5,444,393,000 would be distributed (statewide) to projects in the IMP, over the four years FY2023–FY2026, for an average of \$1,361,098,000 per year. Included in the \$5,444,393,000 funding for the IMP is \$234,432,000 of NHFP funding in the four-year STIP. For projects programmed during the FY23–FY26 time period, \$1,304,661,000, or 23.9 percent of IMP funds, have been distributed to the DVRPC region. This is a significant increase from the \$859.335 million that was funded through the IMP during the FY2021 STIP/TIP.

Figure 5: Lowest-Life Cycle Cost (LLCC)



Source: PennDOT, 2020

CHAPTER 3:

Performance-Based Planning and Programming (PBPP)

The IIJA/BIL continues the requirements established in MAP-21 and the FAST Act for state departments of transportation (DOTs) and MPOs to establish and use a performance-based approach in transportation decision making. This includes tracking performance measures, setting data-driven targets for each measure, and selecting projects to help meet those targets. The IIJA/BIL also requires that the TIP include a description of its anticipated effect toward achieving the established performance targets and linking investment priorities to those performance targets.

Transportation Performance Management (TPM) is a strategic approach that uses data to make investment and policy decisions to achieve national performance goals. 23 USC 150(b) outlines the national performance goal areas for the federal-aid program. This statute requires the FHWA to establish specific performance measures for the system that address these national goal areas. The regulations for the national performance management measures are found in 23 CFR 490. The goal of PBPP is to ensure targeted investment of federal transportation funds by increasing accountability and transparency and providing for better investment decisions that focus on key outcomes related to seven national goal areas:

- **Safety:** to achieve a significant reduction in traffic fatalities and serious injuries on all public roads;
- **Infrastructure Condition:** to maintain the highway infrastructure asset system in a state of good repair;
- **Congestion Reduction:** to achieve a significant reduction in congestion on the NHS;
- **System Reliability:** to improve the efficiency of the surface transportation system;
- **Freight Movement and Economic Vitality:** to improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development;
- **Environmental Sustainability:** to enhance the performance of the transportation system while protecting and enhancing the natural environment; and
- **Reduced Project Delivery Delays:** to reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

Regulations required by the FHWA have established final rules on performance measures that address the seven goals, accordingly:

- fatalities and serious injuries, both number and rate per vehicle miles traveled, on all public roads;
- pavement condition on the Interstate system and on the remainder of the NHS;
- bridge condition on the NHS;
- performance (system reliability) of the Interstate system and non-Interstate NHS;
- freight movement on the Interstate system;
- traffic congestion; and
- on-road mobile source emissions.

The FHWA has established three performance measure regulations for roadway safety (PM1), bridge and pavement condition (PM2), and system performance (PM3). The FTA has established performance measures for Transit Asset Management and Transit Safety. MPOs may either choose to support the respective state DOT and transit operator targets and the agencies' efforts to achieve the targets or develop their own regional targets. DVRPC has memoranda of agreements with various pertinent planning partners, including state DOTs, transit operators, and other MPOs for each of the performance measure areas. The agreements outline how the planning partners will select and report performance targets, and the reporting of performance. For additional information or to view the latest TPM updates, visit www.dvrpc.org/TPM.

Mapping Application and Listings Overview

Mapping Application and Geographic Information Systems (GIS)

As with the previous FY2021 TIP, the FY2023 TIP does not contain printed static project location maps in the document. Due to the ever-changing nature of the TIP, the maps are out of date by the time the final version of the TIP is printed and distributed. For this reason, DVRPC suggests using the TIP Web Search Tool, www.dvrpc.org/TIP, as the primary mapping function to show the location of mappable projects for the highway, transit, and Interstate projects.

Different types of projects, such as intersection improvements, bridge replacements, or transit facilities, are shown using various colors and symbols in the TIP Web Search Tool. Certain types of projects, such as roadway landscaping, lease payments for the use of railroad tracks, or preliminary studies, are not able to be mapped. These projects are listed on the right-hand side of the application, along with the mapped projects. Only the mapped projects will show up in the map pane on the left-hand side of the application.

As with the previous TIP update, the TIP Web Search Tool has been enhanced. It is more user friendly and is able to be used on mobile devices. Just like the current TIP Web Search Tool, TIP projects are shown, along with overlays of Planning Centers, Freight Centers, Congestion Management Process Corridors, and Indicators of Potential Disadvantage, as well as a “search by address or location” function. To go along with the enhanced TIP Web Search Tool, DVRPC has made TIP GIS data available as well. GIS is an important planning tool that supports state, regional, county, and local planning and technical efforts. Nearly all planning activities incorporate GIS technology, whether it is for data collection and storage, or analysis and presentation. GIS allows planners to view and query spatial data; perform advanced analysis to discover relationships, patterns, and trends; and effectively present information to decision makers and the public.

