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CHAPTER 1:

General Overview

The Delaware Valley Regional Planning Commission (DVRPC) is pleased to present the Draft DVRPC Fiscal Year (FY) 2025 Transportation Improvement Program (TIP) for Pennsylvania (FY25–FY28). DVRPC and its Pennsylvania member governments have worked diligently to prepare a program of projects that responds to the needs of the region and complies with federal and state policies. The TIP is the regionally agreed-upon list of priority transportation projects and shows at least four federal FYs of programming as required by federal law. This document, referred to as the Draft FY2025 TIP for Pennsylvania, includes the cost, phase, and schedule information for transportation projects in each of the federal FYs from 2025 to 2028 for Bucks, Chester, Delaware, Montgomery, and Philadelphia counties.

The Draft DVRPC FY2025 TIP for Pennsylvania contains 351 projects (including the Interstate Management Program [IMP]), totaling over $8.1 billion for the phases to be advanced during the next four years, an average of close to $2.03 billion per year. Programmed funds include $2.6 billion for multimodal projects primarily addressing the non-Interstate Highway System and over $1.2 billion for projects addressing the IMP, resulting in an overall four-year total for the Highway Program (FHWA-funded) of more than $3.9 billion. Additionally, there is a Transit Program (FTA-funded) for the Southeastern Pennsylvania Transportation Authority (SEPTA), Pottstown Area Rapid Transit (PART), and the Pennsylvania Department of Transportation's Bureau of Public Transit (PennDOT BPT) that totals over $4.2 billion. Chapter 2 presents financial summaries of these programs.

It is important to note that there are different federal funding sources and eligibility requirements for projects overseen by FHWA and FTA. FTA-funded projects focus on improvements to local public transit systems, including buses, subways, light rail, commuter rail, trolleys, and ferries. While FHWA-funded projects include highway and other road improvements, they also include bicycle and pedestrian projects, bridge repairs and replacements, projects to enhance access to public transportation or freight movements, and more. To emphasize the multimodal nature of these projects, this document will refer to them as "FHWA-funded" and will refer to transit projects as "FTA-funded." While there are projects listed in this document that are partially or entirely state-funded, for the sake of simplicity, this document will also refer to those projects as FHWA-funded or FTA-funded based on the classification of the state funding source as either "highway" or "transit" by PennDOT. To remain consistent with guidance from PennDOT, FHWA, and FTA, the Program Listings chapter of this document will continue to refer to "Highway" and "Transit" projects.

TIP Highlights

Projects listed in the TIP are intended to align with and advance the Vision and goals of the Connections 2050 Long-Range Plan for Greater Philadelphia, and to help achieve FHWA and FTA Transportation Performance Management (TPM) performance measure targets. New projects are rigorously evaluated with the Plan–TIP Project Evaluation Criteria, as described later in this document.

The TIP and Federal Requirements

The TIP is a requirement of federal transportation legislation, which is currently the Infrastructure Investment and Jobs Act (IIJA), or Public Law 117-58, and is 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 provides 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 roads and bridges, public transit,

safety, bicycle and pedestrian, freight and intermodal projects, advanced technologies, and operational improvements like Transportation Systems Management and Operations.

What This Document Includes

The complete Draft TIP document has been divided into multiple sections. Included is a general overview of the TIP and the TIP development process, which is intended to clarify what the TIP is and is not, how it was developed, and what can be expected for projects in the TIP. The document also contains various summaries of the Pennsylvania programs; a description of the TIP public involvement process, including issues relating to Title VI and Environmental Justice (EJ); an explanation of the mapping application and project listings; and codes and abbreviations included in the document. This reference information is followed by the project listings, and finally, the Major Project Status Report.

At the end of the document, there are nine appendices: (A) Acknowledgement Board Resolutions; (B) State DOT Financial, and General and Procedural Guidance used in Developing the Program, and SEPTA's Financial Capacity Analysis and TAM Plan; (C) Memorandum of Understanding on Procedures to Amend and Modify the TIP; (D) DVRPC Plan-TIP Project Evaluation Criteria. (E) Acknowledgment of the Executive Summary of the Draft Documentation of the Conformity Finding, (F) Title VI And Environmental Justice (EJ) Supporting Data And Mapping Appendix, (G) Title VI Policy Statement and Complaint Procedures, (H) Acknowledgement of Competitive Programs and (I) Acknowledgement of Summary of Public Involvement Process, Original Public Comments, Responses to Public Comments, List of Recommended Changes, Public Comment Outreach Documentation, the Highlights of the Draft DVRPC FY2025 TIP for Pennsylvania, Public Notice, a copy of a letter sent to the Tribal Nations notifying the Nations of DVRPC's Core Planning Activities, and Proof of Publication.

Accessing the TIP via Various Technologies

The Internet

The TIP is found on the DVRPC website, where it is possible to search for the Draft FY2025 TIP for Pennsylvania, as well as previous TIPs, from the DVRPC homepage or the TIP website. The website includes an interactive method for displaying maps and project listings. During the public comment period for the Draft TIP there is also a way to submit comments on projects or the program. Using Google Maps as a base, projects can be located using either street grid or aerial views. To access the DVRPC TIP website, go to www.dvrpc.org/TIP.

QR Code

DVRPC has provided the ability to use the QR Code (Quick Response Code) symbol to access the TIP website using a smartphone. Smartphone users with a QR Reader Application can open the application, point the camera at the QR Code symbol, and the smartphone will open the DVRPC TIP web page. The DVRPC TIP QR Code symbol is shown here.

Scan the QR code with a smartphone for up-to-date information on DVRPC's TIP, or visit www.dvrpc.org/TIP.

DVRPC Office and Public Libraries

Hardcopies of the Draft TIP are available at various public libraries listed within Table 1 of this document and at the DVRPC offices, in the reception area, located on the 8th floor of 190 North Independence Mall West, Philadelphia, PA 19106. A web link to the digital version of the Draft TIP is available at www.dvrpc.org/TIP/Draft.

Table 1: Libraries Displaying the Draft DVRPC FY2025 TIP for Pennsylvania

Bucks County Free Library – Bensalem 3700 Hulmeville Road Bensalem, PA 19020	Bucks County Free Library – Doylestown 150 South Pine Street Doylestown, PA 1801	Indian Valley Public Library 100 East Church Road Telford, PA 18969
Levittown Regional Library 7311 New Falls Road Levittown, PA 19055	Margaret R. Grundy Memorial Library 680 Radcliffe Street Bristol, PA 19007	Riegelsville Public Library 615 Easton Road Riegelsville, PA 18077
Warminster Township Library 1076 Emma Lane Warminster, PA 18974	Atglen Public Library 121 Main Street Atglen, PA 19310	Chester County Library – Paoli 450 Exton Square Parkway Exton, PA 19341
Coatesville Area Public Library 501 East Lincoln Highway Coatesville, PA 19320	Honey Brook Community Library 687 Compass Road Honey brook, PA 19344	Kennett Library 216 State Road Kennett Square, PA 19348
Paoli Library 18 Darby Road Paoli, PA 19301	Parkesburg Library 105 West Street Parkesburg, PA 19365	West Chester Public Library 415 North Church Street West Chester Borough, PA 19380
Collingdale Public Library 823 Macdade Boulevard Collingdale, PA 19023	Haverford Township Free Library 1305 West Chester Pike Havertown, PA 19083	The Helen Kate Furness Free Library 100 North Providence Road Wallingford, PA 19086
J. Lewis Crozer Library 620 Engle Street Chester, PA 19013	Marple Public Library 2599 Sproul Road Broomall, PA 19008	Middletown Free Library 464 South Old Middletown Road Media, PA 19063
Newtown Public Library 201 Bishop Hollow Road Newtown Square, PA 19073	Norwood Public Library 513 Welcome Avenue Norwood, PA 19074	Prospect Park Free Library 720 Maryland Avenue Prospect Park, PA 19076

Table 1: Libraries Displaying the Draft DVRPC FY2025 TIP for Pennsylvania (cont.)

Rachel Kohl Community Library 687 Smithbridge Road Glen Mills, PA 19342	Radnor Memorial Library 114 West Wayne Avenue Wayne, PA 19087	Ridley Park Public Library 107 East Ward Street Ridley Park, PA 19078
Sharon Hill Public Library 246 Sharon Avenue Sharon Hill, PA 19079	Springfield Township Library 70 Powell Road Springfield, PA 19064	Swarthmore Public Library 121 Park Avenue Swarthmore, PA 19081
Tinicum Memorial Public Library 620 Seneca Street Essington, PA 19029	Upper Darby Township/Sellers Library 76 South State Road Upper Darby, PA 19082	Yeadon Public Library 809 Longacre Boulevard Yeadon, PA 19050
Ardmore Library 108 Ardmore Avenue Ardmore, PA 19003	Cheltenham Township Library – Elkins Park 563 Church Road Elkins Park, PA 19027	Cheltenham Township Library – Glenside 215 South Keswick Avenue Glenside, PA 19038
La Mott Free Library 7420 Sycamore Avenue La Mott, PA 19027	Norristown Public Library 1001 Powell Street Norristown, PA 19401	Pottstown Regional Public Library 500 East High Street Pottstown, PA 19464
Free Library of Philadelphia – Parkway Central 1901 Vine Street Philadelphia, PA 19103	Joseph E. Coleman Northwest Regional Library 68 West Chelten Avenue Philadelphia, PA 19144	Library for the Blind and Physically Handicapped 1500 Spring Garden Street #230 Philadelphia, PA 19130
Northeast Regional Library 2228 Cottman Avenue Philadelphia, PA 19149	Philadelphia City Institute Library 1905 Locust Street Philadelphia, PA 19103	Philadelphia Free Library – Independence Branch Library 18 South 7th Street Philadelphia, PA 19106
Philadelphia Free Library – Lucien E. Blackwell Branch 5543 Haverford Avenue Philadelphia, PA 19139	Philadelphia Free Library – McPherson Square Branch Library 601 East Indiana Avenue Philadelphia, PA 19134	Ramonita G. De Rodriguez Library 600 West Girard Avenue Philadelphia, PA 19123

Source: DVRPC, 2024

What is the TIP?

The TIP is the agreed-upon list of priority transportation projects in the DVRPC-PA region. The TIP lists all projects that intend to use federal funds, along with non-federally funded projects that are regionally significant. The TIP represents the transportation improvement priorities of the region and is required by federal law, currently the IIJA/BIL. The projects cover all modes of transportation; in addition to FHWA funded and FTA funded projects, the TIP includes bicycle, pedestrian, and freight-related projects as well.

The TIP shows estimated costs and schedules by project phase. The TIP not only lists the specific projects but also documents the anticipated schedule and cost for each project phase (Preliminary Engineering, Final Design, Right-of-Way Acquisition, and Construction). Inclusion of a project phase in the TIP means that it is expected to be implemented during the TIP time period.

The TIP covers a four-year period by regulation, follows the federal FY schedule, and is updated every other year. Federal regulation requires that the TIP cover a minimum of four federal FYs of programming. DVRPC TIP documents for both Pennsylvania and New Jersey demonstrate a longer planning and programming horizon (12 years for Pennsylvania; 10 years for New Jersey) in order to better understand expected resources and to provide the region with a more realistic timeframe for advancement of TIP projects, as well as more realistic project costs. The funding presented in both TIP documents after the first four years is considered "Later Fiscal Year" (LFY) funding and per regulation is not technically available or able to be committed or authorized. The TIP operates on a federal FY schedule that begins on October 1, of a given year and ends on September 30, of the following year. The Pennsylvania and New Jersey TIPs are updated every other year, in alternate years.

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

The TIP is financially constrained. The list of projects in the TIP must be financially constrained to the amount of funds that are expected to be available. In order to add projects to the TIP, others must be deferred, or additional funding to the region must be identified. As a result, the TIP is not a wish list; competition between projects for funding on the TIP clearly exists. The Financial Guidance used to develop each of the programs is included as Appendix B in this document.

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

The TIP is not a final schedule of project implementation. The timeframe shown in the TIP is the best estimate at the time of TIP development, which ranges from nine to 12 months prior to the beginning of the first FY of the TIP period. Projects sometimes cannot maintain that schedule and are reprogrammed to later years.

The TIP does not guarantee project implementation. Unforeseen problems may arise, such as engineering obstacles, environmental permit conflicts, changes in priorities, and additional financial constraints. These problems can slow a project and cause it to be postponed or even dropped from further consideration. These challenges can also increase the project's overall cost.

Regional Consensus

The production of the TIP is the culmination of the region's transportation planning process and represents a consensus among state and regional officials as to what near-term improvements to pursue. Consensus is crucial because the federal and state governments want assurance that all interested parties have participated in developing the priorities prior to committing significant sums of money. A project's inclusion in

the TIP signifies regional agreement on the priority of the project and establishes its eligibility for federal funding.

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

Regionally significant projects must be drawn from the region's Long-Range Plan, and all projects in the TIP must help implement the goals of the Plan. The Long-Range Plan, required by federal law, is the document that helps direct transportation and land use decisions over a minimum 20-year horizon. The plan presents an extensive list of policies and strategies, as well as the actions required to carry them out.

Although all projects included in the TIP must be consistent with the Long-Range Plan, projects that add capacity for single-occupancy vehicles (SOVs) must meet further federal requirements in an air quality non-attainment region, such as the Delaware Valley. These projects must result from the region's Congestion Management Process (CMP), which attempts to meet increasing travel demand through non-capacity-adding strategies, where practical. All projects included in the TIP have met this requirement.

The TIP represents the translation of recommendations from DVRPC's latest Long-Range Plan into a short-term program of improvements. For further information about the policies and strategies of the currently adopted Long-Range Plan, *Connections 2050*, visit www.dvrpc.org/Plan.

How Does the TIP Relate to the Clean Air Act?

The Clean Air Act Amendments of 1990 require that all transportation plans, programs, and projects conform to the purpose of state implementation plans to attain national air quality standards. A TIP is said to conform if it is drawn from a conforming plan, as determined by an emissions analysis. Long-Range Plan projects in the Draft DVRPC FY2025 TIP for Pennsylvania are a subset of the regionally significant projects contained in the Long-Range Plan.

The TIP and the Plan are tested for conformity and meet all requirements, including the critical test that volatile organic compounds (VOCs), oxides of nitrogen (NOx), and fine particulate matter ($PM_{2.5}$) emissions are less than any applicable budgets or baseline established for all analysis years. An acknowledgment of the Executive Summary of the Draft Documentation of the Conformity Finding is included as Appendix E in this document. A complete description of the conformity procedures can be found on DVRPC's website, www.dvrpc.org/AirQuality/Conformity.

How Is the TIP Funded?

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

Who Are the Players?

Various agencies directly participate in the TIP development process. They include member governments, operating agencies, and state and federal agencies comprising the "Pennsylvania Subcommittee of the Regional Technical Committee [RTC]," which is commonly referred to as the "PA TIP Subcommittee." Municipalities within the region participate through their respective county governments. Countless other groups, the business community, and the general public become involved through the DVRPC public participation process, in addition to their involvement at the municipal and county level. The multiplicity of jurisdictions and agencies in the region necessitates a high degree of coordination during the TIP development process by DVRPC.

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, SEPTA, PART, Delaware River Port Authority (DRPA)/Port Authority Transit Corporation (PATCO), DVRPC staff, FHWA, and representatives of DVRPC city and county member governments. For the Draft DVRPC FY2025 TIP, the process commenced during the late summer of 2023 with a review of current conditions of the transportation network, including an equity analysis of asset conditions (see Chapter 3). The review of costs and schedules of FY2025 TIP projects commenced in the fall of 2023, as well as a review of new project candidates to be considered for addition to the TIP, should there be financial capacity. By April 2024, the result was a constrained, preliminary draft program ("preliminary Draft TIP") based on reasonable, anticipated revenue projections for the next 12 years (FY25–FY36), Plan-TIP Project Evaluation Criteria results for potential new projects, performance-based planning and programming metrics, Environmental Justice (EJ) and Equity analyses of all candidate projects for the Draft TIP, and feedback from the PA TIP Subcommittee. At the beginning of April 2024, 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 91 for further explanation of the conformity process). DVRPC has opened a 30+-day public comment period, in which the draft document is shared with the public for feedback. The DVRPC Board is the final decision-making body of the Metropolitan Planning Organization (MPO), and DVRPC staff will request the DVRPC Board to adopt the Draft TIP (with the List of Recommended Changes) in July 2024. After the DVRPC Board adoption, DVRPC staff will submit the document to PennDOT for approval and inclusion in the Statewide Transportation Improvement Program (STIP), which will then be submitted to federal partners (e.g., FHWA, FTA) for review and approval. Once the federal partners formally approve the PennDOT FY2025 STIP, the new DVRPC TIP and the PennDOT STIP will become effective on October 1, 2024, and will replace the DVRPC FY2023 TIP and PennDOT FY2023 STIP.

How Does a Project Get on the TIP?

Many TIP projects originate from asset management systems to help meet federal performance measure targets. Some are identified through state or regional competitive programs, or projects may come from discretionary additional funds to the region. Securing funding on the TIP is not a simple task. Sometimes years of pre-implementation research and public input precede a project's inclusion on the TIP. Although there are several ways in which a project can get on the TIP, the most typical course is described here. First, a particular transportation need is identified. In many cases, municipal planners and engineers generate lists of potential improvements based on their needs, analyses, previous studies, and resident complaints and inquiries. Since only DVRPC member agencies may formally submit candidate TIP projects as part of the major TIP "Update," the local proposals are, in turn, reviewed at the county or major city level, often in consultation with locally based state engineers. If the county agrees that a particular idea has merit, it may decide to act as the project sponsor and work toward refining the initial idea and developing clear project specifications. Project proposals are also generated at the county and state levels in much the same way.

Once each county and operating agency has developed its own lists of projects and priorities, they are brought to DVRPC, where the PA TIP Subcommittee reviews them, including consideration of Plan-TIP Project Evaluation Criteria and equity analysis results. The PA TIP Subcommittee seeks to ensure that the highest priorities of the region are being addressed within the limits of available resources and to ensure consistency among projects and with the region's goals. The RTC, which is composed of state, county, and city planners; transit operators; citizen representatives from the Public Participation Task Force; and transportation-related interest groups, makes recommendations to the DVRPC Board.

Finally, the DVRPC Board provides the forum through which the elected officials of the region's counties and major cities and representatives of the states and operating agencies determine the TIP projects. After considering the recommendations of the RTC and the comments received from the public, the Board determines the final list of projects to be included in the TIP and adopts it as its selection of projects to be advanced.

What Happens to a Project Once It Is on the TIP?

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

FHWA funded projects typically proceed in phases (Preliminary Engineering, Final Design, Right-of-Way Acquisition, Construction). Each phase is included in the TIP, showing funding and anticipated schedule. Transit projects are programmed in the TIP according to the annual grant application cycle under which the funds will be sought. Ideally, a project will advance according to its programmed schedule. In reality, however, projects are often delayed due to unforeseen obstacles, such as environmental issues, engineering obstacles, and community concerns. Tracking each project's progress is important in order to identify and resolve delays as soon as possible and to reallocate resources as necessary.

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

Why Is Municipal and Interest Group Involvement Important?

DVRPC believes that a collaborative process between all levels of government and the public and business communities will ensure that the best transportation program is produced. This type of process is one in which state, county, and local governments and transportation providers become partners in the planning and programming process, and interest groups and community leaders have a voice. For this reason, planning efforts for the region's capital improvements exhibit a "bottom-up" approach within the context of a regional plan that gives a top-down perspective.