Downloadable GIS point, line, and polygon location features for TIP projects in the current adopted Pennsylvania and New Jersey TIPs, as well as formal TIP Actions that the DVRPC Board approve, are available via the Transportation section of DVRPC’s GIS Data web page, www.dvrpc.org/Mapping/Data. This web page also contains links to DVRPC’s GIS Portal, interactive maps, and a map gallery, in addition to other data resources. The GIS Portal contains boundaries, demographic, planning, and transportation data, which is helpful for obtaining data that provides context for the TIP.

DVRPC Regional Highway and Transit Project Listings

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

All projects within the four years of the TIP period (FY23–FY26) are considered funded and are able to be federally authorized for funding. By federal regulation, the TIP is the four-year constrained program for which revenues are reasonably expected to be available. However, the region has worked to develop a 12-year constrained programming horizon for highway and transit projects in order to provide more realistic expectations and timeframes in which to expect advancement of TIP projects with more accurate costs. Many projects that have phases within the four years also have phases (such as Construction) that may

be out in Later Fiscal Years (LFY) FY27–FY34. This 12-year constrained programming horizon is illustrated in the project listings within the TIP document. Project phases that fall beyond the four-year TIP are technically “unfunded,” but they are listed, as they represent the region’s planned commitment to fund these phases in the future as funds become available.

Table 5: through Table 10: include highway projects for Bucks, Chester, Delaware, Montgomery, and Philadelphia counties; and a listing of projects that apply to more than one county called “Various.” Table 11: includes transit projects for SEPTA, PART, and PennDOT BPT. Finally, Table 12: includes the IMP. Within each county grouping, individual highway and transit projects are listed numerically by PennDOT ID number (MPMS). For full project descriptions, please see the DVRPC FY2023 TIP for Pennsylvania at www.dvrpc.org/TIP

Projects **bolded** are “**NEW**” to the TIP. **Projects bolded with an asterisk (*)** are “**NEW-B**” projects that have been “broken out of,” or derived from, an existing TIP project. **Projects bolded and italicized** are projects indicated as “**RETURN**,” which were previously programmed in a prior TIP but through a variety of circumstances have returned to the FY2023 TIP.

Table 5: Bucks County TIP Project List

MPMS#	Project Title	MPMS#	Project Title
Highway Program—Bucks County			
12923	Bristol Road Extension	93445	Route 1 Improvements-North (RC2)
12931	Worthington Mill Road Bridge (Bridge)	93446	Route 1 Improvements Frontage Corridor (RC3)
12965	Lawn Avenue	98221	Stock's Grove Road over Beaver Creek (CB# 333)
13014	Clay Ridge Road Bridge over Beaver Creek (CB #30)	102272	Holland Road at Buck Road and Route 532
13240	Old Bethlehem Road Bridge over Kimples Creek	102309	PA 309 over Morgan Creek
13440	Allentown Road and PA 663 Bridges (2) over Licking Creek	102664	PA 309 over Beaver Run (Bridge)
13549	US 1 (Bridges) Design (Section 03S)	104746	West Bridge St over Tributary to Delaware
13635	Oxford Valley Road/Lincoln Highway Intersection Improvements	107794	Woodbourne Road (SR 2033) and Langhorne-Yardley Road (SR 2049) Improvements
13716	Headquarters Road Bridge over Tinicum Creek	110091	King Road Bridge over Herkaken Creek (CB #54)
13727	Bristol Road Intersection Improvements	110309	I-95/US 13/PA 132 Slip Ramp Operation Improvement
17918	I-95, Transit Improvements/FLEX (Cornwells Heights)	110310	Almshouse Road at Jacksonville Road
36475	Mill Street Grade Crossing	110763	Cold Spring Creamery Rd over Branch Pine Run
57619	Route 313 Corridor Improvements	111024	Easton Road Roundabout
64778	State Road	111464	Shady Retreat SRTS Trail
64781	Swamp Road/Pennswood Road Bridge over Branch of Neshaminy Creek	111565	Chapman Road Bridge over Pine Run
69823	Rosedale Road Bridge over Unami Creek	115418	Route 113 & Minsi Trail Road Roundabout
74827	Delaware Canal Enhancement	115419	US 202 & York Road Roundabout
78516	Bridge Replacement Brownsville Road	115420	Penndel Borough Intersection Improvements
84256	Old Street Road	116082	Bellevue Avenue Grade Crossing
84258	Pennsylvania Avenue/Delaware Canal	116893	Edison Furlong Road over Pebble Creek
86244	River Road at Golden Pheasant over Delaware Canal	118011	Stony Garden Road over Branch Kimples Creek
86923	PA 309, Sellersville Bypass, Resurfacing (PM1)	118013	Slifer Valley Road over Branch Cooks Creek
88083	Stoopville Road Improvements - Phase 2	118020	Bustleton Pike/Second Street Pike Roundabout
90327	River Road over Tributary to Delaware (Bridge)	118022	Route 202/179 Roundabout
90550	Creamery Road & Tohickon Creek (Bridge)	118190	Fairview Avenue Grade Crossing
92641	Dublin Pike over Morgan Creek		