How Can the Public Participate?

Public participation occurs during all stages of a project's development. Letters of concern to municipal and county officials and transit agency managers are one of the most effective starting points. As local investigations begin, public input may be provided at formal meetings or informal sessions with local and county planning boards and staff. Citizens are also asked to participate in special task forces to review transportation improvement concepts at the corridor, county, and regional levels. Finally, once a project is on the TIP and it enters the Preliminary Engineering phase, the PennDOT Connects and detailed environmental review processes afford further opportunities for the public to offer input.

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

Specifically, the public and other interest groups have the opportunity to comment on the Draft DVRPC FY2025 TIP for Pennsylvania before it is officially adopted by the DVRPC Board. At a minimum, DVRPC will conduct a 30+-day public comment period and hold one virtual public meeting within that period to allow the public an opportunity to present comments about the process and projects to state, county, transit, and DVRPC staff. Copies of the Draft DVRPC FY2025 TIP are available online at www.dvrpc.org/TIP/Draft.

After the TIP is adopted and approved, monthly maintenance of the TIP, known as "TIP Actions" (Amendments and/or Modifications), may occur. Despite careful planning, funding and scheduling may need to change during the course of the federal FY. The modification process is in place to assist this effort to provide necessary funding for projects that are in the TIP. The MOU in Appendix C of the TIP specifies different types of Amendments and Modifications that would require DVRPC, PennDOT, SEPTA and/or federal approvals. All TIP documents (Adopted/Current, and Prior-Year TIPs, including a Summary of Amendments and Modifications to the Current TIP) are viewable on DVRPC's website at www.dvrpc.org/TIP. Past and upcoming TIP Actions for Board approval are available at www.dvrpc.org/Committees/BOARD.

CHAPTER 2:

Program Summaries

The Draft DVRPC FY2025 TIP for Pennsylvania contains 351 projects (including the IMP), totaling over $8.1 billion for the phases to be advanced during the next four years, an average of $2.03 billion per year. Programmed funds include $2.6 billion for projects primarily addressing the non-Interstate FHWA-funded System, and over $1.2 billion for projects addressing the IMP, resulting in an overall four-year total for the FHWA-funded Program of over $3.9 billion. Additionally, there is an FTA-funded Program for SEPTA, PART, and PennDOT's BPT that totals $4.2 billion. Table 2: 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 IMP funding for the DVRPC region. Table 3: and Table 4: provide a breakdown of various state and federal funding sources and their distributions, including local matches, while Table 5 shows the grand total of the FHWA funded and FTA funded program.

Table 2: Cost Summary by County and Transit Operator in Pennsylvania ($000)

	FY2025	FY2026	FY2027	FY2028	Four-Year Total (FY25–FY28)
Highway Program (See page 1 for more details about the Highway and Transit Programs)					
Bucks County	100,130	117,534	85,544	106,120	**409,328**
Chester County	141,787	91,224	92,153	127,175	**452,339**
Delaware County	64,180	90,594	74,354	62,368	**291,496**
Montgomery County	131,688	72,779	63,787	50,742	**318,996**
Philadelphia County	237,343	207,253	163,146	151,920	**759,662**
Various Counties	112,875	109,387	93,740	104,322	**420,324**
Regional Highway Program Subtotal Cost	**788,003**	**688,771**	**572,724**	**602,647**	**2,652,145**
Interstate—Delaware County	7,423	500	24,000	59,000	**90,923**
Interstate—Montgomery County	35,500	27,500	36,000	60,000	**159,000**
Interstate—Philadelphia County	232,679	250,672	264,542	272,650	**1,020,543**
Interstate Program Subtotal Cost	**275,602**	**278,672**	**324,542**	**391,650**	**1,270,466**
Regional Highway and Interstate Program Subtotal Cost	**1,063,605**	**967,443**	**897,266**	**994,297**	**3,922,611**
Transit Program (See page 1 for more details about the Highway and Transit Programs)					
PennDOT BPT	10,000	0	0	0	**10,000**
PART	3,603	3,496	3,172	3,404	**13,675**
SEPTA	1,114,454	1,133,634	970,998	993,094	**4,212,180**
Transit Program Subtotal Cost	**1,128,057**	**1,137,130**	**974,170**	**996,498**	**4,235,855**
Grand Total Cost of TIP	2,191,662	2,104,573	1,871,436	1,990,795	**8,158,466**

Source: DVRPC, 2024

Table 3: Cost by TIP and Interstate Funding Category ($000)

Fund Type	FY2025	FY2026	FY2027	FY2028	Four-Year Total (FY25–FY28)	2nd Four Years LFY 2029–2032	3rd Four Years LFY 2033–2036	Total LFYs 2029–2036
Highway Program								
Bridge State	43,261	43,517	42,820	42,884	**172,482**	170,237	170,222	**340,459**
Bridge State IMP	21,281	14,000	500	0	**35,781**	0	0	**0**
Highway State	53,799	59,086	66,545	73,825	**253,255**	295,292	295,278	**590,570**
Hwy State IMP	18,453	10,540	7,540	5,440	**41,973**	14,240	0	**14,240**
Bridge Off	19,059	19,059	19,059	19,059	**76,236**	76,236	76,236	**152,472**
BRIP	44,294	44,294	44,294	44,294	**177,176**	177,176	177,176	**354,352**
BRIP-Interstate	32,733	42,903	12,000	32,190	**119,826**	4,185	10,000	**14,185**
CAQ	41,992	43,037	43,037	43,037	**171,103**	172,148	172,148	**344,296**
CRP	2,573	2,668	2,668	2,668	**10,577**	10,672	10,672	**21,344**
CRPU	10,790	11,006	11,006	11,006	**43,808**	44,024	44,024	**88,048**
FLEX	17,083	17,083	17,083	17,083	**68,332**	68,332	68,332	**136,664**
HSIP	22,967	23,862	23,862	23,862	**94,553**	95,448	95,448	**190,896**
LOC	94,402	21,975	16,692	15,137	**148,206**	27,453	6,302	**33,755**
MEGA	0	26,000	26,000	26,000	**78,000**	0	0	**0**
NFP-Interstate	0	0	60,360	60,360	**120,720**	120,720	0	**120,720**
NHPP	107,329	103,378	89,755	81,100	**381,562**	324,400	324,400	**648,800**
NHPP IMP	203,135	211,229	244,142	293,660	**952,166**	1,084,176	238,900	**1,323,076**
Other	500	0	0	0	**500**	0	0	**0**
Private	25,000	0	0	0	**25,000**	0	0	**0**
RAISE	0	50,000	0	0	**50,000**	0	0	**0**
RRX	1,037	600	0	0	**1,637**	1,489	325	**1,814**
sCRP	3,305	0	0	0	**3,305**	0	0	**0**
sHSIP	17,016	8,453	1,202	0	**26,671**	0	0	**0**
sHVRU	5,000	3,000	7,000	0	**15,000**	0	0	**0**
SPK-NHPP	36,000	20,000	10,000	30,000	**96,000**	90,000	0	**90,000**
SPK-STP	26,008	4,223	0	0	**30,231**	0	0	**0**
STP	28,888	29,735	29,725	29,716	**118,064**	118,864	118,864	**237,728**
STU	88,109	92,514	92,514	92,514	**365,651**	373,484	374,056	**747,540**
SXF	7,731	3,519	0	0	**11,250**	0	0	**0**
TAP	1,000	0	0	0	**1,000**	600	0	**600**
TAU	8,583	8,762	8,762	8,762	**34,689**	35,048	35,048	**70,096**
TPK	82,277	53,000	20,700	41,700	**197,677**	0	0	**0**
Highway Subtotal	**1,063,605**	**967,443**	**897,266**	**994,297**	**3,922,611**	**3,304,224**	**2,217,431**	**5,521,655**

Source: DVRPC, 2024

Table 4: Cost by Transit TIP Funding Category ($000)

Fund Type	FY2025	FY2026	FY2027	FY2028	Four-Year Total (FY25–FY28)	2nd Four Years LFY 2029–2032	3rd Four Years LFY 2033–2038	Total LFYs 2029–2036
Transit Program								
1513	1,952	2,021	2,073	2,185	**8,231**	0	0	**0**
1514	404,496	412,373	421,394	442,420	**1,680,683**	1,906,448	2,145,724	**4,052,172**
1516	2,000	0	0	0	**8,000**	0	0	**0**
5307	147,131	150,667	154,765	159,492	**612,055**	682,626	768,302	**1,450,928**
5337	198,106	202,604	208,682	214,943	**824,335**	926,218	1,042,465	**1,968,683**
5337 (PennDOT)	8,000	0	0	0	**8,000**	0	0	**0**
5339	8,802	9,027	9,268	9,577	**36,704**	41,268	46,447	**87,715**
5339 (c)	50,000	47,720			**97,720**			
ASAP	44,000	0	0	0	**44,000**	0	0	**0**
DISFUND	0	150,000	150,000	150,000	**450,000**	200,000	200,000	**400,000**
LOC	16,689	17,041	17,442	17,881	**69,053**	76,359	85,484	**161,843**
Other	100,000	0	0	0	**100,000**	870,000	710,000	**1,580,000**
PTAF 44	11,724	11,727	10,516	0	**33,967**	0	0	**0**
RVR	134,757	133,950	0	0	**268,707**	0	0	**0**
Transit Subtotal	**1,128,057**	**1,137,130**	**974,170**	**996,498**	**4,235,855**	**4,702,919**	**4,998,422**	**9,701,341**

Source: DVRPC, 2024

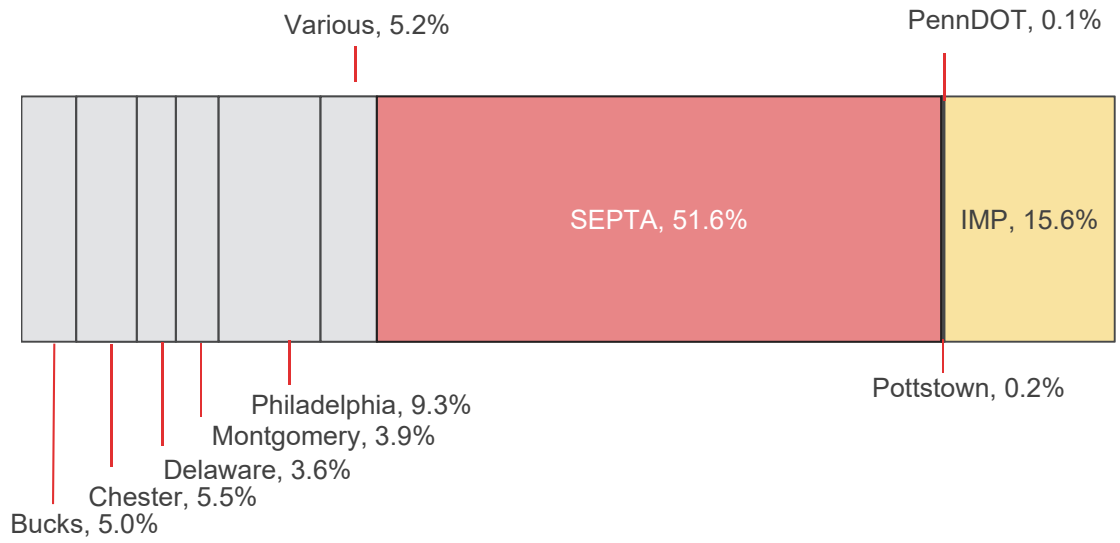
Note for Table 3 and Table 4: The TIP fund categories are explained in Chapter 7, Codes and Abbreviations Overview," beginning on page 91. The funds that are highlighted in green are state transportation funds; the funds highlighted in blue are FHWA and FTA funds; the funds highlighted in purple are local/other funds. See Figure 2: "FY25-FY28 Cost Summary by Funding Source in Pennsylvania ($000)," on page 12.

Table 5: Grand Total Highway and Transit Program ($000)

Program	FY2025	FY2026	FY2027	FY2028	Four-Year Total (FY25–FY28)	2nd Four Years LFY 2029–2032	3rd Four Years LFY 2033–2036	Total LFYs 2029–2036
Grand Total Cost: Four-Year Highway and Transit Program								
Highway	1,063,605	967,443	897,266	994,297	**3,922,611**	3,304,224	2,217,431	**5,521,655**
Transit	1,128,057	1,137,130	974,170	996,498	**4,435,855**	4,702,919	4,998,422	**9,701,341**
DVRPC Total	**2,191,662**	**2,104,573**	**1,871,436**	**1,990,777**	**8,158,466**	**8,007,143**	**7,215,853**	**15,222,996**

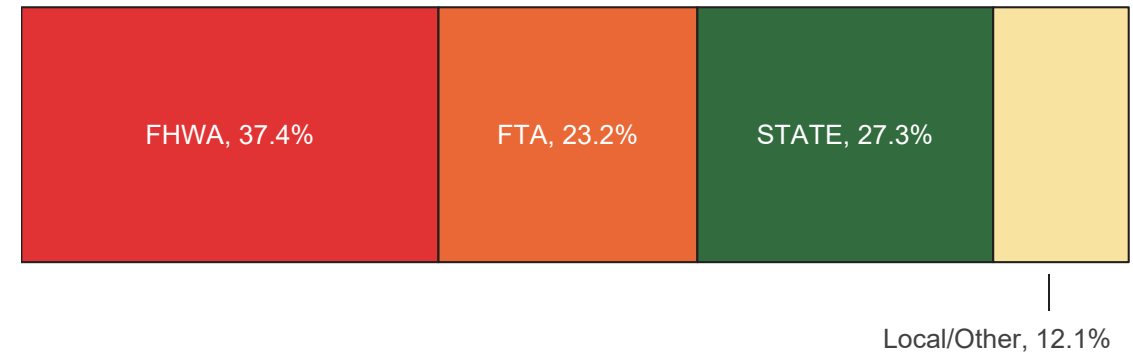
Source: DVRPC, 2024

Figure 1: FY25-FY28 Cost Summary by County and Transit Operator in Pennsylvania ($000)



Source: DVRPC, 2024

Figure 2: FY24-FY28 Cost Summary by Funding Source in Pennsylvania ($000)



Source: DVRPC, 2024

Funding to the Region

The IIJA/BIL is the most recent federal transportation legislation that the president signed into law on November 15, 2021. The $1.2 trillion IIJA/BIL reauthorized the nation's surface transportation and drinking water and wastewater legislation, including an additional $550 billion in funding for new programs in transportation, energy transmission, resilience, broadband, and others. Approximately half of this amount is allocated to the U.S. Department of Transportation over FY22–FY26. The bill focused on making investments that will address equity, sustainability, resilience, climate change, safety, and asset condition: priorities that align strongly with the goals of *Connections 2050*. The IIJA/BIL also expanded eligibility for, and changed some policy requirements in, legacy programs, and established several new formula-funded and discretionary programs.

Formula Funds

The IIJA/BIL included a five-year, $351 billion authorization of highway and bridge programs nationally, with transit programs receiving $91 billion nationally. It also included $110 billion in new spending from the General Fund for highways and bridges, primarily for a special bridge investment program (BRIP), electric vehicle charging, and several discretionary programs. Another $118 billion was transferred from the General Fund to ensure the solvency of the Highway Trust Fund. Several new Highway Trust Fund formula programs were created, including:

- A new program for bridges (BOF) where 15 percent of the funds are reserved for bridges not on the federal-aid system. Locally owned bridges that are not on the federal-aid system are eligible for a 100 percent federal share.
- A program for electric vehicle charging (NEVI), 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.
- The Carbon Reduction Program (CRP), which provides funds to projects that are designed to reduce carbon emissions from transportation, specifically on-road highway sources. Eligible projects include improvements to public transportation and pedestrian and bicycle access, efforts to reduce the environmental and community impacts of freight movement, and support for the deployment of alternative fuel vehicles.
- The Promoting Resilient Operations for Transformative, Efficient and Cost-saving Transportation (PROTECT) Formula Program helps fund projects that improve resilience of infrastructure, plan transportation improvements, and address emergency response strategies to overcome vulnerabilities such as sea level rise and storm surge. PROTECT funds can be used for coastal infrastructure, accessible evacuation routes and pathways to critical infrastructure such as hospitals, and to protect surface level transportation.

The National Highway Performance Program (NHPP), National Highway Freight Program (NHFP), and Congestion Management and Air Quality Program (CMAQ) were all continued with some new eligibility and increased funding levels. The legislation also expanded and amended several existing core federal funding programs. The Surface Transportation Block Grant Programs (STBG), known as STP and STU (Urban) in the FY2025 TIP, includes funding for the Transportation Alternatives Set-Aside (TASA) that has increased to 10 percent of the overall STBG authorization. The Highway Safety Improvement Program (HSIP) was amended 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:

- $22.967 million in FY2025

- $23.862 million per year in FY2026–FY2028

Discretionary Funds

The IIJA/BIL also continued several discretionary grant programs and created a number of new ones. The Infrastructure for Rebuilding America (INFRA) program for Nationally Significant Freight and Highway Projects was increased from $900 million to $1 billion per year. The Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program was increased to allocate $7.5 billion over FY22 to FY26. Additionally, several new programs were created:

- The Bridge Investment Program had $600 million allocated in FY2022, increasing to $700 million in FY26.
- The Congestion Relief Program was allocated $50 million per year.
- Charging and Fueling Infrastructure Grants started at $300 million in FY2022 and will increase to $700 million in FY2026.
- The Rural Surface Transportation Grant Program started at $300 million in FY2022 and will increase to $500 million in FY2026.
- PROTECT Grants started at $250 million in FY2022 and will increase to $300 million in FY2026.
- The Safe Streets and Roads for All (SS4A) discretionary program was allocated $5 billion between FY22 and FY26.

IIJA/BIL Impact on Pennsylvania Funding

Over the life of the IIJA/BIL, Pennsylvania's share of highway and bridge funding is anticipated to be approximately $13 billion, a total increase in highway and bridge funding of around $4 billion over the five years of the legislation. This includes the new Bridge Investment Program formula funding, which provided approximately $327 million per year and totals $1.6 billion over the five-year period of the IIJA/BIL. 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 needs to raise approximately $1 billion in matching funds. 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. However, state funds for bridges and highways are $754 million higher over the first four years of the TIP and reflect additional revenues expected due to a reduction in Motor License Funds budgeted to the Pennsylvania State Police.

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 represented about a 41 percent increase over 2021 FAST Act formula transit funding levels.

Regional Impact of the IIJA/BIL

Funding for the DVRPC Regional FHWA-funded Program and FTA-funded Program in the Draft FY2025 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 $3.9 billion in highway and bridge funding is available to the region over the four years of the Draft FY2025 TIP. In comparison to Financial Guidance for the FY2023 TIP, the FY2025 TIP has:

- A $347 million (9 percent) increase in highway and bridge funding.
- A $297 million (4 percent) increase in funding for bridge improvement projects.
- A more than $136 million increase in funding for safety projects.

- A $6 million (5.8 percent) increase for bicycle and pedestrian projects funded through the Transportation Alternatives-Urban Allocation (TAU) program.

According to PennDOT Financial Guidance, which establishes base funding levels for the (multimodal) Highway and Transit programs, the DVRPC-PA region receives over 25 percent ($1.9 billion) of the $7.67 billion in federal and state resources from the formula "Highway" funds distributed to MPOs and Rural Planning Organizations (RPOs) in Pennsylvania over the four-year TIP, and 61 percent ($5.2 billion) of the $8.54 billion in federal and state (Asset Improvement) resources for the Transit Program. Overall, 44 percent ($7.1 billion) of the $16.2 billion in (highway and transit) federal and state resources for non-Interstate funding over the four years (FY25–FY28) of the STIP is allocated to the DVRPC-PA region. For details, see PennDOT's Financial Guidance in Appendix B of this 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.

Since the passage of the IIJA/BIL, the DVRPC-PA region has received a number of large federal competitive grant awards that will greatly contribute to advancing the vision and goals of *Connections 2050*. Some of these awards have been programmed on the Draft FY2025 TIP for Pennsylvania, while others may still be added as part of the List of Recommended Changes at the time of Board adoption, and still others will be added at a later time. DVRPC coordinates with PennDOT, FHWA, and FTA staff to gather all the necessary information before programming federal competitive grant awards on the TIP. The timing of this process varies, depending on the specific grant and project. Some federal grant awards are not required to be programmed on the TIP. However, these are important projects for the region, and represent additional funding beyond the core federal funds the region receives. Highlights of major competitive IIJA/BIL grant awards received by the DVRPC-PA region to date include:

- The Chinatown Stitch: Reconnecting Philadelphia's Vine Street project was awarded $158 million through the Reconnecting Communities and Neighborhoods Program Grant. The City of Philadelphia's Office of Transportation, Infrastructure, and Sustainability (OTIS) and the Philadelphia Chinatown Development Corporation (PCDC) secured the grant by leading a study with PennDOT and DVRPC to gather residents' input and refine the project scope. The Chinatown Stitch will create an inviting public green space with trees and plants with a safe street design that extends the Chinatown neighborhood feel, includes public buildings and businesses that serve community needs, and prioritizes the needs of the elderly, young, and those with disabilities.

- Another project that received funding from the Reconnecting Communities grant is the Redesign of Route 291, spearheaded by Delaware County. Awarded $2.5 million, this project will address significant safety concerns with a multifaceted approach that includes the potential for a road diet, green infrastructure, and bicycle and pedestrian facilities. Additionally, this stretch of Route 291 has been identified as the preferred route for the East Coast Greenway, a multimodal trail spanning from Maine to Florida. The Reconnecting Communities grant will complement the PA 291 Complete Streets: Irving Street to Ridley Creek project (MPMS #82069) that was added to the Draft FY2025 TIP as a new project candidate.

SEPTA has also recently received several competitive grants, ranging in size and scope. These projects include:

- $317 million FTA Rail Replacement Grant to replace the Market-Frankford Rail Cars (funds programmed under MPMS #115472, SEPTA's Projects of Significance program).

- $80 million Low or No Emissions Grant to advance power resiliency and facility safety upgrades at six bus districts (funds programmed under MPMS #102569, SEPTA's Maintenance and Transportation Facilities Program).

- $25 million RAISE Grant for the Rebirth for Southwest Philadelphia's Transportation Network: Trolley Modernization & Complete Streets project (AKA Blossom to Bartram).

- $56 million All Stations Accessibility Program (ASAP) grant for Broad Street Line/MFL accessibility improvements (funds programmed under MPMS #77183, SEPTA's Transit & Regional Rail Station Program).

The Schuylkill River Passenger Rail Authority (SRPRA) received funding to study restoring passenger rail service between Reading and Philadelphia with $500,000 from the Federal Railroad Administration's Corridor Identification and Development Program. The SRPRA, represented by Berks, Chester, and Montgomery Counties, is using the federal funds along with other county and state funding to re-establish the rail line with stops in Reading, Pottstown, and Phoenixville. The project will also connect the region to the Northeast Corridor between Washington D.C. and Boston, as well as the Amtrak national network. The collaborative efforts of the SRPRA, city planners, and officials of the municipalities involved will result in significant benefits in economic development, environmental impact, and community harmony.

DVRPC and the City of Philadelphia each received funds from the Safe Streets and Roads for All (SS4A) Grant Program. DVRPC was awarded nearly $1.5 million for its Regional Vision Zero 2050 Action Program. This was a regional effort, with all nine counties in the DVRPC region included as subrecipients of the award. DVRPC and its partners will create a safety action program to advance the *Connections 2050* Regional Vision Zero 2050 goal with a process designed to strengthen ongoing regional collaboration toward eliminating crash fatalities. In addition to required plan elements like a regional High Injury Network, DVRPC will review recently-completed and forthcoming county and local plans for inclusion in the regional plan–possibly qualifying them for future SS4A implementation grant rounds. In addition, the City of Philadelphia was awarded $30 million for its Philadelphia Vision Zero Capital Plan Implementation and another $16.4 million for its Complete and Safe Streets Philadelphia: Vision Zero High-Injury Network Corridors project. SS4A funds are not required to be programmed on the TIP.

Lastly, the City of Philadelphia also secured a $76 million MEGA Grant, which supports large, complex projects that are difficult to fund by other means and likely to generate national or regional economic, mobility, or safety benefits. The funding is for critical near-term safety improvements along Roosevelt Boulevard, an extremely dangerous road and the source of dozens of fatalities. This project will implement near-term recommendations from the Roosevelt Boulevard Route for Change study, aiming to improve safety, accessibility, and reliability along the corridor by implementing solutions such as additional speed cameras, improvements to bus stops and amenities, and pedestrian-oriented infrastructure such as raised crosswalks. At the same time, larger-scale, long-term improvements to the Roosevelt Boulevard continue to be studied. See the US 1: Broad Street - Adams Avenue (MPMS #119822) and US 1: Adams Avenue - Old Lincoln Highway (MPMS #119836) projects for more details.

Statewide IMP and Asset Management

More funding statewide has continued to be directed to the IMP, as was the case with the previous two TIPs. Prior to the FY2021 TIP, IMP funding had been stagnant for over 10 years, since originally being established at $370 million annually. For comparison, the IMP is currently averaging $1.217 billion per 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. 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, and carried forward in the Draft the FY2025 program, is going to the MPOs/RPOs instead of having to be dedicated to the IMP.

In order to achieve a more performance-based approach to selecting projects under the statewide Twelve Year Program, the distribution of regional funding, known as formula funding, continues to focus on a lowest-life-cycle cost (LLCC) approach. 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 conditions (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 3.

Financial Guidance formulas for core transportation funds distributed statewide remain the same as in the FY2023 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. See pages 2-7 in the PennDOT Financial Guidance in Appendix B 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) indicates that $4,134,928,000 would be distributed (statewide) to projects in the IMP, over the four years FY25 to FY28, for an average of $1,033,732,000 per year. This includes $240,258,000 of NHFP funding in the four-year STIP. When the funding dedicated to the Interstate Management Program via Financial Guidance is considered as well as the Secretary of Transportation's Discretionary Funds, there is a total of $4,869,839,000 programmed in the Draft IMP over the four years FY25 to FY28. For projects programmed during the FY25–FY28 time period, $1,270,466,000 or 26 percent of programmed IMP funds, have been distributed to the DVRPC region.

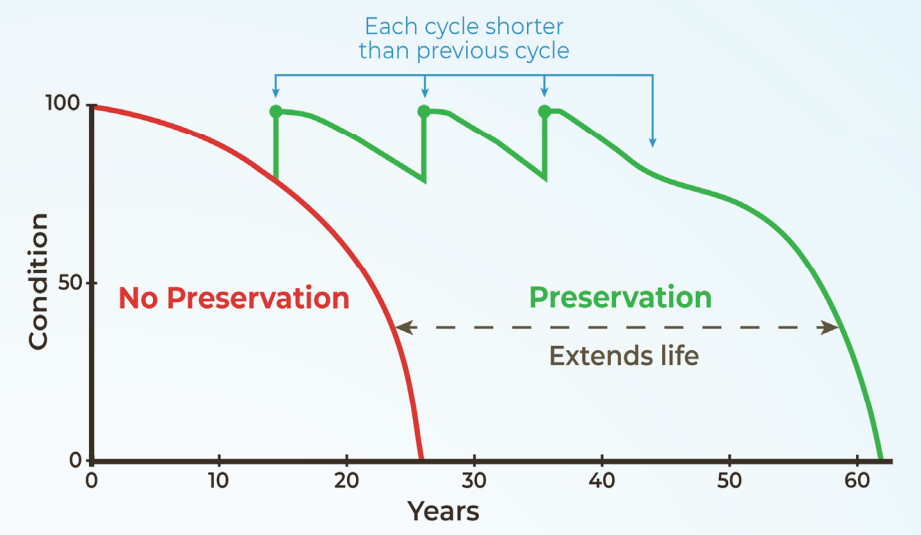
SEPTA Capital Financing

The transit portion of the DVRPC FY2025 TIP for Pennsylvania includes $1.580 billion of capital financing designated by fund code "OTH" or "Other" for SEPTA. The financing, which will be utilized as needed, may take the form of Taxable or Tax-Exempt Revenue bonds.

On February 24, 2022, the SEPTA Board approved the Authority to issue bonds in an amount not to exceed $800 million to support SEPTA's capital program. This approval is based on PennDOT's prior approval for SEPTA to issue debt pursuant to Section 1514(f) of Title 74 of the Pennsylvania Consolidated Statutes. The Authority expects to proceed with an initial bond issuance of $550 million to fund various capital projects, including refinancing of SEPTA's outstanding EB-5 Loan, as well as various state of good repair infrastructure, Americans with Disabilities Act (ADA) accessibility station, and rail fleet replacement projects. SEPTA has programmed the remaining balance of these funds ($100 million) in FY25 of the Draft TIP.

For the Draft FY2025 TIP, SEPTA has assumed the Authority will be using state funding to repay the planned capital financing. The debt service for these loans is included in MPMS #60275.

Figure 3: LLCC



Source: PennDOT, 2020

Financial Constraint

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

The Draft DVRPC FY2025 TIP for Pennsylvania makes information available for project costs beyond the formal federally required four-year (FY25–FY28) constrained period of the TIP. Project phases appear in these LFYs because it may take several years before the phase can advance due to either the technical effort that needs to be completed or the funding constraints on the region. In any case, project costs that show in the TIP under LFYs (FY29–FY36) do not technically have available or committed funding and cannot be federally authorized since they fall outside of the four-year TIP period per federal regulation. However, in order to demonstrate a longer planning and programming horizon, to provide more realistic expectations and timeframes in which to expect advancement of TIP projects with more realistic costs, and to indicate a certain level of commitment to those projects by the region, the Draft FY2025 TIP does show a financially constrained 12-year program from FY25–FY36, using assumptions of funding levels that are currently available.

The IMP, as part of the Pennsylvania STIP, was created to proactively address the maintenance and reconstruction of the state's aging Interstate infrastructure. An average of $1.217 billion per year (FY25–FY28) will be used statewide, utilizing all federal NHPP funds that these miles/bridges represent, plus the appropriate state match. Those funds have been removed from what was previously allocated to the various regions throughout the state but are now pooled under the IMP. These funds are allocated statewide to specific projects. DVRPC has 27 IMP projects in the region, totaling over $1.270 billion, which are included in the IMP over the four years FY25–FY28. Those highway and bridge projects, for I-95 in the City of

Philadelphia, I-76 in Montgomery County, I-476 in Delaware County, and the I-95/322 interchange in Delaware County, are listed in a separate IMP section of the TIP document.

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

SEPTA certifies annually as to its financial capacity as part of the FTA Certifications and Assurances. In addition, the FTA conducts triennial reviews of SEPTA's compliance in 23 different areas, including Financial Management and Capacity. The final report for the 2021 triennial review for SEPTA identified several deficiencies, but they have since been addressed by SEPTA. SEPTA's 2024 triennial review is underway. SEPTA is in good/fundable standing with FTA requirements for Financial Management and Capacity. This documentation is on file with the transit operator, as well as with the FTA. SEPTA's updated Financial Capacity Analysis is included in this document (see Appendix B).

Project Selection and Evaluation Process

Overview

In the DVRPC region, the TIP project selection process is consensus-based and includes a universal project evaluation analysis that incorporates performance-based measures for evaluating new projects. TIP program development occurs through a TIP Subcommittee composed of regional stakeholders and is determined mostly by schedule and cost of existing projects in the FHWA-funded and FTA-funded Programs, among other important considerations that are ultimately constrained by the level of funding available over a 12-year programming horizon (FY25–FY36) in Pennsylvania.

The Pennsylvania (PA) TIP Subcommittee reached consensus on a portfolio of bridge and other FHWA-funded projects, including those carrying over from the FY2023 TIP and new projects. Regional project sponsors including PennDOT District 6-0; Bucks, Chester, Delaware, and Montgomery Counties; the City of Philadelphia, and DRPA/PATCO submitted candidate projects via an online application at the start of the process. As candidate projects were considered for addition to the TIP, data-driven results from DVRPC's Plan-TIP Project Evaluation Criteria analysis informed the decision-making process. The latest update of DVRPC's evaluation criteria incorporates information from PennDOT's Bridge Asset Management System (BAMS) and BridgeCare to analyze proposed bridge projects based on scope and timing, as well as condition. All candidate projects were analyzed by the evaluation criteria, which includes consideration of how projects would help meet federal performance measure targets and the objectives of PennDOT's Statewide Environmental Justice Analysis Methodology.

Application for New TIP Projects

Near the beginning of the FY2025 PA TIP Update in August 2023, DVRPC developed an improved online application process that streamlined the solicitation of new projects. The online application also made it possible to screen and evaluate candidate projects more efficiently. A total of 67 candidate projects were submitted and evaluated.

PA TIP Subcommittee Meetings

A series of Subcommittee meetings were held from June 2023 to December 2023 that included city, county, state, and federal partners and PennDOT, PART, SEPTA, and DRPA/PATCO staff. In these meetings, the Subcommittee discussed evaluation of candidate projects for the Draft TIP, identified the highest priority projects, vetted concerns, and negotiated final programming. Project managers and stakeholder Subcommittee members provided updated project costs and schedules. DVRPC evaluated new candidate projects with performance-based planning measures and DVRPC's updated Plan-TIP Project Evaluation Criteria.

The following is a list of agenda items presented to the committee:

- PennDOT HSIP Funding, Safety, and Vulnerable Road User Strategy Presentation;

- Project Evaluation Criteria and Screening Update Presentation;
- New Project Evaluation Summary;
- General and Procedural Guidance;
- Financial Guidance;
- Congestion Mitigation Air Quality Modeling System (CMAQ) Presentation;
- Equity Analysis Including Bridge and Pavement Condition and Safety Maps with Census Data, as well as Findings from the FY2023 TIP Equity Analysis; and
- Competitive Grant Awards Received by the Region and Discussion of Matching Funds.

Plan-TIP Project Evaluation Criteria

DVRPC's Project Evaluation Criteria analyze candidate transportation projects relative to the vision and goals of the *Connections 2050* Long-Range Plan and federal Transportation Performance Management (TPM) targets for safety, asset condition, and congestion management and air quality (CMAQ). The criteria were developed in collaboration with DVRPC's Financial Planning Subcommittee of the Regional Technical Committee (RTC) and were recently updated in Spring 2023.

The set of updated Project Evaluation Criteria for the TIP and LRP is found in Appendix D and is summarized below in the order of the criterion with the highest percentage/regional priority to the criterion with the lowest percentage/regional priority:

Safety (23.2%): Project receives points if it implements FHWA-proven safety countermeasures or other safety strategies with specific crash reduction factors; addresses identified high-crash locations and crashes in communities of concern, including high concentrations of low income, racial and ethnic minority, and disabled populations; or implements safety-critical transit projects that help meet safety performance measures identified by a Public Transportation Agency Safety Plan (PTASP).

Centers and Form (13.7%): Rating is based on a candidate project's location relative to Plan and Freight Centers, and the regional Development Intensity Zone (DIZ) based on density and proximity;

Facility/Asset Condition and Maintenance (12.5%): Project brings a facility or asset into a state of good repair (SGR), extends the useful life of a facility, or provides reduced operating/maintenance costs. Roadway candidate projects score in this category by being consistent with state DOT pavement and bridge asset management model recommendations based on an LLCA approach, which aims to identify the right project at the right time. The scoring prioritizes preservation projects that keep facilities in fair or better condition.

Equity Benefits & Burdens (12.4%): Candidates score based on analysis of a set of potential benefits and burdens and the concentration of historically and currently marginalized populations living within the project's limits;

Connectivity (8.3%): Enhancement of existing connections or making new connections; projects score based on the connectivity category (project type) that best describes the overall project, earning points accordingly.

Greenhouse Gas Emissions & Air Quality (7.2%): Ability to reduce GHG and National Ambient Air Quality Standards (NAAQS) pollutant emissions, based on a project's ability to reduce trip lengths, promote mode shift to lower emissions modes, and/or facilitate use of no- or low-carbon fuels;

Reliability (6.9%): Project is located on a road with a high Planning Time Index (PTI); surrounded by high PTI roads for new facilities; or transit facility with a low on-time performance and implementation of the project is intended to either reduce the PTI or increase a transit facility's on-time performance.

Congestion Management (6.4%): Project is located in a CMP congested corridor and includes implementation of a CMP strategy appropriate (Very Appropriate or Secondary) for that corridor or Appropriate Everywhere.

Impervious Surface Coverage (5.5%): Reduction of impervious surface; projects can receive points by incorporating green design techniques that reduce or respond to flooding issues.

Truck Volumes (3.9%): Number of daily trucks using the facility; if the project is on a facility appropriate for truck use and it maintains or enhances freight activity.

For the FY2025 PA TIP Update, the Project Evaluation analysis results were shared through a new interactive visualization tool developed by DVRPC. The web-based visualizations allowed subcommittee members to explore each of the 67 new candidate projects and their project evaluation scores according to the recently updated Plan-TIP Project Evaluation Criteria. The visualizations showed a set of ranked project lists scored by total benefit points and total benefit points divided by state and federal capital costs (benefit/cost ratio). DVRPC shared the tool with the Subcommittee to initiate discussions about project selection. The Subcommittee considered benefit scores alongside other considerations, as noted in the following section.

Environmental Justice Considerations

It is important to note that the Plan-TIP Project Evaluation Criteria analysis is only one consideration within the project selection process. Other considerations include local and regional priorities, asset management system rankings, federal TPM targets, political support, geographic distribution, fund eligibility, project readiness, leveraging investments, and diversity in project types. While part of the Plan-TIP Project Evaluation Criteria, environmental justice and equity concerns receive additional consideration in regards to Title VI and federal EJ requirements.

During project selection, DVRPC staff and the PA TIP Subcommittee incorporated Title VI and EJ considerations through quantitative and qualitative analyses and mapping. In 2001, DVRPC developed a technical assessment to identify populations of concern that may be directly and disparately impacted by the Commission's plans, programs, and planning processes. This assessment, called Indicators of Potential Disadvantage (IPD), was significantly revised in 2010 and 2018. As in past TIP updates, DVRPC used the IPD to inform project selection for the FY2025 PA TIP update by incorporating IPD scores in the Project Evaluation analysis.

DVRPC also continued to use the IPD, along with other data, to perform a robust equity analysis approach based on the "South Central Pennsylvania Environmental Justice Unified Process and Methodology Guide" throughout the update process. This guide outlines strategies to accomplish the core elements of this analysis:

- Identify environmental justice populations (Low Income, Racial Minority, and Ethnic Minority).
- Assess conditions and identify needs.
- Evaluate burdens and benefits.
- Identify and address potential disproportionate and adverse impacts, which will inform future planning efforts.