Source: DVRPC, 2022

Table 6: Chester County TIP Project List

MPMS#	Project Title	MPMS#	Project Title
Highway Program—Chester County			
14134	West Bridge Street Bridge over Amtrak	102709	PA 41 & SR 926 Improvements
14532	US 30, Coatesville-Downingtown Bypass Reconstruction Design	104786	Lancaster Avenue over Brandywine Creek
14580	US 1 Expressway Reconstruction: PA 472 to PA 896	107551	US 30/PA 10 to Business 30 Interchange Improvements
14581	US 1 Expressway Reconstruction: PA 896 to PA 41	107553	US 30 & Airport Road Interchange Improvement
14652	Dutton Mill over Ridley Creek (CB #157)	107554	US 30 & PA 82 Interchange Improvements
14698	US 422, Reconstruction (M2B)	107945	Art School Road over Pickering Creek (Bridge)
47979	North Valley Road over Amtrak	110311	PA 41 at State Road Intersection
64220	US 422 Expressway Reconstruction (M03)	110312	Baltimore Pike/Newark Road Intersection
78626	Pennock Bridge Road over West Branch White Clay Creek	110765	Pickering Dam Road over Branch Pickering Creek
84284	Doe Run Road/Buck Run (Bridge)	110949	Horseshoe Pike and Manor Road Intersection
85949	SR 896 Safety Improvements	110963	Manor Road Roundabout
86064	Hadfield Road Bridge over Beaver Creek (CB #244)	113307	US 1 Expressway Reconstruction: PA/MD Line to PA 472
86276	Township Road over West Branch of Big Elk Creek (CB #297)	113312	US 1 Expressway Reconstruction: PA 41 to Schoolhouse Road
86301	Lancaster Avenue / Brandywine Creek	114164*	Nutt Road & Starr Street Improvements
86302	Ewing Road over White Clay Creek Bridge	114166*	PA 401 & Valley Hill Road Improvements
86696	Watermark Road Bridge over Muddy Run (CB #21)	115422	West Chester Pike Safety Improvements
87781	US 30, Coatesville-Downingtown Bypass (CER-Eastern Section)	115423	Route 23 Corridor Safety Improvements
95430	US 202 at SR 926 Intersection Improvements	115424	US 322 West Chester Bypass Safety Improvements
98035	Water Works Road over Rock Run	115425	High Street Pedestrian Improvements
98036	Merlin Road over Pigeon Run (Bridge)	115875	Reese Street Railroad Warning Device
98039	Ship Road over Valley Creek (Bridge)	115876	Center Street Railroad Warning Device
98041	Birchrund Road over Birch Run (Bridge)	117327	Valley Park Road over Anderson Brook
98042	Conestoga Road over Pickering Creek	117999	Thomas Road over Trout Creek (CB#300)
98223	Creek Road over Pickering Creek (Bridge)	118024	US 202 and High Street Interchange
98224	Spring City Road over Stony Run (Bridge)	118025	PA 100 Northbound at Exton Station
102708	PA 41 at PA 841 Improvements	118183	Lake Road West Railroad Crossing

Table 6: Chester County TIP Project List (cont.)

MPMS#	Project Title	MPMS#	Project Title
Highway Program—Chester County			
118184	Lake Road East Grade Crossing	118188	Mt. Pleasant Grade Crossing
118185	Woodland Avenue Grade Crossing	118189	Crowl Toot Road Grade Crossing
118186	Kimble Road Grade Crossing		

Source: DVRPC, 2022

Table 7: Delaware County TIP Project List

MPMS#	Project Title	MPMS #	Project Title
Highway Program—Delaware County			
15008	Folcroft Avenue Bridge over Amtrak/SEPTA Wilmington/Newark Rail Line	92808	Marshall Road over Cobbs Creek (Bridge)
15183	Station Road Bridge over Chester Creek (CB #234)	93105	State Road over Darby Creek (Bridge)
15251	US 1 and PA 352 Interchange, Intersection, and Roadway Improvements	95429	US 202 and US 1 Intersection Area Improvements
15278	Chester Pike/9th Street Bridge over Darby Creek (CB #146)	98216	Michigan Avenue over Little Crum Creek (CB# 210)
15306	Sellers Avenue Bridge over Amtrak and SEPTA Wilmington Newark Rail Line	98217	Hilldale Road over Darby Creek (CB# 149)
47147	3rd Street Dam over Broomall Lake	98218	South Avenue over Muckinipattis Creek (Mulford Bridge) (CB# 142)
57773	Lloyd Street Bridge over Amtrak/SEPTA Wilmington Newark Rail Line (CB)	99668	PA 291 Drainage Improvements
64791	Kedron Avenue at Franklin Avenue	103217	Main Street Grade Crossing
69665	South Creek Road Bridge over Brandywine Creek	103527	Reed Road over Whetstone Run (CB #36)
69817	US 322, Featherbed Lane to I-95 (Section 102)	103528	Mattson Road over West Branch of Chester
79329	Bridgewater Road Extension	104343	US 322 over CSX
84269	Victory Avenue over SEPTA Route 100	104879	Cheyney Road Bridge Replacement
88400	US 1, Chester County Line to Pole Cat Road	107642	Smithbridge Road Corridor
92323	Wanamaker Avenue over Darby Creek (Bridge)	108910	I-95 Noise Abatement
92324	Gov Printz Boulevard over Conrail (Bridge)	110951	MacDade Boulevard Corridor Safety

(cont.)

Table 7: Delaware County TIP Project List (cont.)

MPMS#	Project Title	MPMS	Project Title
Highway Program—Delaware County			
111022	Chichester Avenue Corridor Safety Improvements	115426	Haverford Road Corridor Safety Improvements
111486	Octoraro Trail Construction - Phase 1	115872	4th Avenue Railroad Warning Device
111487	Walkable Chadds Ford	115873	Wanamaker Street Railroad Warning Device
111488	Media Borough Ridge Road Stormwater Improvements	115874	Jansen Avenue Railroad Warning Device
113251	Highland Avenue Railroad Preemption	118006	Ridley Creek Road over Branch of Ridley Creek
114034	US 322: Chelsea Parkway to Market Street Interchange (Section 103)	118029	Bethel Roundabout
114102*	West Chester Pike & I-476 (Competitive CMAQ)*	118030	Bryn Mawr Road Extension
114112*	Media Bypass ITS (Competitive CMAQ)*		

Source: DVRPC, 2022

Table 8: Montgomery County TIP Project List

MPMS#	Project Title	MPMS#	Project Title
Highway Program—Montgomery County			
16150	Tookany Creek Parkway Bridge over Tookany Creek	48174	PA 63, Welsh Rd.
16214	PA 611, Old York Road over SEPTA R3	48175	Ridge Pike: Belvoir Road to Chemical Road
16334	PA 73, Church Road Intersection and Signal Improvements	48187	Henderson/Gulph Road Widen near I-76 Ramps
16408	Fruitville Road Bridge over Perkiomen Creek (CB #232)	57849	PA 29, Main Street Bridge over Reading Railroad Tracks (Removal)
16438	PA 309, Connector Project - Phase I	63486	US 202, Johnson Highway to Township Line Road (61S)
16577	Ridge Pike: Harmon Road to Crescent Avenue	63491	US 202, Morris Road to Swedesford Road (65S)
16665	US 202, Markley Street Southbound (Section 500)	63493	PA 309, 5-Points Intersection Improvements (71A) (Old US 202, 5-Points Intersection)
16738	US 422 Expressway Section M1B	64795	Belmont Road/Rock Hill Road Widening: I-76 Ramps to Rock Hill Road
48172	PA 23 Moore Road to Allendale and Trout Creek Road Bridge	64798	North Narberth Avenue Bridge over Amtrak/SEPTA (CB)

Table 8: Montgomery County TIP Project List (cont.)

MPMS#	Project Title	MPMS#	Project Title
Highway Program—Montgomery County			
66952	PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)	110315	Philmont Avenue/Tomlinson Road/Pine Road Improvements – 6-Point Intersection
72355	Valley Green Road Bridge Over Wissahickon Creek	110444	Ridge Pike - School Lane to Belvoir Road (CB #0 and TPK Bridge DB-116)/Interchange Area Bridges
74813	Ambler Pedestrian Sidewalk Improvements	110761	Gilbertsville Road over Branch of Ministers Creek
77211	PA 309 Connector: Allentown Road to Souderton Pike (HT2)	110762	Perkiomenville Road over Sciota Creek Bridge Replacement
80052	Fetters Mill Bridge over Pennypack Creek	110971	Main Street Safety Improvements
83742	Keim Street Bridge over Schuylkill River	111005	Conshohocken Garage (I-76 ICM)
92637	Pleasant View Road/Sanatoga(Bridge)	111129	Cannon Avenue Grade Crossing
92807	PA 73 - Skippack Pike Bridge Replacement	111492	Limekiln Pike Multimodal Safety Initiatives
92839	Ridge Pike over Norfolk Southern RR Bridge (CB: #257)	111495	Main Street Pedestrian Improvements
93015	Gravel Pike over Swamp Creek (Bridge)	112232	I-76 Slope Repair Westbound
98037	Niantic Road over Perkiomen Creek (Bridge)	114172*	Dreshertown Road CC Trail Extension (Competitive CMAQ)*
98225	Butler Pike over Prophecy Creek (Bridge)	114944	Bethlehem Pike Safety Improvements
102273	Ridge/Germantown Intersection Re-Alignment - Phase 1, Perkiomen Crossing	114948	Lancaster Avenue and Remington Road Intersection Improvements
103371	Woodmont Road Bridge Replacement (CB #10)	115428	Sumneytown Pike Intersections Safety Improvements
103372	Waverly Road over Tacony Creek (County Bridge #275)	115429	Belmont Avenue and St. Asaphs Road Roundabout
103440	Penllyn Pike Bridge Replacement (CB #289)	117963	Old Allentown Road over Branch of Towamencin Creek
105803	PA 309 Connector: Souderton Pike to PA 309 (HT3)	118005	Black Rock Road over Tributary of Schuylkill River
107180	Powerline Trail Connection - Phase 1 (TAP)	118033	PA 309 Connector HT4
110313	Belmont Avenue Bridge over Schuylkill River (CB #200)	118187	Central Avenue Grade Crossing

(cont.)