At the onset of the FY2025 PA TIP update process, DVRPC developed a web map application displaying layers related to facility condition, safety, and demographic data, IPD analysis results, and other data layers. This map was shared with the PA TIP Subcommittee and helped planning partners identify environmental justice populations, assess current facility conditions, and determine needs. The web map also helped facilitate Subcommittee discussions about issue areas and how to maintain and improve the region's transportation network equitably, avoiding disproportionate impacts or levels of investment. DVRPC staff also

presented and discussed findings of the analysis for the FY2023 PA TIP with the Subcommittee. This included analysis of disproportionate impacts on communities of concern in terms of bridge and pavement condition and safety data, with an emphasis on vulnerable road users.

New for this TIP update year, DVRPC introduced a Scenario Builder tool to aid in building consensus for new TIP projects among regional stakeholders. The tool gave users the ability to select projects and adjust funding amounts, ultimately building their ideal scenario within the constraints of available funding. A key feature of the tool calculated the sum and share of the total available funding users allocated to communities with high IPD scores. This feature underscored environmental justice impacts and investments during the consensus-building process, uniting stakeholders around shared values, and aligning with a key principle in DVRPC's Long-Range Plan.

Screening TIP Projects

New and existing projects in the TIP are consistent with, and have been drawn from, DVRPC's Long-Range Plan—*Connections 2050*. Only new candidate projects in the TIP have been evaluated through this Plan-TIP Project Evaluation Criteria. Transit agencies will screen projects internally before submitting them for more evaluation.

FHWA-funded candidate projects are also screened via PennDOT's local outreach initiative, PennDOT Connects, which can identify project readiness, community support, potential historic preservation, cultural resource, or environmental resource impacts, among other topics that can be identified prior to developing project scopes and estimates. DVRPC convened (or will convene in the coming months) municipal, county, transit, and project management staff for an average of two meetings per project to ensure concerns are addressed. For more details about PennDOT Connects, please visit www.penndot.gov/ProjectAndPrograms/Planning/Pages/PennDOT-Connects.aspx

Constraining the Draft FY2025 TIP

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. Consequently, there is competition between projects for inclusion in the TIP.

A total of 245 FHWA-funded projects were carried over from the FY2023 TIP. Eighty-nine projects that were on the FY2023 TIP have been let, expected to obligate funds, or removed. This information was provided in working meetings of the PA TIP Subcommittee, verifying the accuracy of milestones recorded in the Multimodal Project Management System (MPMS).

Several projects experienced unforeseen cost increases. For instance, MPMS #106264 I-95 CAP has experienced a $96+ million increase due to the poor soil conditions that will provide the foundation for the structure, as well as cost increases related to landscape and hardscape, construction management mobilization, and other related items..

After carrying over projects from the previous TIP and accounting for unforeseen TIP project costs, approximately $90 million was available to program new projects onto the Draft FY2025 TIP. The PA TIP Subcommittee conducted several meetings in November and December 2023 to assess potential new project candidates and reach consensus on a portfolio of 25 projects within the budgetary constraint. The selected new projects span all nine DVRPC counties.

The Long-Range Plan and Investing in the Region's Planning Centers

The Greater Philadelphia region is a mosaic of 351 townships, boroughs, and cities, each making its own land use decisions. Four geographic typologies are used by DVRPC to categorize these communities and simplify long-range planning policies. Known as Planning Areas, these aggregations of municipalities with some shared characteristics provide coarse insights into current and past conditions. The four Planning Areas are Core Cities (Trenton and Camden in the New Jersey subregion, and Philadelphia and Chester in the Pennsylvania subregion); Developed Communities, which represent the region's built-out boroughs and

townships; Growing Suburbs, which are experiencing or are forecasted to experience significant additional growth; and Rural Areas, where preservation and limited development are key.

Additionally, the Long-Range Plan identifies over 135 Plan Centers. These areas serve as focal points in the regional landscape, reinforce a sense of community for local residents, and are appropriate for future development. Centers are broken into seven categories —Metro Center, Metro Subcenter, Suburban Center, Town Center, Rural Center, Planned Center, and Neighborhood Center. The TIP, serving as one of the implementation tools (and the first two planning periods) of the Long-Range Plan, funds projects that address the varying transportation needs of different Plan Centers. The relevant Plan Center for each TIP project is included with the project listing in the Draft FY2025 TIP for Pennsylvania. A more complete discussion and illustration of Plan Centers is found in the *Connections 2050* Long-Range Plan Process and Analysis Manual on the DVRPC website at www.dvrpc.org/plan/.

Congestion Management Process (CMP)

The CMP is a systematic and ongoing process that considers a variety of traffic data to identify the most congested roadways and uses this information along with other analyses to recommend multimodal strategies that improve the flow of people and goods, enhance safety, and expand travel options on the regional transportation network. It uses performance-based and other CMP Objective Measures to identify and prioritize congested locations. For DVRPC, these locations include Focus Roadway Corridor Facilities, Focus Intersection and Limited Access Roadway Bottlenecks, Bus Transit Route Facilities, and Corridor and Subcorridor Areas. The CMP analyzes potential causes of congestion, establishes multimodal and other Non-Single-Occupant Vehicle (non-SOV) strategies to mitigate congestion, and evaluates the effectiveness of implemented strategies. These strategies include, but are not limited to, operational and Intelligent Transportation System (ITS) improvements like coordinating traffic signals; Transportation Demand Management approaches like carpool/vanpool programs; and transit improvements like constructing passenger intermodal centers or expanding parking lots. The CMP requires alternatives to building new SOV road capacity to be explored first. Where new roadway capacity is deemed appropriate, the CMP outlines a process for capacity-adding projects, including potential multimodal supplemental strategies to reduce travel demand, improve operations, and get the most long-term value from the investment. The CMP advances the goals of the DVRPC Long-Range Plan and strengthens the connection between the Plan and the TIP. In coordination with other management systems, the CMP serves the following purposes:

- It provides information for the TIP update to help identify where the most appropriate congested locations and CMP Corridor and Subcorridor Areas are to invest, given limited available dollars;
- It provides a range of multimodal supplemental strategies for reducing travel demand and getting the most value from an investment;
- It helps with reviewing and prioritizing regional study and development proposals, and selecting DVRPC corridor study locations;
- It supports competitive grant programs such as the Congestion Mitigation and Air Quality (CMAQ) grant program;
- It supports National Performance Management System Performance Measures (known as PM3 Measures) by measuring performance to establish setting targets to achieve quantifiable goals to improve mobility and reliability on the National Highway System.

The CMP evaluates all new or amended TIP projects proposed for federal funding, and, where Major SOV capacity is consistent, the CMP includes the required table of supplemental strategies to reduce travel demand and to get the most value from the investment. Project managers are encouraged to contact DVRPC to check whether project alternatives are consistent early in planning phases for the most effective coordination. This is in line with the PennDOT Connects approach through collaborative planning efforts.

The CMP category of Major SOV Capacity-Adding Projects refers to projects that add roadway capacity in a way that affects regional or corridor travel patterns. The projects are noted as such in their TIP descriptions. This review considers, although is not determined by, projects modeled for air quality conformity purposes and studies considered likely to result in non-exempt projects. Being categorized as Major SOV makes a project eligible for additional support from CMP staff to help it generate the most long-term positive effect possible in an environment of limited funding.

The CMP completes its cycle by evaluating the effectiveness of transportation improvements and then starts updating the analysis again on an approximately four-year cycle to be completed before the start of the next update of the Long-Range Plan. Further information about the CMP is available on DVRPC's website at www.dvrpc.org/CongestionManagement/

Goods Movement and Economic Development

DVRPC proactively seeks to fulfill the federal requirement to include freight as a primary planning factor through its long-range transportation planning, TIP development, and the conduct of technical studies. DVRPC's goal is to serve the region's manufacturers, businesses, ports, freight railroads, truckers, air cargo interests, and developers and to maintain the Philadelphia-Camden-Trenton region as an international Freight Center.

At the forefront of DVRPC's freight-planning program is the Delaware Valley Goods Movement Task Force. This broad-based freight advisory committee provides a forum for the private- and public-sector freight community to interject its unique perspectives on regional plans and specific projects by sharing information and technology between public and private freight interests, promoting the region's intermodal capabilities and capacity, and developing and implementing a regional goods movement strategy.

The FAST Act created the National Highway Freight Program (NHFP), which has been continued under the IIJA/BIL. The program is funded through FY2026 at an average of $1.4 billion per year, which is distributed to the states by formula. Each state receives NHFP funds in proportion to the amount of funds a state receives compared to other states under all formula-apportioned programs. For example, if a state receives five percent of federal-aid formula funding, the state will receive five percent of the NHFP funding. The IIJA/BIL increased the percentage of program funds that may be used for eligible multimodal projects from a 10 percent cap to a 30 percent cap. In order to use NHFP funding, states must have a State Freight Plan that provides a comprehensive plan for the immediate and long-range planning activities and investments of the state with respect to freight. Pennsylvania's most recent plan, *The Pennsylvania 2045 Freight Movement Plan*, was published in 2023.

Also continued under the IIJA/BIL, the FAST Act directed the FHWA administrator to establish a National Highway Freight Network (NHFN), replacing the National Freight Network and Primary Freight Network established under MAP-21, to strategically direct federal resources and policies toward improved performance of highway portions of the U.S. freight transportation system. The NHFN includes the following four subsystems of roadways:

- Primary Highway Freight System (PHFS): This is a network of highways identified as the most critical highway portions of the U.S. freight transportation system determined by measurable national data. The initial network consists of 41,518 centerline miles, including 37,436 centerline miles of Interstate, and 4,082 centerline miles of non-Interstate roads. There are approximately 1,365 miles of PHFS in Pennsylvania. These numbers may change as the FHWA is required to re-designate the PHFS every five years to reflect changes in freight flows, including emerging freight corridors and critical commerce corridors.

- Other Interstate portions not on the PHFS: These highways consist of the remaining portion of Interstate roads not included in the PHFS. These routes provide important continuity and access to

freight transportation facilities. These portions amounted to approximately 9,709 centerline miles of Interstate, nationwide, and approximately 460 miles in Pennsylvania.

- Critical Rural Freight Corridors: These are public roads not in an Urbanized Area, to be designated by the states, that provide access and connection to the PHFS and the Interstate with other important ports, public transportation facilities, or other intermodal freight facilities.

- Critical Urban Freight Corridors: These are public roads in Urbanized Areas that provide access and connection to the PHFS and the Interstate with other ports, public transportation facilities, or other intermodal transportation facilities.

The INFRA discretionary grant program, established in 2017 under the FAST Act and continued under the IIJA/BIL, continues to award competitive grants for multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas. With the passing of the IIJA/BIL in 2021, the INFRA program was updated to include new eligibility for marine highway corridors functionally connected to NHFN and highway, bridge, or freight projects on the NHFN. In FY2023-2024, the INFRA program awarded over $800 million to help rebuild, repair, and revitalize infrastructure. Visit www.transportation.gov/grants/infra-grants-program for further information about the new INFRA program.

The Delaware Valley contains an impressive freight transportation network consisting of highways, rail lines, ports, airports, and pipelines. There are also many related support facilities, such as warehouses, manufacturing sites, rail yards, and truck stops. To support its freight planning activities, DVRPC offers the web-based PhillyFreightFinder freight mapping and data platform for the Delaware Valley that can be found at www.dvrpc.org/webmaps/PhillyFreightFinder. It pinpoints freight facilities and freight activity in the region and highlights how the various freight system components intertwine and complement one another. PhillyFreightFinder illustrates 20 types of freight infrastructure and facilities and includes several tools highlighting key indicators of freight activity in the region. PhillyFreightFinder has been created with a variety of uses and users in mind, ranging from county and city planners to the general public and municipal officials. Further information about the Freight Planning Program at DVRPC can be obtained from DVRPC's website at www.dvrpc.org/freight.

Projects listed in Table 7 illustrate a sampling of projects in the TIP that promote goods movement and economic development, and some of the benefits they provide to the freight industry. The identified projects have a direct, significant, and positive association with the flow of goods at intermodal facilities; near manufacturing, office, or commercial locations; or along strategic corridors. The projects improve NHS connector routes, operating conditions for commercial vehicles, and access to economic activity centers. The benefits of the projects can be expressed in terms of increasing safety and efficiency, spurring economic activity, creating jobs, protecting the environment and the region's quality of life, and promoting primary freight corridors and industrial centers.

Toll Authority Highway, Transit, and Port-Related Projects

The toll authorities with facilities in the Pennsylvania portion of this region (Pennsylvania Turnpike Commission, DRPA/PATCO, Delaware River Joint Toll Bridge Commission, etc.) undertake numerous significant highway and port-related projects utilizing their own funds. Although not included in the project listings or funding summaries, it is important to identify toll authority projects in order to provide a more complete picture of the transportation issues being addressed throughout the region. The projects are listed, along with their associated costs, in Table 8.

Special Programs

Special programs are often established that set aside funding for projects that will be selected at a future date or that dedicate funds for specific types of projects. Projects funded through these programs have their

own set of evaluation criteria specific to the funding source and goal of the program. Examples are CMAQ and TASA, which includes the Safe Routes to School program.

DVRPC Competitive CMAQ Program

The CMAQ program was established by ISTEA and has continued under TEA-21, SAFETEA-LU, MAP-21, the FAST Act, and the IIJA/BIL. CMAQ funds are allocated to the states for use in air quality non-attainment and maintenance areas for projects that contribute to the attainment of the Clean Air Act standards by reducing emissions from highway sources. The types of projects that are eligible for CMAQ funding include public transit improvements, bicycle and pedestrian facilities and outreach efforts, traffic flow improvements, ridesharing and other demand management programs, alternative fuel vehicles, projects that will reduce idling emissions, and diesel engine retrofits. DVRPC selects projects for CMAQ funding periodically through a DVRPC Competitive CMAQ Program. Any public agency or public-private partnership may submit projects to DVRPC for consideration. The CMAQ Subcommittee of the RTC evaluates the projects and makes recommendations to the Board for final selection. In October 2019, the DVRPC Board finalized the most recent round of the DVRPC Competitive PA CMAQ Program by selecting 13 projects totaling over $25 million for funding in the DVRPC Pennsylvania counties. For more information about the CMAQ Program, please visit www.dvrpc.org/cmaq.

TASA

The IIJA/BIL's STBG sets aside funding for the continuation of TASA, which was established under MAP-21 and carried over with the FAST Act, as an amalgamation of the previous authorization's Transportation Enhancements, Recreational Trails, and Safe Routes to School programs. Eligibility requirements of these programs have remained largely the same. Not only is there a statewide TASA allocation, but there is also a direct allocation of TASA funds to Urbanized Areas with populations greater than 200,000. All TASA funds must be awarded through a competitive process, whether the funds come from regional MPO funds or from the statewide allocation.

TASA projects build pedestrian and bicycle facilities, improve access to public transportation, create safe routes to school, preserve historic transportation structures, provide environmental mitigation, and create trail projects that serve a transportation purpose while promoting safety and mobility among others. The IIJA/BIL apportions $8,266,000 in FY2025, and $8,438,000 annually after FY2025, directly to the DVRPC southeastern Pennsylvania region for use in selecting projects on a competitive basis. This is a significant increase from prior levels. A recent competitive round of two years' worth of MPO funding occurred in the fall of 2023, with final project selections in the winter of 2024.

Even though the IIJA/BIL is only a five-year authorization, funds are shown in all 12 years of the TIP in anticipation of continuing resolutions or a new reauthorization. During the regional TASA selection rounds, the five DVRPC Pennsylvania counties were involved in project evaluation and formulating recommendations for the DVRPC Board. Much like the Competitive CMAQ Program, projects were subjected to a rigorous evaluation process before the priority list of projects was selected. In addition to the regional MPO funding, PennDOT administers a statewide TASA program and has awarded approximately $49.5 million for 55 projects submitted by sponsors across the state. Before the IIJA/BIL was signed into law, only $18 million was available to fund projects through this statewide program. A list of awards for the TASA Projects, including those funded by the IIJA/BIL (noted as "(BIL)"), is available on the program web page.

DVRPC Regional Trails Program

With financial support from the William Penn Foundation, DVRPC's Regional Trails Program provides planning assistance and financial support to trail developers, counties, municipalities, and non-profit organizations to complete the Circuit Trails, Greater Philadelphia's 800-mile network of multiuse trails. The Circuit Trails take advantage of the many opportunities to build and connect trails across the region, which is a product of the area's success in repurposing unused rail corridors and developing linear parks along the region's waterways. The Circuit Trails will also serve as the backbone for a network of "bicycling highways," which will allow safe and efficient travel by bicycle between homes, businesses, parks, schools, and institutions, free from motorized traffic. For more information about the Regional Trails Program or the Circuit Trails, visit www.dvrpc.org/Trails/RegionalTrailsProgram or circuittrails.org.

State Funds outside Financial Guidance

In addition to the baseline STIP/TIP funding identified in PennDOT's Financial Guidance, there are multiple funding sources that are distributed statewide to counties, municipalities, and through PennDOT maintenance:

- County/Municipal Liquid Fuels Tax Fund Allocations;
- PennDOT County Maintenance A-582/A-409; and
- Statewide Distribution of Funds:
    - Green Light-Go;
    - Highway Transfer/Turnback Program;
    - Highway Systems Technology;
    - Debt Service;
    - Pennsylvania Infrastructure Bank (PIB);
    - Act 44 Bridge;
    - $5 County Fee for Local Use Fund;
    - Marcellus Shale; and
    - A-409 Discretionary.

As defined by 23 USC 450.218(m), the STIP and regional TIPs are required to contain system-level estimates of costs and state and local revenue sources beyond Financial Guidance that are reasonably expected to be available to adequately operate and maintain Federal-aid highways and public transportation.

Beyond the baseline federal and state funding, Pennsylvania invests more than $2.4 Billion annually to operate and maintain the Commonwealth's transportation network. This funding plays an important role in maintaining transportation infrastructure across the Commonwealth and contributes significantly to providing a state of good repair. It should be noted that existing and future transportation needs are much greater than what current financial resources can provide in Pennsylvania. These needs go beyond traditional highway and bridge infrastructure and include multi-modal facilities such as public transit, aviation, rail, marine, ports, bicycle, pedestrian, and other assets. Table 6: shows the regional estimated total of state transportation funding not included in the TIP.

Table 6: State Transportation Funding Not Included in the TIP

Pennsylvania Transportation Funding Not Included in the TIP					
PLANNING PARTNER	SFY24–SFY25	SFY25–SFY26	SFY26–SFY27	SFY27–SFY28	SFY28–SFY29
DVRPC	**$305,274,541**	**$304,470,710**	**$304,392,675**	**$335,639,837**	**$332,147,427**

Source: PennDOT, 2024

Note SFY is State Fiscal Year which is July 1st to June 30th.