Table 8: Montgomery County TIP Project List (cont.)

MPMS#	Project Title	MPMS#	Project Title
Highway Program—Montgomery County			
118031	PA 29 & PA 113	118032	DeKalb Street Two-Way Reconstruction

Source: DVRPC, 2022

Table 9: Philadelphia County TIP Project List

MPMS#	Project Title	MPMS#	Project Title
Highway Program—Philadelphia County			
17215	70 th , 71 st , 72 nd Streets over Amtrak	88085	Byberry Road Bridge Replacement
17511	City Avenue over SEPTA (Bridge)	91490	Expressway Service Patrol - Philadelphia
17678	Spring Garden Street over Amtrak	92147	Broad Street over Loading Dock (Bridge)
17697	Island Avenue Signal Upgrade	92554	Ridge Avenue Over Amtrak (Bridge)
57276	Montgomery Avenue Bridge over Amtrak at 30th Street (CB)	96223	Philadelphia Signal Retiming
57902	City Wide 3R Betterments Line Item	98229	59th Street over Amtrak
69828	Market Street Bridges (2) over Schuylkill River and CSX Railroad (MSB)	98230	Tabor Road over Tacony Creek
69909	Willits Road Bridge over Wooden Bridge Run	102134	Henry Avenue Corridor Safety Improvements, Phase 2
70231	Swanson Street Reconstruction	102274	Schuylkill River Swing Bridge (TIGER)
72597	Benjamin Franklin Bridge Safety Improvements	103563	I-95: Delaware Avenue Extension (Section BS5)
78757	JFK Boulevard @ 32nd Street over SEPTA (30th Street Station) (Bridge)	105290	Ben Franklin Bridge Eastbound Operational Improvements
79830	North Delaware Riverfront Greenway Project, Sec 1 (TAP)	106264	I-95 Central Access Philadelphia (CAP) / Waterfront Access
79832	North Delaware Riverfront Greenway Project, Sec 3	106708	I-95 Planning Assistance
80104	Henry Avenue Corridor Safety Improvements, Phase 1	106993	Frankford Avenue Signal Improvements
81292	Frankford Avenue/Frankford Creek (Bridge)	108092	Citywide Resurfacing 107
83736	Roosevelt Boulevard over Wayne Junction (WAV)	108097	Citywide Resurfacing 109
87784	Aramingo/Harbison: Church Street to Amtrak (Section BS3)	108098	Citywide ADA Ramps 2

Table 9: Philadelphia County TIP Project List (cont.)

MPMS#	Project Title	MPMS#	Project Title
Highway Program—Philadelphia County			
108099	Falls Road Bridge	114942	SR 0001 Roosevelt Boulevard IHSDM Study
108129	MLK Drive over Schuylkill River (Bridge)	115430	Broad Street Corridor Safety Improvements
110782	Historic Shawmont Station	115431	Verree Road Corridor Safety Improvements
110958	Castor Avenue Roundabout	115433	Welsh Road Corridor Safety Improvements
111194	Castor Avenue Corridor Safety Improvements	115434	Frankford Avenue Corridor Safety Improvements
111496	Franklin Square Pedestrian Access Project	115435	63rd Street Corridor Safety Improvements
111500	Manayunk Canal Masonry Wall Restoration	115440	Washington Lane Corridor Safety Improvements
111505	Mid-block Crossing in University City - Drexel University	115442	Vine Street Corridor Safety Improvements
111506	Roosevelt Boulevard Pedestrian Safety & Direct Bus Improvements	115444	Wyoming Avenue Corridor Safety Improvements
111507	Cramp Elementary School Traffic Safety	115445	5th Street Corridor Safety Improvements
111508	South Broad Street Sidepath, Phase 1	115913	Philadelphia Trip Generation Model
111515	Cherokee Street Bridge over Valley Green Road	116807	Citywide ADA Ramps 4
112463	ADA Ramps in Center City Philadelphia	118014	2023 Bridge Painting Package
112500	Citywide Resurfacing 110	118034	Spring Garden Connector – Phase 1
112525	Citywide 3R 111	118035	5th Street Improvements
112527	Citywide ADA Ramps 3		

Source: DVRPC, 2022

Table 10: Various Counties TIP Project List

MPMS#	Project Title	MPMS#	Project Title
Highway Program—Various Counties			
16178	Construction Management Tasks	97311	Transportation and Community Development Initiative (TCDI) Administration
17928	PA Air Quality Action Supplemental Services	102105	Municipal Bridge Line Item
48201	DVRPC Competitive CMAQ Program	102275	Study Line Item
48202	Regional GIS Support - DVRPC	102320	District Wide Bridge Rehab Group P
51095	ITS Program Integrator	102665	Signal Upgrade Line Item
57927	Regional Safety Initiatives (HSIP)	104639	Travel Monitoring
63406	Retrofit for Bike Lanes and Shoulders	105291	The Circuit Line Item
64652	Transportation and Community Development Initiative (TCDI)	106648	Sink Holes Line Item
64984	Transportation Alternatives Program (TAP) Line	106649	Stormwater Permits/Environmental Mitigation
65109	Transit Flex - SEPTA	106654	I-95 Transportation Demand Management (TMA)
66460	TAP Project Engineering and Management - DVRPC	109847	ROW Divestment 6-0
66461	CMAQ Project Engineering and Management - DVRPC	110127	District 6 Modeling Assistance
72738	Transportation Systems Management and Operations (TSMO)	110460	Commuter Services
75854	District Program Management Services "A"	110494	Regional Traffic Management Center (RTMC) General Contract
75855	District Program Management Services "B"	111424	Transportation Management Associations (TMA)
79927	Highway Reserve Line Item-STP	113257	Outdoor Advertising Control
79929	Bridge Reserve Line Item	113813	Group HB1 Bridge Rehabilitation
79980	STU Reserve Line Item	114939	Regional TDM Program
82216	NHPP Reserve Line Item	114967	Transportation Operations
83743	ADA Ramps Line Item	115962	PA Supportive Regional Highway Program (SRHPP)
84318	CAQ Reserve Line Item	117793	Systemic Improvements – Lane Departure
84457	Signal Retiming Program	117796	Systemic Improvements – Vulnerable Users
86077	Enhance and Maintain Travel Forecasting Tools - DVRPC	117997	Bridge Investment Program Line Item
92182	Expressway Service Patrol - Suburban Counties (2022-2026)	118015	CMAQ FLEX for SEPTA Projects of Significance Line Item
95447	County Bridge Line Item	118036	HSIP Supportive Line Item

Source: DVRPC, 2022

Table 11: Transit TIP Program List

MPM#	Project Title	MPMS#	Project Title
SEPTA		PART	
15407	Villanova Intermodal Station	59935	Capital Operating Assistance - Pottstown Area Rapid Transit (PART)
59966	Capital Asset Lease Program	95739	Transportation Capital Improvements
59973	Utility Fleet Renewal Program – Non-revenue Vehicles	PennDOT	
60275	Debt Service	93586*	Downingtown Train Station Rehabilitation*
60317	Federal Preventive Maintenance		
60335	City Hall /15th Street Stations		
60540	Parking Improvements		
60574	Paoli Transportation Center		
60582	Vehicle Overhaul Program		
60599	Paratransit Vehicle Purchase		
60611	SEPTA Key (Fare Collection System/New Payment Technologies)		
60636	Elwyn to Middletown Service Restoration		
60651	Substations and Power Improvements		
73214	Ardmore Transportation Center		
77183	Transit and Regional Rail Station Program		
90497	Infrastructure Safety and Renewal Program		
90512	SEPTA Bus Purchase Program		
93588	Exton Station		
95402	Bridge Program		
102565	Track Improvement Program		
102567	Roof Program		
102569	Maintenance & Transportation Facilities		
102571	Communications, Signals, & Technology		
107011	Safety and Security Improvements		
115472	Projects of Significance		

Source: DVRPC, 2022

Table 12: IMP List

MPMS#	Project Title	MPMS #	Project Title
IMP—Delaware County			
15477	I-95/322/Conchester Highway Interchange/Improvements (322)		
104821	I-476 Travel Management		
112298	I-476: I-76 Interchange to MacDade Boulevard		
116225*	I-476 Advance Travel Management*		
IMP—Montgomery County			
106662	I-76 Integrated Corridor Management		
IMP—Philadelphia County			
17821	I-95: Shackamaxon Street to Ann Street (GIR) - Design	103553	I-95: Race Street to Shackamaxon Street 2 (GR6)
46959	I-95 Design Review Manager	103555	I-95 Corridor ITS (GR8)
47811	Bridge Street Design (Section BSR)(IMP)	103556	I-95 ATMS (GR9)
47812	I-95: Betsy Ross Interchange (BRI) - Design (IMP)	103557	I-95 Northbound: Ann Street to Wheatsheaf Lane (AF3)
47813	I-95: Ann Street to Wheatsheaf Lane (AFC)	103558	I-95 Southbound: Ann Street to Wheatsheaf Lane (AF4)
79827	I-95 Southbound: Columbia Avenue to Ann Street N (GR4)	103559	I-95: Betsy Ross Mainline Southbound (BR4)
79828	I-95 Northbound: Race Street to Shackamaxon Street (GR5)	103560	I-95: Betsy Ross Section Conrail Bridges (BR5)
79904	I-95: Betsy Ross Section Overhead Bridges, Ramps, Adams Avenue (BR2)	103561	I-95: Betsy Ross Interchange Drainage (BR6)
79905	I-95: Betsy Ross Mainline (BR3)	107709	I-95 Bridge Repairs (95/MB4)
79908	I-95: Kennedy Street to Levick Street (Section BS1) (IMP)	112299	I-76: Route 1 to I-676
79910	I-95: Margaret Street to Kennedy Street (Section BS2) (IMP)	114876	Studies Line Item
79912	I-95: Allegheny Avenue and Castor Avenue Interchanges Connection (AF2)	115687	I-95: Allegheny & Castor Avenues Interchange
80014	I-95 Utility Relocation & Surface Streets (CP3)	115805	I-95: Bridge Rehabilitation: Island Ave to Philadelphia Navy Yard
92289	I-95 Consultant Management	116391	I-95: Bridge Rehabilitation
98207	I-95 Congestion Management		