Table 7: Supporting Projects that Facilitate Goods Movement and Economic Development

Benefits	Project MPMS #	County
Advances Safety and Security		
Railroad/Highway Grade Crossings	Statewide	Various
Balances Freight Operational Needs with Community Goals		
US 202, Markley Street Southbound	16665	Montgomery
Improves the Environment		
DVRPC Competitive CMAQ Program	48201	Various
Eliminates Bottlenecks/Reduces Congestion, Upgrades Bridges, and Improves Intersections		
Baltimore Pike/Newark Road Intersection Improvements	110312	Chester
Maintains Primary Truck Routes, Highways of Regional Significance, and Pavement		
I-95 Reconstruction	17821, 47811, 47812, 47813, 79828, 79905, 79910, 103557, 103558, 103559, 103560, 103561, 103563, 115805, 116391	Philadelphia
Improves Distribution Patterns and Supply Chains and Modernizes Interchanges and Ramps		
Bridgewater Road Extension	79329	Delaware
Maximizes Freight Railroads		
Route 1 Improvement-North (Section RC2)	93445	Bucks
Promotes the Growth of Central Business Districts, Commerce, and Tourism		
PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)	66952	Montgomery
Speeds the Delivery of Goods and Modernizes Communications		
I-76 Integrated Corridor Management	106662	Montgomery
Improves NHS Intermodal Connectors and Serves Ports, Airports, Freight Centers, and/or Manufacturing Sites		
PA 291 Drainage Improvement	99668	Delaware

Source: DVRPC, 2024

Table 8: Toll Authority Projects

Project	Schedule (Years)	Cost (in millions)
Delaware River Joint Toll Bridge Commission		
Trenton-Morrisville Toll Bridge Route 1 & PA Avenue Interchange Improvements	2027-2029	$11.173
Trenton-Morrisville Toll Bridge All Electronic Tolling	2030-2031	$20.903
Trenton-Morrisville Toll Bridge Painting and Repairs including Approach Structures	2030-2032	$29.788
New Hope-Lambertville Toll Bridge All Electronic Tolling	2024-2025	$4.822
New Hope-Lambertville Toll Bridge Rehabilitation	2027-2029	$32.513
Lower Trenton Toll Supported Bridge Rehabilitation	2027-2028	$47.153
Calhoun Street TSB Rehabilitation	2029-2030	$37.256
Washington Crossing Bridge Replacement	2024-2032	$171.803
Centre Bridge-Stockton Toll Supported Bridge Rehabilitation	2024-2025	$22.836
Uhlerstown-Frenchtown TSB Rehabilitation	2024-2025	$26.672
Upper Black Eddy-Milford Toll Supported Bridge Rehabilitation	2027-2029	$25.552
Riegelsville Toll Supported Bridge Rehabilitation	2027-2028	$25.329
Soft AET In-Lane Toll System and Signage	2024-2025	$2.160
DRPA/PATCO		
Benjamin Franklin Bridge - Masonry Rehabilitation	2024–2027	$20.38
Benjamin Franklin Bridge - Suspension Spans Rehabilitation	2024–2025	$55.0
Benjamin Franklin Bridge - Safety Improvements	2025–2028	$77.0
Benjamin Franklin Bridge - Maintenance, Painting, and Steel Repairs	2024–2028	$8.6
Commodore Barry Bridge - Deleading and Repainting	2024–2028	$145.0
Commodore Barry Bridge - Deck Replacement Phase 1	2025–2027	$6.0
Betsy Ross Bridge - Deleading and Repainting	2024–2027	$75.0
Walt Whitman Bridge - Suspension Cable Dehumidification	2024–2028	$36.5
Ben Franklin and Walt Whitman Fender and Pier Rehabilitation	2025–2027	$26.5
PATCO - PATCO Interlocking and Track Rehabilitation Phase II	2024–2028	$38.5
PATCO - Embankment Restoration, Drainage Improvements, and Retaining Walls Rehabilitation	2024–2026	$10.5
PATCO – Replace Electrical Cables in Subways and Subway Structure Rehabilitation	2024–2028	$51.0

Table 8: Toll Authority Projects (cont.)

Project	Schedule (Years)	Cost (in millions)
Pennsylvania Turnpike Commission		
I-476, MP A20-A26 Asphalt Resurfacing	Construction Ends 2026	$12.8
I-476, Quakertown Interchange	Construction Ends 2025	$115
I-476, MP A38 – A43 Total Reconstruction	Construction Ends 2026	$367.2
I-476, MP A44 – A48 Total Reconstruction	Construction Ends 2035	$116
I-76, Delaware River Bridge Replacement	Construction Ends 2032	$1,200
I-76, MP 319-322, Asphalt Resurfacing	Construction Ends 2026	$5.7
I-76, MP 340-345 Asphalt Resurfacing and I/C	Construction Ends 2025	$8.7
I-76, MP T334-T342 Bridge Rehabilitation	Construction Ends 2025	$3.2
I-76, MP T342-T350 Bridge Rehabilitation	Construction Ends 2025	$26.9
I-76, 346.82 DB-203 Overhead Bridge Replacement	Construction Ends 2030	$8
I-76, MP 348.25 DB-210 Overhead Replacement	Construction Ends 2027	$10
I-76, MP 298 – 302 Total Reconstruction	Construction Ends 2044	$356.3
I-76, MP 302 – 308 Total Reconstruction	Construction Ends 2042	$346.7
I-76, MP 308 – 312 Total Reconstruction	Construction Ends 2042	$343.1
I-76, MP 312 – 316 Total Reconstruction	Construction Ends 2027	$450
I-76, MP 316 – 319 Total Reconstruction	Construction Ends 2032	$304.2
I-76, MP 320 – 324 Total Reconstruction	Construction Ends 2031	$650

Table 8: Toll Authority Projects (cont.)

Project	Schedule (Years)	Cost (in millions)
Pennsylvania Turnpike Commission		
I-76/I-276, MP 324 – 326 Total Reconstruction	Construction Ends 2025	$467.4
I-276, Lafayette Street Interchange at MP 331.60	Construction Ends 2033	$95.7
I-276, I-95 I/C – D - 30	Construction Ends 2026	$599.2
I-276, I-95 I/C – Stage A	Construction Ends 2038	$359.9
I-276, I-95 I/C – Stage C	Construction Ends 2034	$359.9

Source: DVRPC, 2024

CHAPTER 3:

Title VI and Environmental Justice

As the region's MPO, DVRPC is mandated to ensure non-discrimination in all of its programs and projects, including the TIP, and respond to federal guidance on Environmental Justice (EJ). There are two primary federal non-discrimination guidelines DVRPC follows in its planning efforts: Title VI of the Civil Rights Act of 1964 and the 1994 President's Executive Order on Environmental Justice (#12898). See Appendix G: Title VI Policy Statement and Complaint Procedures.

To address decades of underinvestment and disproportionate impacts on marginalized communities and to build upon a national commitment to environmental justice, the Biden-Harris Administration created the Justice40 Initiative. Established under Executive Order 14096, "Revitalizing Our Nation's Commitment to Environmental Justice for All" and signed in April 2023, Justice40 has made it a national goal to ensure that 40 percent of the overall benefits of federal investments go to communities disadvantaged by social, economic, and environmental factors. All Justice40 programs receiving federal funding have been asked to identify the benefits of their covered programs, determine how covered programs distribute benefits, and calculate and report on reaching the 40-percent goal. Certain federal funds in the DVRPC FY2025 PA TIP qualify as Justice40 covered programs.

In addition to federal guidance, there is guidance from PennDOT for the state of Pennsylvania that DVRPC also follows, referred to as the South-Central Pennsylvania Environmental Justice Unified Process and Methodology Guide. Figure 4: outlines the key steps of an EJ Analysis Process Framework according to this guidance.

Figure 4: EJ Analysis Process Framework in Transportation Planning from the South-Central Pennsylvania Environmental Justice Unified Process and Methodology Guide

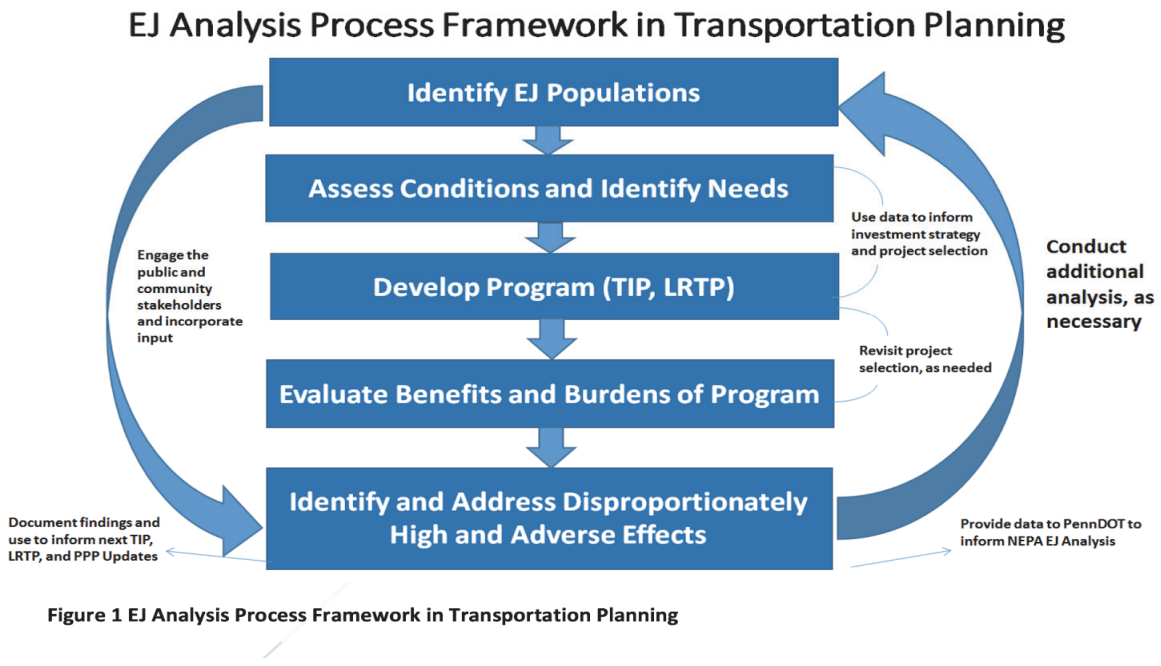


Figure 1 EJ Analysis Process Framework in Transportation Planning

Source: South-Central Pennsylvania Environmental Justice Unified Process and Methodology Guide, 2019

The programming process that DVRPC facilitates during TIP updates is dynamic and complex. The process seeks to meaningfully address diverse needs and requirements in addition to Title VI and EJ considerations,

and to ensure these requirements and considerations influence how the region's resources are allocated. In addition to Title VI and EJ, some other considerations in TIP programming include:

- balancing funds across various areas, and ensuring consistency with DVRPC's Long-Range Plan vision, goals, and objectives;
- resource distribution to different geographic areas;
- different geographic needs;
- competing transportation modes (transit, bicycle, pedestrian, freight, road);
- eligibility requirements of various funding sources (e.g., HSIP versus CMAQ);
- number of funding sources that the city expects; and
- political realities.

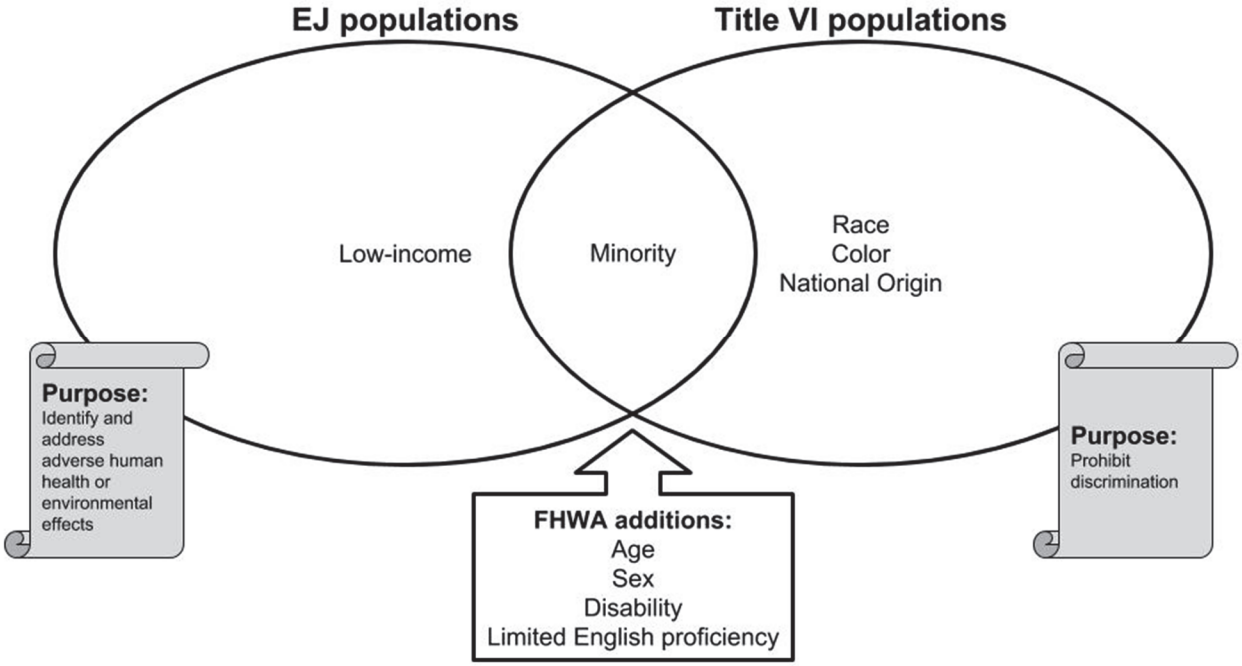
What Are EJ and Title VI?

Title VI and EJ are required components in the metropolitan planning process due to legislative and executive actions: Title VI of the Civil Rights Act of 1964, the President's Executive Order #12898 from 1994, and the USDOT Order on Environmental Justice in Minority Populations and Low-Income Populations 5610.2(a). Title VI of the Civil Rights Act of 1964, which served as the foundation for the EJ Executive Order, is a nondiscrimination statute that states "no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance." Additional guidance from FTA and the FHWA encourage transportation agencies to follow non-discrimination guidelines based on sex, age, and disability.

The 1994 President's Executive Order #12898 on Environmental Justice ensures that each agency receiving federal financial assistance will make environmental justice its mission "by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations in the United States." Upholding the principle of environmental justice in transportation means that projects, such as highway expansions, do not have a disproportionately negative impact on communities that have historically been isolated from and disregarded in the planning process.

In the transportation realm, the USDOT Order on Environmental Justice in Minority Populations and Low-Income Populations 5610.2(a) requires that transportation agencies fully consider environmental justice principles throughout planning and decision-making processes in the development of programs, policies, and activities. See Figure 5 for the overlap in populations and intent of Title VI and EJ. All transportation agencies must strive to offer the opportunity for people to be meaningfully involved in the development of transportation plans; all persons shall experience an equitable distribution of benefits and costs from transportation projects, programs, and policies; a person or population group should not be denied the benefits of the TIP; and agencies should avoid, minimize, or mitigate disproportionate burdens (high and adverse impacts) resulting from a program or project, especially for minority and low-income populations.

Figure 5: Populations and Purpose of EJ and Title VI



Source: DVRPC, 2024

Identifying Populations

DVRPC is committed to complying with the federal guidance on Title VI and EJ and the state guidance in the South Central Pennsylvania Environmental Justice Unified Process and Methodology Guide. DVRPC's Regional Planning division, which includes the Office of Capital Programs, works with the Office of Communications and Engagement to address technical and public involvement activities, respectively, as they relate to Title VI and EJ. To meet the requirements of the federal and state guidance, DVRPC has and will continue to conduct the following activities:

- Enhance its analytical capabilities to ensure that the Long-Range Plan and the TIP comply with Title VI,
- Identify residential, employment, and transportation patterns of low-income and minority populations, so their needs can be identified and addressed, and the benefits and burdens of transportation can be fairly distributed.
- Evaluate and, where necessary, improve the public outreach process to eliminate barriers and engage minority and low-income populations in regional decision making.

DVRPC's technical work involves Title VI and EJ evaluation through quantitative and qualitative analyses and mapping. In 2001, DVRPC developed a technical assessment to identify populations of concern that may be directly and disparately impacted by the Commission's plans, programs, and planning processes. This assessment, called Indicators of Potential Disadvantage (IPD), was significantly revised in 2010 and 2018. The IPD analysis is utilized in a variety of DVRPC plans and programs, including the TIP, and is available online at www.dvrpc.org/webmaps/IPD. For more information about DVRPC's Title VI Compliance Program and Public Involvement opportunities, please visit www.dvrpc.org/GetInvolved/TitleVI and www.dvrpc.org/GetInvolved/PublicParticipation.

IPD Methodology

The TIP selection process and program evaluation use DVRPC's IPD methodology to analyze projects that can be mapped. There are nine population groups that are currently analyzed via the IPD, all of which have been identified as communities of concern under Title VI and/or EJ:

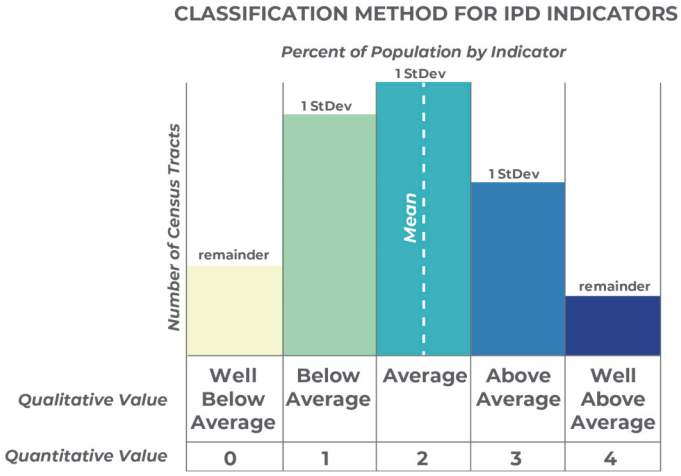
- Ethnic Minority;
- Female;
- Foreign Born;
- Limited English Proficiency;
- Low-Income;
- Older Adults;
- Persons with Disabilities;
- Racial Minority; and
- Youth.

The IPD methodology evaluates each census tract in the DVRPC-PA region for the concentration of each of the nine IPD population groups listed above using American Communities Survey (ACS) data. This methodology is used in the FY2025 TIP to understand the distribution of projects and how they may benefit or burden communities of concern, particularly focusing on the low-income, racial minority, and ethnic minority populations.

In the IPD methodology, the data for each of the indicators in the IPD analysis is split into five categories, which are determined by using the DVRPC-PA regional average to create standard deviations for each indicator. A score is correlated with each of the five categories to create a system for comparing the concentrations of populations within TIP project areas. As Figure 6: below illustrates, a census tract's "cumulative score" (an IPD score ranging from 0 to 36) is determined by each of the indicator's individual scores:

- Well Below Average (score of 0);
- Below Average (score of 1);
- Average (score of 2);
- Above Average (score of 3); and
- Well Above Average (score of 4).

Figure 6: IPD Scoring Methodology



Source: DVRPC, 2024

For the purpose of the TIP, these summary scores are then again organized into five categories from "Well Below Average" to "Well Above Average," to allow for regional comparisons and evaluation. See "IPD" on page 90 for more information on IPD scores and categories:

- Well Below Average (scores from 0 to 6);
- Below Average (scores from 7 to 12);
- Average (score from 13 to 18);
- Above Average (scores from 19 to 24); and
- Well Above Average (scores from 25 to 36).