Source: DVRPC, 2022

CHAPTER 5:

Learn More and Share Your Ideas!

DVRPC encourages the public to provide comments about the Draft TIP and specific projects to state, county, transit, and DVRPC staff through its ongoing public involvement process.

The public comment period for the Draft DVRPC FY2023 TIP for Pennsylvania opened on May 27, 2022, and closed on June 28, 2022, at 5:00 PM (local time)

Comments were submitted online via the TIP comment/search/map application at www.dvrpc.org/TIP/Draft/ and are available in Appendix H of the TIP Addendum at cms.dvrpc.org/sites/default/files/2022-10/AddendumPubInvolve23.pdf

DVRPC firmly believes in public participation and reaches out to as many people as possible in an equitable and timely manner. Public participation is a way to ascertain the interests of a wide variety of residents, the private sector, special-interest groups, older adults, educators and parents, public officials, the mentally and physically disabled, and economically disadvantaged populations. Although today's residents may be more sophisticated, and modern standards are more inclusive, the need for public involvement is inherent to sound decision making.

Every resident is responsible for becoming involved in regional issues and informing the decision-making process; therefore, DVRPC strives to provide as many opportunities as possible for residents to be informed and aware of the decisions that will affect the future of this region.

An online open house was held at the following web address for the purpose of informing interested parties on how to make public comments on the Draft DVRPC FY2023 TIP for Pennsylvania:

Thursday, June 16, 2022

7:00 PM to 8:00 PM

Registration: dvrpc.zoom.us/webinar/register/WN_tTahy33TTBmlocE1_hLIYQ

Call-in information: 646-558-8656; Webinar ID: 829 3847 2423; Password: BwKp5Lnj

Although participants needed to register beforehand, they were approved automatically and could register and join the meeting up until the meeting ended. Additionally, people who wanted to participate but did not have internet access or smartphones could call in. Anyone who needed accommodations, such as closed captioning or interpretation, could contact DVRPC's Office of Communications & Engagement at public_affairs@dvrpc.org or 215-238-2929.

DVRPC's website (www.dvrpc.org) is a vital tool in public outreach and serves a useful purpose during the TIP update cycle. The entire Draft TIP document was available on the DVRPC website, including the date and location of how to access the virtual public meetings and other general information. Individuals could download or access current TIP materials at any time. Public comments could also be submitted four ways.

The easiest way to submit comments was online, as part of an enhanced interactive mapping and public comment web-based tool located at www.dvrpc.org/TIP/Draft. Users were able to click on the “Submit a Comment” button to make general and project-specific comments. DVRPC staff then gathered responses from the appropriate agencies. Responses were not provided unless comments were submitted in writing during the public comment period.

In addition, the public was able to submit comments via e-mail to tip@dvrpc.org, by fax (215-592-9125), or through U.S. mail, addressed to:

TIP Comments
% Office of Communications and Engagement
Delaware Valley Regional Planning Commission
190 N. Independence Mall West, 8th Floor
Philadelphia, PA 19106

DVRPC frequently employed social media (Facebook, Twitter, and Instagram) during the public comment period to solicit the public’s interest and attention. For example, DVRPC highlighted different projects and facts via social media posts. For those without internet access, draft documents were available at the DVRPC office in the American College of Physicians Building in downtown Philadelphia. The public was asked to call (215) 592-1800 to make this request. Hardcopies of the Draft TIP documents were also available at certain public libraries across the region that are listed in Table 1: “Libraries Displaying the Draft DVRPC FY2023 TIP for Pennsylvania,” found in the DVRPC FY2023 TIP for Pennsylvania document.

Questions and comments must have been submitted in writing. If a person needed assistance in providing a written comment, they were directed to contact the DVRPC Office of Communications and Engagement at 215-592-1800 or public_affairs@dvrpc.org.

Comments for this document had to be received no later than 5:00 PM (local time) on June 28, 2022. Comments received via mail must have been postmarked by June 28, 2022. Responses were not provided unless comments were submitted in writing during the public comment period.

PUBLICATION TITLE**Highlights of the DRAFT DVRPC FY2023 Transportation Improvement Program (TIP) for Pennsylvania (FY23–FY26)****PUBLICATION NUMBER**

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ABSTRACT

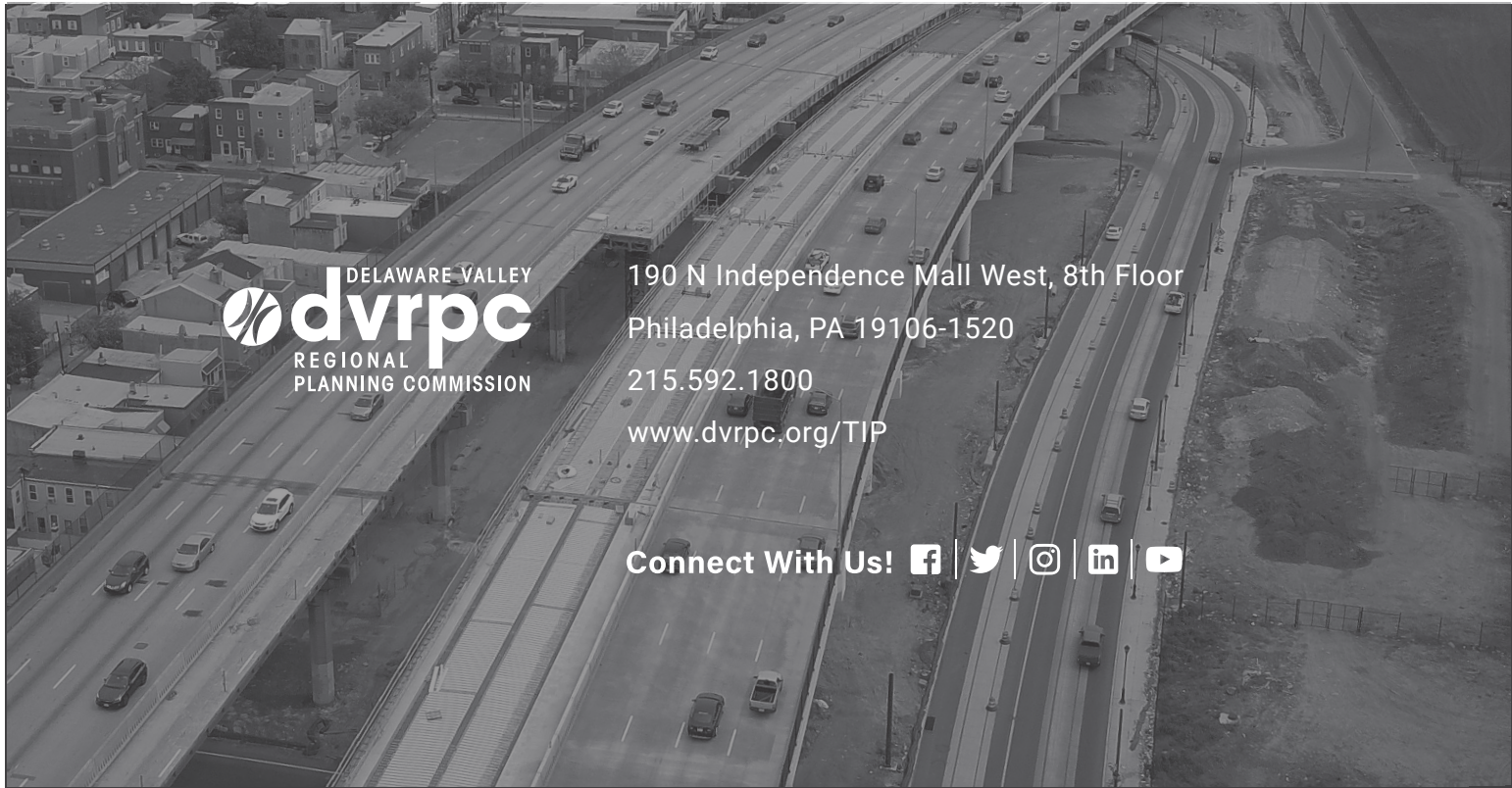
The Highlights for the DVRPC FY2023 Transportation Improvement Program (TIP) for Pennsylvania briefly describes the region's TIP, a federally required, multi-modal, four-year constrained program of planned transportation infrastructure investment. It also contains a summary listing of all transit, highway, bridge, bicycle, pedestrian, and freight related projects in DVRPC's Pennsylvania region that will seek federal funding in federal fiscal years (FY) 2023 to 2026. The Highlights document includes a financial summary of funding by county and by operator, as well as a section on how, when, and where the public could comment on the Draft DVRPC FY2023 TIP for Pennsylvania.

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