Demographic Analysis by Low-Income, Racial Minority, and Ethnic Minority

Table 9: provides an overview of demographic data from the U.S. Census for the five-county Pennsylvania region of Bucks, Chester, Delaware, Montgomery, and Philadelphia counties ("DVRPC-PA region"). This includes information on minority and low-income populations, as well as other vulnerable populations like people with disabilities and carless households. A comprehensive table, including other minority populations available via U.S. Census data, is included in Appendix F.

White, Non-Hispanic persons represent nearly 60 percent of the DVRPC-PA region's population, followed by Black or African American, Non-Hispanic (21 percent), Hispanic (10 percent), Asian alone, Non-Hispanic (7 percent), and two or more races, Non-Hispanic (3 percent). Several other ethnic minority groups have small populations in the region, each representing less than 1 percent of the regional DVRPC-PA population. For the full list of population data, see Table F1 in Appendix F.

Over 26 percent of the regional DVRPC-PA population is considered low-income, and 13 percent of the regional population has household incomes below the poverty line, including 24 percent of Black or African American, Non-Hispanic households, 27 percent of Hispanic households, and 34 percent of households identifying with the "some other race" category. For details on poverty rates for other racial groups, see Table F2 in Appendix F.

Maps depicting concentrations of low-income and minority populations are included in Appendix F as Figures F1 (Concentrations of Low-Income Populations), F2 (Concentrations of Racial Minority Populations), and F3 (Concentrations of Ethnic Minority Populations).

Assessing Conditions and Needs

As detailed in Chapter 4, the IIJA/BIL requires state DOTs and MPOs to use Performance-Based Planning and Programming (PBPP) in transportation decision making. This includes establishing baseline performance metrics for the transportation network, setting data-driven targets, selecting projects to help meet those targets, and tracking progress. The goal of PBPP is to ensure targeted investment of transportation funds by increasing accountability and transparency and providing for better investment decisions that focus on outcomes related to goals, including safety, infrastructure preservation, congestion reduction, and system reliability. For the FY2025 TIP, DVRPC performed an in-house analysis of existing asset conditions, enabling for the first time a customized approach to understanding the region's infrastructure challenges, particularly regarding disproportionate conditions in communities of concern, as defined by DVRPC's IPD analysis. Because this in-house analysis was more tailored to the DVRPC-PA region than prior analyses conducted by PennDOT at the statewide level, the observations related to disproportionate trends may differ from those shown in prior TIPs.

Early in the process of developing the FY2025 TIP, DVRPC developed a new web map application displaying bridge and pavement asset condition and safety data alongside demographic information, including low-income and minority populations, and shared it with the PA TIP Subcommittee. The web map helped facilitate a conversation among stakeholders about how to maintain and improve the region's transportation network

equitably, avoiding disproportionate impacts or levels of investment. Regional versions of the asset condition maps with demographic data are provided in Appendix F.

In addition to the web map provided to the Subcommittee, DVRPC conducted and shared an analysis of bridge and pavement conditions in communities of concern at the conclusion of the FY2023 PA TIP update in order to identify and address any disproportionate impacts.

Bridge Conditions in Communities of Concern

Analysis of bridge conditions found that poor-condition bridges are disproportionately located in communities with above average and well above average concentrations of either low-income or minority populations. When examining the condition of the total number of bridges located in these areas, communities with higher shares of these populations also have a higher share of their bridges categorized as "poor" condition. There also appears to be a higher percentage of bridge deck area in poor condition located in communities with above average and well above average concentrations of minority populations. This may be due to the large size of many bridge structures located in the City of Philadelphia. The FY2025 TIP for Pennsylvania includes nine new bridge projects in addition to approximately 90 bridge projects carried over from the FY2023 TIP. In addition, $20 million has been set aside in the Draft FY2025 TIP for a new round of the Municipal Bridge Retro-Reimbursement Program and $76 million has been set aside for a new competitive off-system bridge program.

See Tables F3, F4, and F5 in Appendix F for more details. Maps of bridge conditions with demographic information are also included in Appendix F as Figures F4, F5, and F6.

Table 9: Population Estimates in the DVRPC Pennsylvania Region (2018–2022)

Population for Five DVRPC Pennsylvania Counties	Population Estimate	Regional Percentage
Total	4,206,556	100%
White, Non-Hispanic	2,476,647	60%
Minority	1,705,215	40%
Black or African American, Non-Hispanic	873,519	21%
Asian, Non-Hispanic	286,887	7%
Two or more races, Non-Hispanic	142,545	3%
Hispanic	402,264	10%
Low-Income Population	1,074,068	26%
Other Communities of Concern		
Limited English Proficiency (LEP)	278,515	7%
Persons with a Disability	538,310	27%
Female Head of Household with Child	95,385	6%
Elderly (65 years or older)	691,650	16%
Carless Households	244,629	15%

Source: ACS, U.S. Census Bureau, 2018–2022

Note that several other smaller minority populations are listed in Table F1 of Appendix F.

DVRPC's IPD analysis defines Low-Income Populations as 200 percent of the poverty level or below.

Pavement Conditions in Communities of Concern

Analysis of pavement conditions found that there is a significant difference in the distribution of pavement in poor condition among communities in the DVRPC-PA region. Communities with above average or well above average low-income and minority populations have a higher percentage of their pavement in poor condition compared to areas with lower concentrations of these populations. Similarly, communities with above average or well above average concentrations of low-income and racial minority populations had a disproportionately lower percentage of their pavement in good condition when compared to communities with lower shares of these populations and when compared to the regional average. For pavement in fair condition, there was no trend among areas varying by income, race, or ethnicity. There are currently 228 segment miles of pavement in excellent condition in the entire five-county DVRPC-PA region, while there are over 1,100 miles in good condition, close to 1,500 miles in fair condition, and approximately 1,400 miles of pavement in poor condition. This distribution of good, fair, and poor pavement condition is consistent with PennDOT's LLCC approach, described in Chapter 2.

Pavement conditions in the region are addressed in two ways: through the TIP and through maintenance funding not captured in the TIP. The FY2025 TIP includes 24 Roadway Rehabilitation projects, including one programmed on the statewide IMP. These tend to be larger, more complex projects that include improvements beyond the scope of simply addressing pavement conditions. PennDOT District 6 also has a five-year resurfacing plan to address pavement, which is updated periodically. This five-year resurfacing plan is funded with state maintenance dollars that do not appear in the TIP. The segments on the five-year plan are currently selected based primarily on asset management system data and analysis. Going forward, a more nuanced approach may be required to balance federal performance targets for pavement preservation with ensuring that pavement condition is addressed equitably throughout the DVRPC-PA region. DVRPC will work with PennDOT District 6 to evaluate new methods to update this process. It is also important to note that several large packages of resurfacing projects programmed on the FY2025 TIP in the City of Philadelphia will address pavement conditions, including many roadways in disadvantaged communities.

See Tables F6, F7, and F8 in Appendix F for more details. Maps of pavement condition with demographic information are also included in Appendix F as Figures F8, F9, and F10.

Safety: Crashes and Communities of Concern

To understand crashes in communities of concern under Title VI and EJ, DVRPC uses mapping developed in the Commission's *Crashes and Communities of Concern in the Greater Philadelphia Region* report (DVRPC Product #18022). This report is a study of the regional inequities in crash incidence, using a correlation analysis to determine which federally protected classes ("communities of concern") are at the greatest risk of severe vehicle crashes in the Greater Philadelphia region. Its main finding is that census tracts with above average concentrations of low-income, racial minority, ethnic minority, and disabled populations correlate with census tracts that have above average crash rates in the region. See Figures F10, F11, and F12 for maps depicting high concentrations of communities of concern and high rates of crashes.

Crash data is complex and multifaceted. PennDOT crash data from 2015 to 2019 was analyzed with census data, and the results were distributed by PennDOT to planning partners ahead of the FY2023 TIP update. (See Tables F7, F8, F9, and F10 in Appendix F.) This data includes total crashes, fatal and suspected serious injuries, and separate analyses of crashes involving users of non-motorized modes, including bicyclists and pedestrians. Analysis of this data did not show disproportionate trends in terms of total crashes. However, the data does indicate an over-representation of bicycle and pedestrian crashes in communities with above average and well above average concentrations of both low-income, and to a slightly lesser extent, minority populations. The trend is particularly alarming for pedestrian crashes in communities with well above average concentrations of low-income populations (see Table F9 in Appendix F).

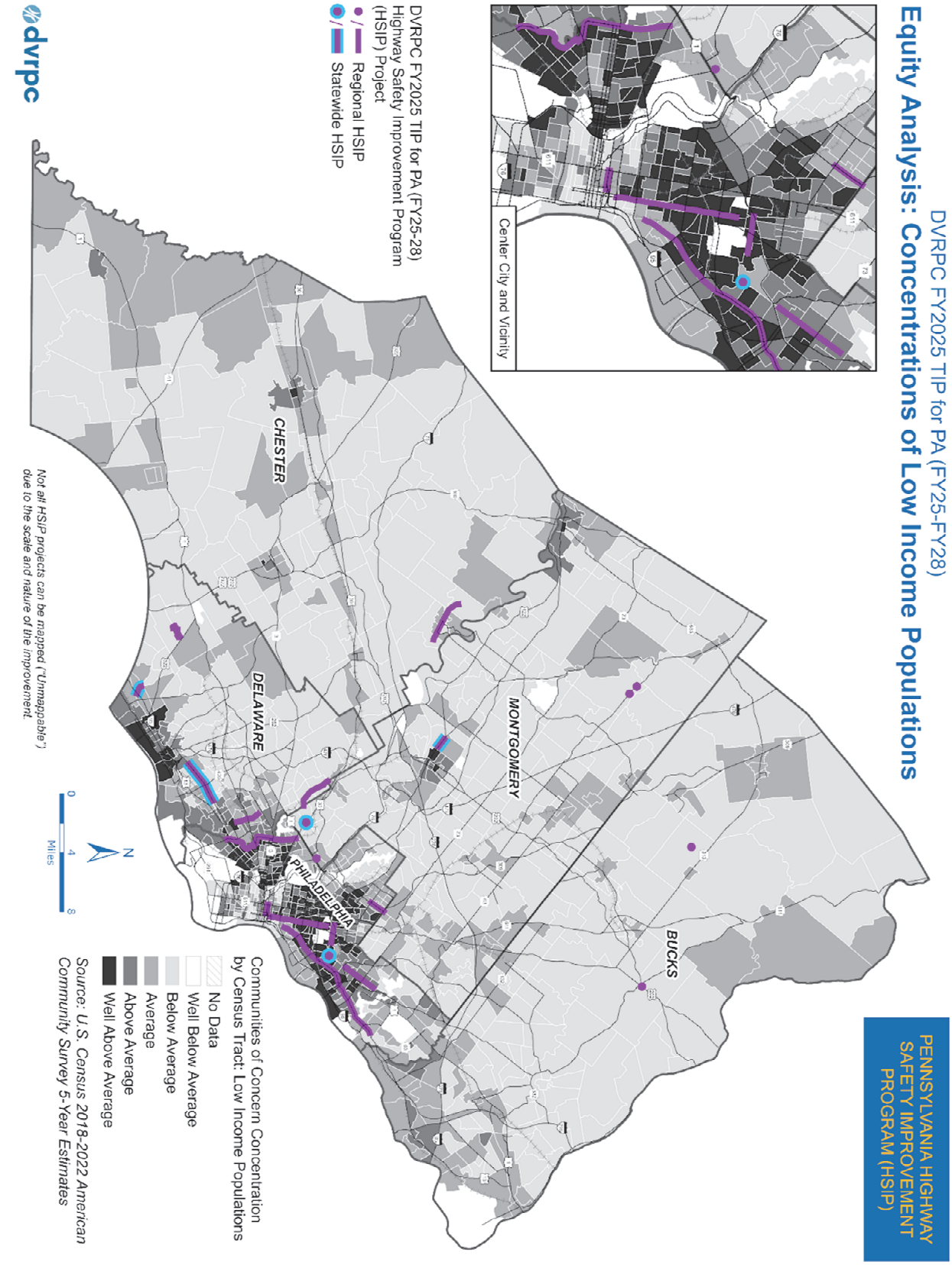
As noted in Chapter 4, "Performance-Based Planning and Programming," there are multiple approaches for funding transportation projects that will improve safety. One core approach is developing projects that are funded with HSIP funds. PennDOT funds a Statewide HSIP Set-Aside Program. The DVRPC region, working with PennDOT District 6, also funds a program of Regional HSIP projects. Many of the projects in this pipeline

will address pedestrian and bicycle crashes in communities with high concentrations of low-income and minority populations.

In Figure 6: the crashes and communities of concern analysis is combined with concentrations of low-income communities and FY2023 TIP projects programmed with statewide and regional HSIP funds. Similar maps with concentrations of racial and ethnic minority populations can be found in Appendix F as Figures F13, F14, and F15.

Connections 2050 includes a Regional Vision Zero 2050 goal. In January of 2022, the DVRPC Board voted to adopt regional safety targets to meet that goal. Per federal regulations, if an MPO adopts regional safety targets, the adopted targets must cover the entire MPO region. The adopted regional safety targets represent fatal and suspected serious injury data for the combined nine-county bi-state DVRPC region. In taking this action, DVRPC's member governments and agencies agreed to plan and program projects that contribute toward meeting or exceeding the regional safety targets. This commitment can be seen in the new candidate projects selected for the FY2023 TIP. Out of 11 total non-bridge projects, nearly half focus explicitly on safety improvements. These include three roundabouts, one trail, and one complete streets project. All of the candidates added to the TIP scored well in the safety criteria of the Plan-TIP Project Evaluation Criteria analysis. All of these projects were funded with sources other than HSIP.

Figure 7: Pennsylvania HSIP and Concentrations of Low-Income Populations



Access to Transit

To understand access to transit, DVRPC leverages mapping developed in the Equity Through Access (ETA) project, which is used in the MPO region's Coordinated Human Services Transportation Plan. See www.dvrpc.org/eta/ for more details. The ETA transit accessibility map layer shows a composite measure of regional public transit accessibility, considering how many areas a person could access in a 45-minute transit trip, the general number of essential services accessible in a 45-minute transit trip, frequency of service, and walkability of the block group to transit stations/stops.

Using accessibility data at the block group level, the four characteristics were combined and ranked 1 through 10. Higher values were assigned to areas that are less accessible by transit, and lower values were assigned to areas that are more accessible by transit. Figure 8: shows this transit accessibility in the DVRPC-PA region.

Equity Analysis of the TIP

DVRPC evaluated the FY2025 TIP for Pennsylvania in two ways in order to understand if investments could potentially impact protected population groups and/or communities of concern:

program evaluation by mapping TIP projects; and

program evaluation of the allocation of investments.

DVRPC evaluated each candidate project proposed for the Draft FY2025 TIP during the project evaluation process and designated an IPD score (see "Project Selection and Evaluation Process" on page 19 in Chapter 2 for more details). As a result of additional funding from the IIJA/BIL, the DVRPC-PA region was able to add 26 candidate projects, including nine bridges. Each project was analyzed with the Plan–TIP Project Evaluation Criteria tool, which includes an equity measure. After a draft program was agreed upon by the PA TIP Subcommittee, the entire program of investments that can be mapped ("mappable") was evaluated by census tract by using the IPD analysis. This is called Program Evaluation. Not all TIP projects can be mapped ("Unmappable") due to the scale and nature of the improvement (e.g., MPMS #115970, Air Quality Action Supplemental Services). Table F15 in Appendix F lists all 85 TIP projects in the Highway and Transit programs that were not mappable and/or lacked statistically significant residential census data.

DVRPC's Program Evaluation of the TIP covered two aspects: the number of mappable projects and the amount of proposed investment (see the "Benefits and Burdens: Economic Investment" section below). Although some projects were left out of the analysis due to the inability to be represented geographically, the FTA and the FHWA consider utilizing geographic information systems (GIS) in equity analyses as a best practice for identifying potential impact to communities of concern. A 50-foot buffer was applied to the mapped features (points and lines) in order to capture potentially impacted census tracts.

Federal regulation requires that the TIP covers a minimum of four federal FYs of programming (FY25– FY28 for this TIP), but the DVRPC FY2025 TIP for Pennsylvania demonstrates a longer planning and programming horizon in order to provide better information about expected resources and projects that will advance over time. The FY2025 TIP for Pennsylvania details the four required federal FYs (FY25– FY28), as well as an additional eight years, for a total of 12 years of project programming from FY2025 to FY2036. DVRPC analyzed mappable transportation projects in the Highway and Transit programs for the next 12 years (FY25–FY36) with DVRPC's IPD analysis (see the "Benefits and Burdens: Economic Investment" section below).

Apart from the TIP process, EJ and Title VI are also considered early and continuously in the project delivery process before a project can be authorized for construction. Local agencies and project sponsors are additionally required to evaluate projects under the National Environmental Policy Act (NEPA) process to address potential environmental impacts of a transportation project. A transportation project (or program as a whole) can benefit communities, such as by improving existing or adding new transportation infrastructure. Transportation infrastructure, for instance, can support economic growth and reduce poverty within a community by providing residents and businesses safer and faster access to essential goods and services and by reducing transportation costs (e.g., travel time, vehicle operating and parking costs). In return, additional job creation, tax revenues, new businesses or business expansion, higher property values, and better air quality can result. Yet the same project (or program) can result in burdens or negative externalities

for the same and/or other communities. For example, improved vehicle access and reduced cost per vehicle mile may make it more difficult for pedestrians to travel and access goods and services, reduce property values, or lower business revenue by exposing them to more competition (e.g., easier for customers to access other businesses that they could not before).

Evaluating Benefits and Burdens

Although transportation infrastructure investments form the backbone of a healthy and prosperous region, their impacts may involve changes to traveler costs, accessibility, community cohesion, air quality, noise, visual quality, etc., that can affect one community more than another and at different times of the project process (before, during, and after construction).

Returning to the transportation context of EJ and Title VI of the Civil Rights Act of 1964, all people should be treated fairly and offered the opportunity to be meaningfully involved in transportation projects, programs, and policies; no one person or group should be denied the benefits of the TIP based on one's race, color, or national origin; and MPOs should avoid, minimize, or mitigate disproportionate burdens resulting from a program (or project), especially for minority and low-income populations.

It is important to recognize at the outset that it is challenging to evaluate the potential impacts of transportation projects before they have been designed, as is the case with many of the projects programmed on the FY2025 TIP for Pennsylvania. There are many complex factors to consider beyond the location of the project and the presence of certain populations that determine the relative impacts of each individual project. Conducting the analysis that follows is still an emerging area of transportation planning. DVRPC and its partners will continue to advance the state of the practice with each update of the TIP.

Planning Process

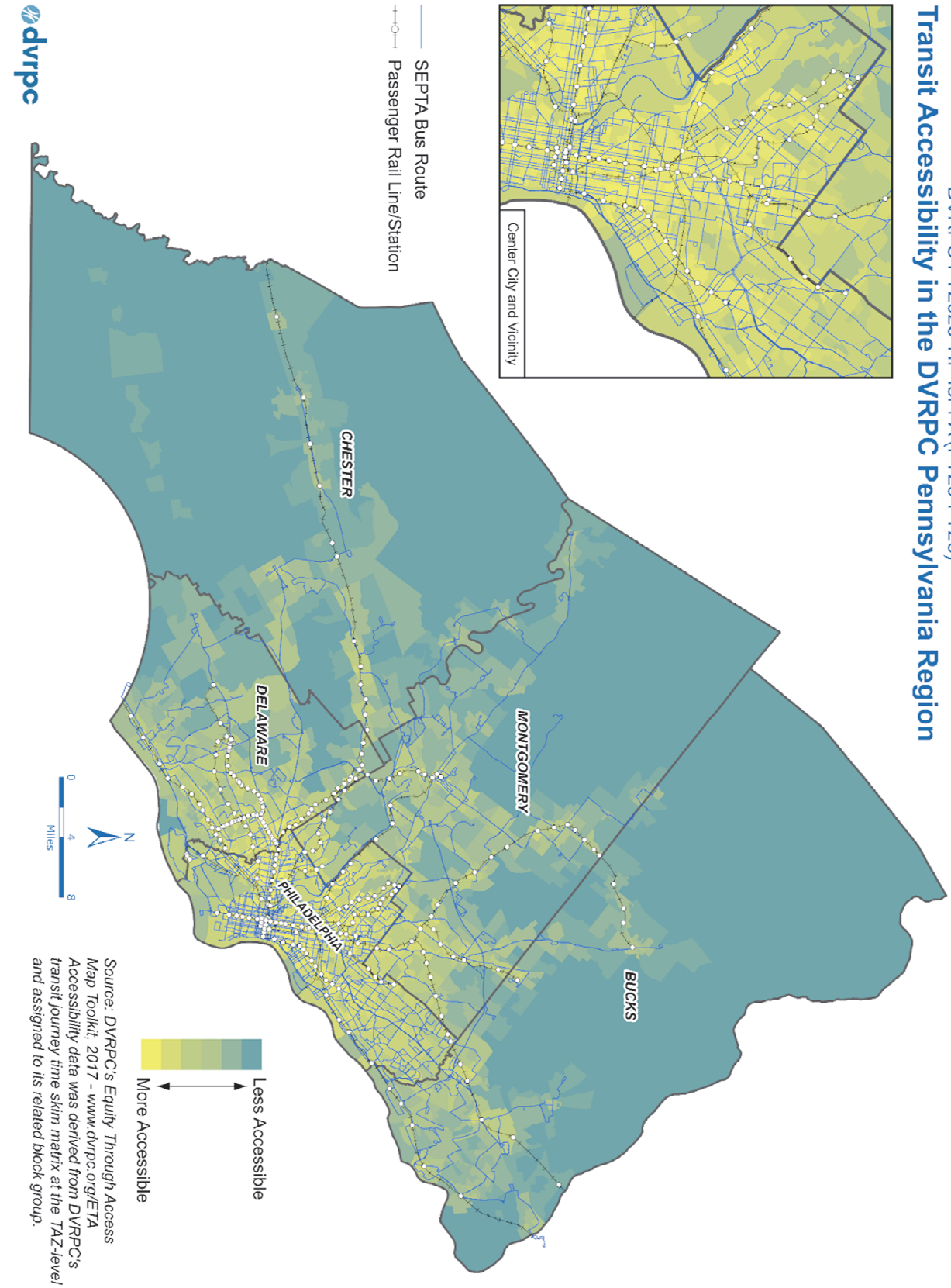
Involving members of disadvantaged communities in the planning process early and often is an important part of preventing disproportionate burdens from transportation projects. DVRPC invites members of the public to participate in specific projects and on standing committees, such as the Public Participation Task Force (PPTF) and the Healthy Communities Task Force. DVRPC's PPTF provides ongoing access to the regional planning and decision-making process, serves as a conduit for DVRPC information to organizations and communities, and assists with implementing public outreach strategies. The PPTF includes members selected through an application process designed to maintain a regionally inclusive task force with diverse interests and backgrounds, including low-income and minority populations.

More broadly, members of the public are encouraged to engage with local municipalities, county planners, DVRPC, and PennDOT in the early stages of problem identification and project development. The PennDOT Connects process, described below, offers opportunities for engagement at several points during the project development process.

As described in Appendix D: DVRPC Plan-TIP Project Evaluation Criteria, the goal of the Plan–TIP Project Evaluation Criteria is to provide a data-informed support tool to guide transportation project investment decisions. The Project Evaluation Criteria includes ten criteria, with each criteria assigned a weight. The Equity criterion, weighted at 12.4 percent of the total score evaluates Equity as it is broadly defined in the Long-Range Plan. This analysis relies on DVRPC's IPD methodology, which includes low-income and minority populations, as well as other communities of concern. Projects score based on a set of potential benefits and burdens multiplied by the max composite IPD score within a quarter-mile buffer of the project's limits.

In addition to the Equity criterion, areas with high concentrations of low-income, minority, and other communities of concern are captured as part of the Safety Criterion. Safety is the highest-weighted criterion in the Project Evaluation Criteria analysis at 23.2 percent of the total score.

Figure 8: Transit Accessibility in the DVRPC Pennsylvania Region



Project Selection: Plan-TIP Project Evaluation Criteria

Each TIP candidate project was analyzed with the Plan–TIP Project Evaluation Criteria. The scores were used to select candidates for funding from a larger pool of county and regional priorities. New for this TIP update, DVRPC introduced a Scenario Builder tool to aid in reaching consensus for the selection of new TIP projects among regional stakeholders. The tool gave users the ability to review Project Evaluation scores, select projects, and adjust funding amounts, building possible scenarios within the constraints of available funding. A key feature of the tool calculated the sum and share of the total available funding users allocated to communities with high IPD scores. This feature underscored impacts and investments to EJ communities during the consensus-building process, uniting stakeholders around shared values and aligning with a key principle in DVRPC's Long-Range Plan. Ultimately, the scenario that was agreed upon included nearly 60 percent of the funding for new projects invested in projects located in EJ communities. In total, with additional funding from the IIJA/BIL, the DVRPC-PA region was able to add nine new bridge and 17 non-bridge candidate projects. Maps of new candidate projects with demographic information are included in Appendix F as Figures F22, F23, and F24.

PennDOT Connects

Highway-funded candidate projects also undergo screening through PennDOT's local outreach initiative, PennDOT Connects. This process considers community support, potential historic preservation, cultural resource, bicycle and pedestrian, transit, or environmental resource impacts, among other topics that can be identified prior to developing project scopes and estimates. The Connects process also offers an opportunity for local stakeholders to meet with PennDOT project managers to voice local priorities and concerns, which may then be addressed in project scopes.

DVRPC staff evaluates every project that comes through the PennDOT Connects process using DVRPC's IPD mapping tool in order to identify concentrations of low-income, minority, or other disadvantaged populations. Information about specific populations is provided to PennDOT project managers, along with contact information for local groups representing these populations, when such information is known.

Role of NEPA

PennDOT evaluates potential adverse effects on low-income and minority populations as part of the NEPA process. Recognizing that certain types of actions are unlikely to generate disproportionately high and adverse effects on these populations, PennDOT, in consultation with the FHWA, Pennsylvania Division Office, has developed a list of projects exempt from detailed project-level EJ/Title VI analysis. For more information, see PennDOT Publication #746.

For non-exempt projects, information on disadvantaged populations that was gathered during the planning process, including PennDOT Connects outreach, is evaluated, and additional information about populations in the project area is gathered if necessary. This includes looking beyond the immediate project location to assess impacts from detour routes or impacts to transit services, as applicable.

DVRPC helps provide data and guidance to this process via PennDOT Connects and as requested at the project level. PennDOT supplements demographic data with field evaluations that consider a variety of factors, including access to essential goods and services. This analysis identifies and discusses both direct impacts and indirect/cumulative effects that would result from a given project, then determines if there are disproportionately high and adverse effects on communities of concern. If it is determined that there are disproportionate impacts that cannot be offset by project benefits, where feasible, strategies to minimize those effects are incorporated into the project.

Through its Title VI Compliance Program, DVRPC will continue to explore the benefits and burdens associated with transportation projects, particularly those that can be identified during the programming phase, in an effort to avoid, minimize, or mitigate disproportionate burdens. DVRPC's analysis of benefits and burdens considers all projects, including those that are typically categorized as exempt, in order to provide a comprehensive, high-level evaluation of the potential impacts of the projects on the TIP.

Economic Investment

The IPD methodology is used to understand the distribution of economic investments and the demographics of those locations that would benefit. Not all investments are universally beneficial, such as expanding a highway in a low-income neighborhood with low car ownership rates, but these more refined considerations of benefit and burden are analyzed in the NEPA process, as detailed above. DVRPC prioritizes evaluating the distribution of projects in order to meet the requirements of Title VI to show non-discrimination and the guidance of environmental justice to understand the benefits and burdens.

Table 10: illustrates the 266 total mappable projects that were analyzed, with funding totaling $15,387,230 over the 12 years of the Draft FY2025 TIP for Pennsylvania. These projects are analyzed in two ways: by IPD score correlated with the mappable project and by the three IPD indicators that are prioritized in the South-Central Pennsylvania Environmental Justice Unified Process and Methodology Guide: Low-Income, Racial Minority, and Ethnic Minority. For the section using the IPD score, project costs are organized by the IPD score and all project costs in each IPD range are totaled. These totals are then compared to the total investment for the Draft FY2025 TIP in order to understand distribution of economic investment by concentration of IPD populations. As seen in the table, the largest amount of investment (56 percent) is located in communities with an Above Average IPD score and overall more investments are going to communities with higher concentrations of historically and currently underserved populations. For the sections that compare economic distribution by Low-Income, Racial Minority, and Ethnic Minority, project costs are organized by concentrations of each population, and all project costs in each population are totals. These totals are then compared to the total investment for the Draft FY2025 TIP in order to understand the distribution of economic investment by that particular population group.

As seen in the table, over 50% of investment resulting from the mappable projects in the Draft FY2025 TIP is going to communities with above average or well above average concentrations of low-income, ethnic minority, and racial minority populations. This aligns with the TIP and Long-Range Plan's principle of equity, meaning distribution of benefit based on need rather than equality among all groups, and indicates an increased level of investment in these communities when compared to the FY2023 TIP. The overall investment in these communities is likely even higher due to the fact that some of SEPTA's large programs are unmappable, including the SEPTA Bus Purchase Program (MPMS #90512) and Vehicle Overhaul Program (MPMS #60582). These projects represent over a billion dollars of investment from FY2025 to FY2036 and will have many direct benefits for communities of concern. Nevertheless, DVRPC will continue to work with regional stakeholders to ensure that investments consider historically and currently underserved populations, including analysis of all new candidate projects with the Plan–TIP Project Evaluation Criteria.

DVRPC is not able to assign IPD scores and/or population percentages to projects that are unmappable or that are located in census tracts that lack statistically significant residential census data, so those projects were excluded from the analysis.

Statewide IMP

The IMP is part of the Pennsylvania STIP. It was created to proactively address the maintenance and reconstruction of the state's aging Interstate infrastructure. Funds are allocated to specific projects selected by PennDOT at the statewide level. For the TIP Equity Analysis, DVRPC analyzed 27 IMP projects in the DVRPC-PA region, totaling more than $2.7 billion over FY2025–FY2036. Those highway projects, including projects to repair and improve I-95 in the City of Philadelphia, I-76 in Montgomery County, I-476 in Delaware County, and the I-95/322 interchange in Delaware County, are listed in a separate IMP section of the TIP document.

It is important to acknowledge that the development of the federally funded Interstate Highway System has been shaped in part by the legacy of racist and discriminatory practices. Some Interstate highways divided communities when constructed and have since had many negative impacts on low-income and minority communities, including air quality, noise, and visual quality. At the same time, these facilities have come to provide critical access to destinations, ports and airports, and major employment centers. Maintaining a state of good repair on the Interstate system in terms of bridge and pavement condition is an essential component of federal performance management goals, as is improving the reliability of the Interstate system, including

for freight movements. (See Chapter 4 for more information.) As decisions are made about redesigning and rebuilding these structures, planners and community groups are exploring ideas for creative, green, and sustainable ground-level enhancements for those living and working in the neighborhoods along these corridors, where feasible. The I-95 projects in the City of Philadelphia include many such improvements. Two significant projects are underway that will cap interstates to reconnect communities and provide green space and amenities. These include the I-95 Central Access Philadelphia (CAP) Waterfront Access project (MPMS #106264) and the Chinatown Stitch project (MPMS #TBD), which was awarded a construction grant through the Reconnecting Communities and Neighborhoods (RCP) federal competitive grant program. Since these projects do not address interstate facilities, they are (or will be) listed on the regional TIP. See page 447 for more information about the IMP in the DVRPC-PA Region.

There are three new IMP projects in the FY2025 TIP. One will provide repairs to structures on I-95 in the City of Philadelphia to extend their service life. Though this project intersects census tracts that have above average concentrations of low-income and ethnic minority populations, preserving existing structures typically results in fewer adverse impacts on nearby communities. Two other new IMP projects, I-76 Flex Lanes: US 202 to I-476 (MPMS #116838) and I-76 Flex Lane WB: US 1-Belmont Ave (MPMS #116839), will provide increased highway capacity during peak periods and allow for dynamic lane management during emergency operations, weather events, and maintenance activities. As new roadway capacity projects, these projects have a higher potential for adverse impacts on nearby communities. The I-76 Flex Lane WB: US 1-Belmont Ave project in particular intersects census tracts that have an above average concentration of racial minority populations. This project employs a Very Appropriate strategy according to DVRPC's Congestion Management Process (CMP) by temporarily utilizing a flex lane or shoulder during peak congestion periods. Supplemental congestion management commitments are coordinated through the CMP, including complementary dynamic messaging to motorists about available parking and travel times for bus and train alternatives, active transportation management (ATM) strategies like dynamic lane assignments, and intelligent transportation systems (ITS) improvements to aid in traffic incident management and crash reduction. Alleviating congestion in this corridor may result in positive air quality benefits and improved trip reliability for all roadway users, in addition to improving travel times and reliability for SEPTA buses that utilize I-76.

Categorization of Projects

Categorizing projects by their potential burdens or benefits enhances the transparency of a spatial investment analysis and project selection. Understanding the type of impact a project may have provides clarity regarding its implications for the communities within and nearby its location, and helps project implementation staff to prepare mitigation strategies. DVRPC staff assigns all TIP projects a primary project type based on their project descriptions in the TIP. The "South Central Pennsylvania Environmental Justice Unified Process and Methodology Guide" assigned project categories into the three levels of potential impact: low, medium, and high. See Tables 11: and 12: for the categorization of projects.

All of the projects in the FY2025 TIP fall under the lower potential for impact and low potential for impact categories. There are no projects in the FY2025 TIP that fall under the projects of concern category.

Table 10: Economic Investment in Communities of Concern (Mapped Projects, FY25–FY36)

Population	Cost ($ in thousands)	Percentage of Investment
All IPDs (Score)		
Well Below Average (0–7)	$57,247	0.4%
Below Average (8–14)	$549,577	3.6%
Average (15–21)	$6,019,509	39.0%
Above Average (22–28)	$8,566,482	56.0%
Well Above Average (29–36)	$194,334	1.0%
Ethnic Minority		
Well Below Average (0)	$72,441	0.5%
Below Average (1)	$879,805	6.0%
Average (2)	$6,216,923	40.0%
Above Average (3)	$5,821,454	38.0%
Well Above Average (4)	$2,397,327	15.5%
Low-income		
Well Below Average (0)	$57,247	0.4%
Below Average (1)	$2,070,992	14.0%
Avergae (2)	$3,741,195	24.0%
Above Average (3)	$1,102,864	7.0%
Well Above Average (4)	$8,414,932	54.6%
Racial Minority		
Well Below Average (0)	$57,247	0.4%
Below Average (1)	$1,997,884	13.0%
Average (2)	$5,108,004	33.0%
Above Average (3)	$722,858	5.0%
Well Above Average (4)	$7,501,237	49.0%
Total Cost of Mapped Projects (FY25 – FY36) ($000)	**$15,387,230**	**100%**

Source: DVRPC, 2024

Table 11: Potential Impact of Mapped and Unmapped Pennsylvania TIP Projects by Type (FY25–FY36)

Project Categories for EJ Analysis	Potential Impact Type	Number of Projects in PA FY2025 TIP	Percentage of Projects in FY2025 TIP
• New Right-of-Way • Roadway Expansion	Projects of concern: High potential for adverse impacts	0	0%
• Roadway and Bridge Maintenance • Roadway New Capacity (minor) • Bridge Repair or Replacement • Roadway Rehabilitation	Lower potential for adverse impacts/potentially beneficial	142	43.8%
• Safety • Studies • Intersection/ Interchange Improvements • Transit Improvements • Bicycle/ Pedestrian Improvements • Signal/ITS Improvements • Streetscape	Low potential for adverse impact/inherently beneficial	144	44.4%
• Other	Unknown or little to no potential for adverse impact/inherently beneficial	38	11.7%

Source: DVRPC, 2024

Over half (56 percent) of the mappable projects on the IMP intersect with a census tract with above average or well above average concentrations of low-income and/or minority populations. However, most of the projects fall under the lower potential for impact (18.5 percent) or low potential for impact (63.0 percent) categories. There are two roadway expansion projects in the FY2025 TIP IMP that fall under the projects of concern category.

Table 12: Potential Impact of Pennsylvania TIP IMP Projects by Type (FY25–FY36)

Project Categories for EJ Analysis	Potential Impact Type	Number of Projects in PA FY2025 TIP	Percentage of Projects in FY2025 TIP
• New Right-of-Way • Roadway Expansion	Projects of concern; High potential for adverse impacts	2	7.4%
• Roadway and Bridge Maintenance • Roadway New Capacity (minor) • Bridge Repair or Replacement • Roadway Rehabilitation	Lower potential for adverse impacts/potentially beneficial	5	18.5%
• Safety • Studies • Intersection/ Interchange Improvements • Transit Improvements • Bicycle/Pedestrian Improvements • Signal/ITS Improvements • Streetscape	Low potential for adverse impact/inherently beneficial	17	63.0%
• Other	Unknown or little to no potential for adverse impact/inherently beneficial	3	11.1%

Source: DVRPC, 2024

Although the NEPA process is focused on avoiding and mitigating excessive burdens and adverse effects of transportation projects, it is also important to recognize the clear benefits of many projects in the FY2025 TIP for Pennsylvania for the communities where the projects are located.

Taking a closer look at some of the projects in the categories above, there are numerous projects in the "Lower" and "Low" potential for adverse impact/inherently beneficial categories that are focused on providing benefits to communities with higher-than-average concentrations of low-income, racial minority, and ethnic minority populations. These include dozens of projects to repair bridges, pavement, and transit infrastructure, as well as numerous projects to improve safety. Specific examples of inherently beneficial projects in communities with high concentrations of EJ and Title VI populations include:The North Delaware Riverfront Greenway Section 3 (MPMS #79832) project will expand trail infrastructure.

- The North Delaware Riverfront Greenway Section 3 (MPMS #79832) project will expand trail infrastructure.
- The I-95 Noise Abatement project (MPMS #108910) will evaluate and implement noise abatement measures along I-95 between US 322 and I-476 in the City of Chester and Chester Township, Delaware County.

- The 5th Street Improvements project (MPMS #118035) will design and construct complete street improvements, and the Spring Garden Connector project (MPMS #118034) will develop a complete street design to better and more safely accommodate all road users.

- The 25th Street: Washington Avenue to Passyunk Avenue project (MPMS #81219) is a new project added to the FY2025 TIP that will restore the roadway and provide street lighting, intersection improvements, and bicycle infrastructure to improve roadway conditions and safety. This project is located in the City of Philadelphia.

- The DeKalb Street Two-Way Reconstruction project (MPMS #118032) in Norristown, Montgomery County, will reconstruct a critical roadway, provide operational and safety improvements, and offer pedestrian amenities.

- The new Hulmeville Road & Brown Avenue Intersection Improvement project (MPMS #81295) will provide operational and safety improvements at a high-volume intersection in Bensalem Township, Bucks County.

New federal competitive grant funding made possible by the IIJA/BIL has provided support for a number of additional inherently beneficial projects in communities with high concentrations of EJ and Title VI populations. Some of these awards have been programmed on the Draft FY2025 TIP for Pennsylvania, while others may be added as part of the List of Recommended Changes at the time of Board adoption, and still others will be added at a later time, once information becomes available. DVRPC coordinates with PennDOT, FHWA, and FTA staff to gather all the necessary information before programming federal competitive grant awards on the TIP. The timing of this process varies, depending on the specific grant and project. Please note that some federal grant awards (including Safe Streets and Roads For All grants) are not required to be programmed on the TIP.

- The Chinatown Stitch project was awarded a $158,000,000 Reconnecting Communities and Neighborhoods (RCP) grant. This project will cap part of the Vine Street Expressway and reconnect the Chinatown neighborhood in Philadelphia, addressing historic inequities caused by transportation infrastructure that disproportionately impacted the Chinatown community.

- Delaware County was awarded a $2,500,000 RCP grant to support a Complete Streets redesign of PA 291 in the City of Chester, a roadway that has experienced a high number of crashes, with many resulting in severe injuries or fatalities. The project will supplement the new TIP project, PA 291 Complete Streets: Irving Street to Ridley Creek (MPMS #82069), which will provide safety improvements for pedestrians, cyclists, transit riders, and motorists and will construct a multi-use sidepath that will be designated as part of the East Coast Greenway.

- SEPTA was awarded a number of competitive grants, including a $25,000,000 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant providing for the Rebirth for Southwest Philadelphia's Transportation Network: Trolley Modernization & Complete Streets project. With this additional funding, SEPTA will advance a critical piece of its Trolley Modernization project, improving safety, mobility options, and access to economic opportunity through roadway improvements along several streets in Southwest Philadelphia. SEPTA was also awarded a $56,050,000 All Stations Accessibility Project (ASAP) grant to support accessibility improvements at transit stations in historically disadvantaged communities along the Market-Frankford and Broad Street Lines.

- The City of Philadelphia was awarded a number of competitive grants to help advance safety priorities in neighborhoods across the city. This includes more than $46,000,000 in Safe Streets and Roads for All (SS4A) grants, aiding the City in progressing towards achieving their vision of zero traffic-related deaths by 2030 (Complete and Safe Streets Philadelphia: Vision Zero High-Injury Network Corridors and Philadelphia Vision Zero Capital Plan Implementation projects). The City was also awarded two $25,000,000 RAISE grants for the North Philadelphia School Zone Traffic Safety (MPMS #120993) and Great Streets PHL (MPMS #119437) projects. Both of these projects will invest in traffic calming and other safety enhancements in low-income neighborhoods that experience high rates of crashes.

- The City of Philadelphia was awarded a $78,000,000 USDOT MEGA grant to support vital near-term safety improvements on Roosevelt Boulevard (US 1). The Route for Change project is located primarily in historically disadvantaged communities and areas of persistent poverty, and will address equity and barriers to opportunity as well as improve safety, economic competitiveness, and sustainability along the Roosevelt Boulevard corridor.

The maps on the following pages (Figures 9, 10, and 11) illustrate mappable highway, transit, and Interstate projects in the FY2025 TIP for Pennsylvania, along with concentrations of low-income populations. Similar maps with concentrations of racial and ethnic minority populations can be found in Appendix F as Figures F16, F17, F18, F19, F20, and F21.

DVRPC Project Development Assistance

DVRPC has initiated two new programs aimed at addressing the underinvestment and disproportionate impacts that certain types of transportation projects have often had on marginalized communities. Both programs identify disadvantaged communities in the region by leveraging DVRPC's IPD analysis alongside federal datasets like the Climate and Economic Justice Screening Tool (CEJST) and Equitable Transportation Community Explorer (ETCE) tied to the implementation of Justice40. Through these efforts, DVRPC offers targeted planning and project delivery assistance to advance local transportation priorities.

Supporting Communities

In August 2023, DVRPC launched a new program, Supporting Communities, which aims to enhance DVRPC's responsiveness to the needs and preferences of disadvantaged communities, addressing barriers to implementing local transportation priorities. Municipalities in the DVRPC region identified as disadvantaged according to the IPD, CEJST, and/or ETCE were selected as "priority communities" for the Supporting Communities program.

Transportation projects can secure funding for project delivery through various avenues. However, before a project can receive funding, it must be studied and recognized as a local priority. Some communities may lack the resources to find and study these projects, creating a barrier for them to compete for federal support, furthering the cycle of disinvestment. Supporting Communities seeks to assist communities from initial outreach to project implementation. One intent of the program is to collaborate with community stakeholders to prioritize projects in disadvantaged communities based on needs, data, and funding opportunities such as the established formula funding programs and discretionary grant programs included in the TIP.

For the inaugural year of the program, DVRPC worked with nine communities, including five in the DVRPC-PA region. DVRPC staff supported these municipalities by organizing outreach with local service organizations to understand transportation challenges, needs, and priorities. They also facilitated meetings with stakeholders

to develop project ideas based on previous outreach and study efforts, and helped municipalities advance transportation projects through identification of funding sources.

Supporting Communities is an evolving, collaborative program. DVRPC will continue to incorporate lessons learned each fiscal year to enhance the program, further integrate the principles of this program throughout DVRPC's work, and continue to build and strengthen our relationships with local municipalities and county partners.

TASA Assistance for Disadvantaged Communities

Thanks to additional funding from the IIJA/BIL, DVRPC hired a consultant to carry out pre-application engineering tasks for projects eligible for the Transportation Alternatives Set Aside Program (TASA). The TASA program funds projects classified as transportation alternatives, including pedestrian and bicycle facilities, better access to public transportation for non-drivers, trails serving transportation needs, and initiatives like safe routes to school projects.

In October 2024, communities identified as disadvantaged according to CEJST, ETCE, and IPD criteria received priority access to this technical assistance. These services are provided at no cost to the municipalities. Additionally, disadvantaged communities were invited to attend DVRPC's pre-application webinar for the TASA program, which provided a detailed explanation of the engineering assistance process.

Continuing Efforts

In addition to these new programs, DVRPC is actively seeking new ways to support the transportation priorities of marginalized communities. We will continue to leverage the results of the Plan-TIP Project Evaluation and Program Evaluation (asset data analysis) processes to identify and advance projects in disadvantaged communities.

Figure 9: FHWA-funded (Highway) Projects and Concentrations of Low-Income Populations

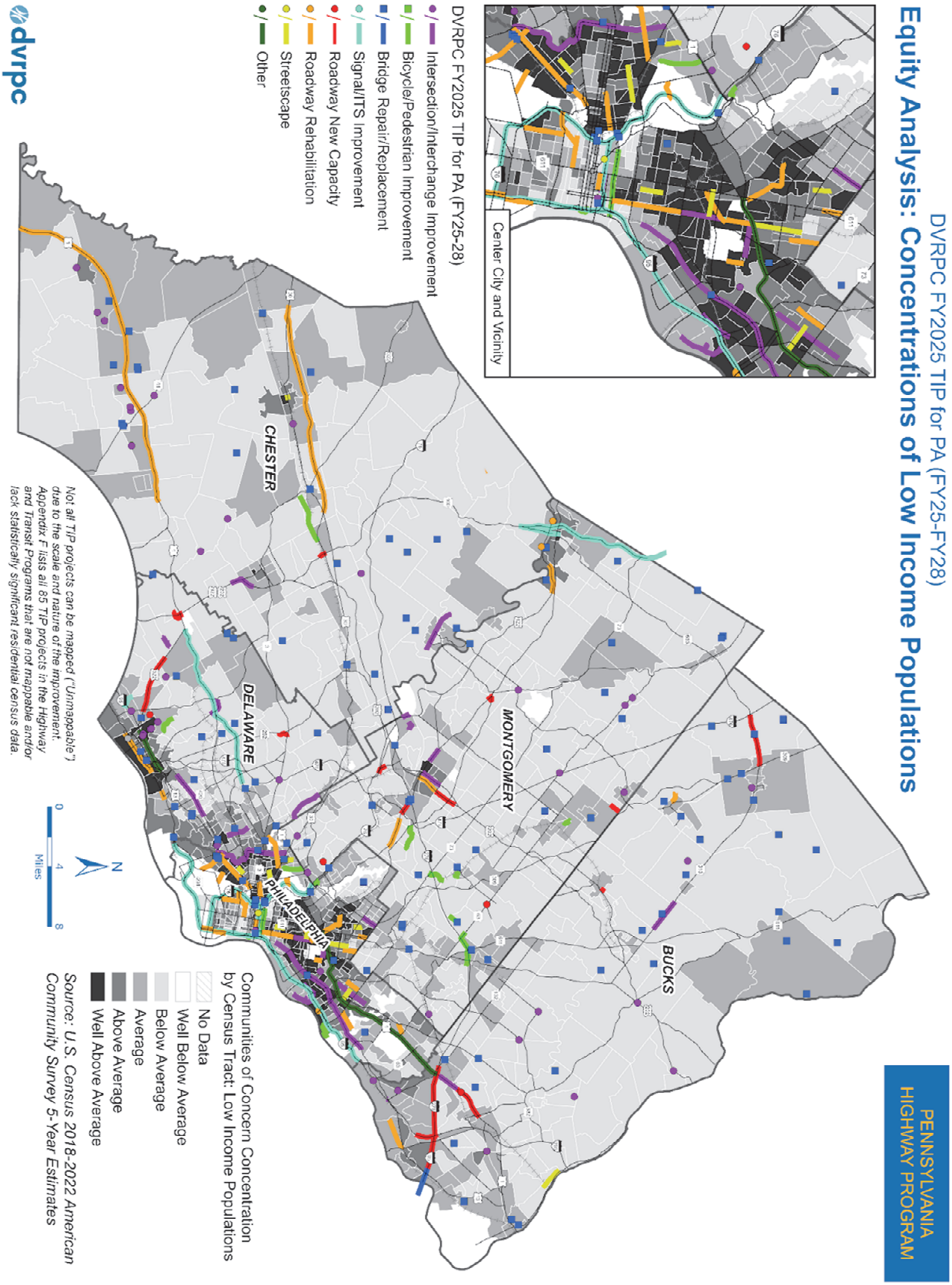


Figure 10: FTA-funded (Transit) Projects and Concentrations of Low-Income Populations

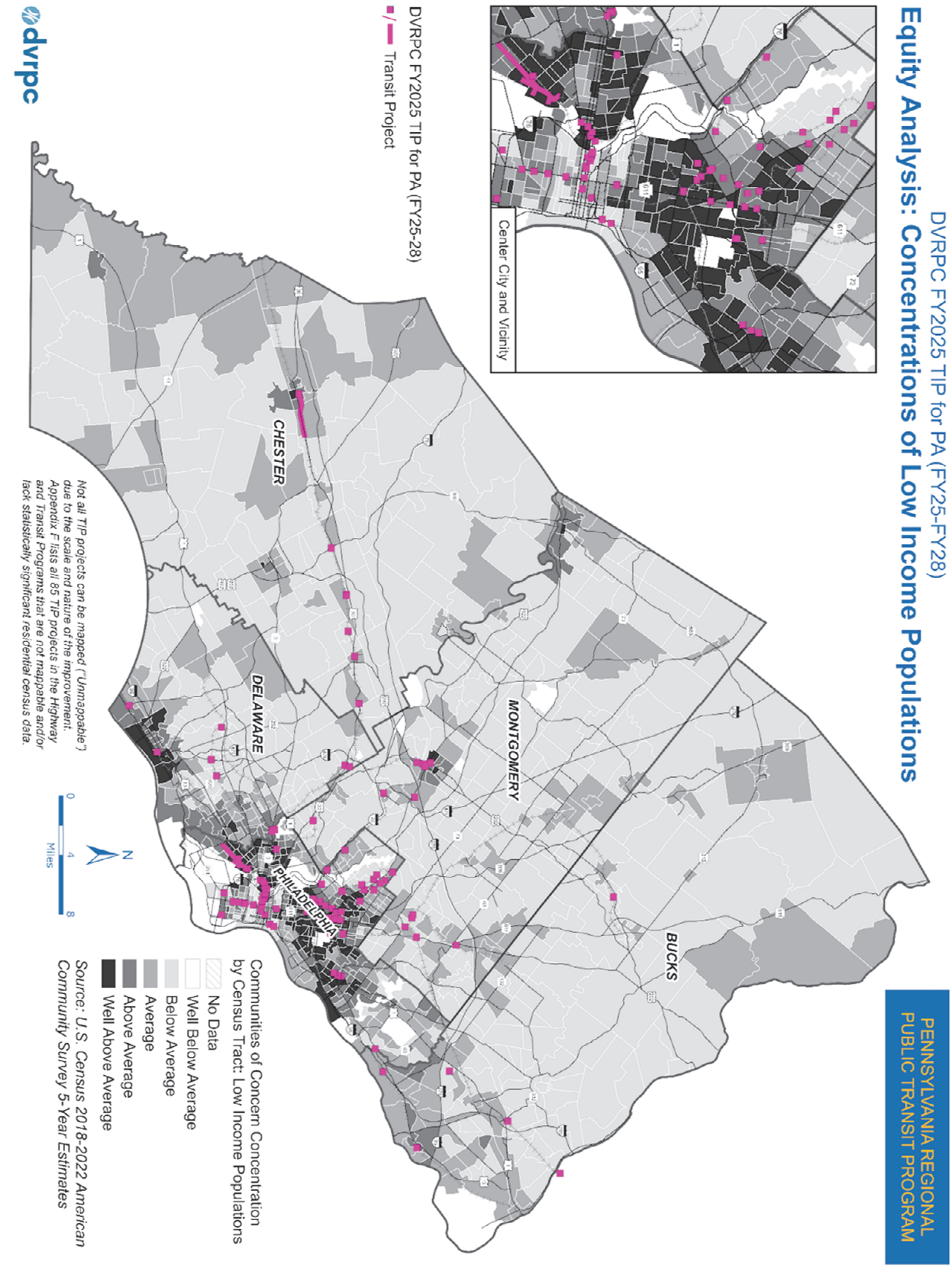
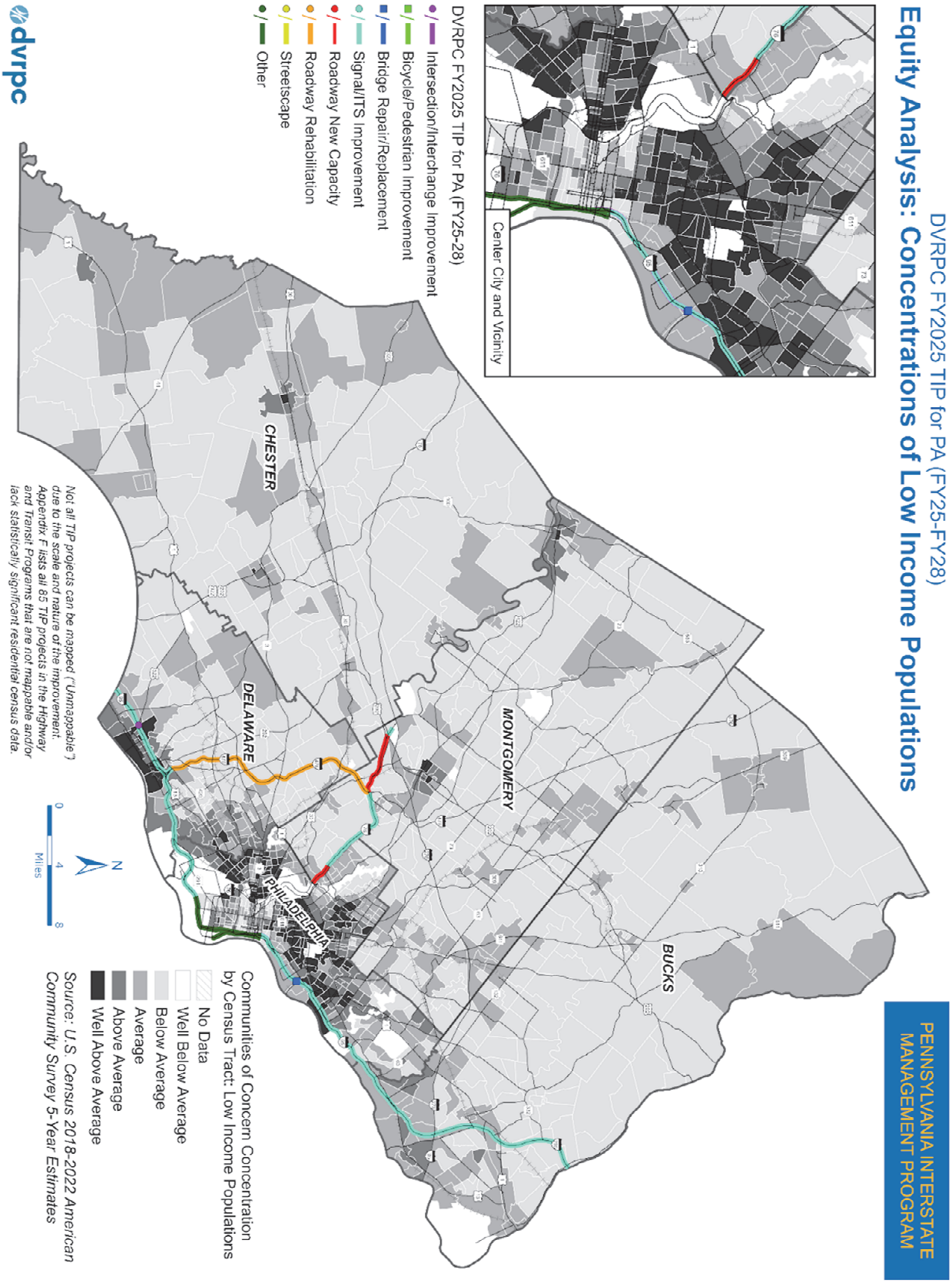


Figure 11: Pennsylvania IMP Projects and Concentrations of Low-Income Populations



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CHAPTER 4: Performance-Based Planning and Programming (PBPP)

The Bipartisan Infrastructure Law (BIL) continues the requirements established in Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation (FAST) Act for performance management. These requirements aim to promote the most efficient investment of Federal transportation funds. Performance-based planning ensures that DVRPC, PennDOT, and regional transit agencies collectively invest Federal transportation funds efficiently towards achieving national goals.

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 Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) 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.

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 National Highway System
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
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 USDOT have established final rules on performance measures that address the seven goals, accordingly:

- Roadway fatalities and serious injuries, both number and rate per vehicle miles traveled, on all public roads;
- roadway 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;
- on-road mobile source emissions
- transit rolling stock, equipment, facilities, and infrastructure; and
- transit fatalities, injuries, safety events, and system reliability.

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 (TAM) 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 (MOAs) 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 targets, updates, and MOAs visit www.dvrpc.org/TPM.

DVRPC continues to follow a Performance Based Planning and Programming (PBPP) process, with a focus on collaboration between stateDOT, FHWA, FTA, and regional transit operators at the county and regional levels. These activities are carried out as part of a cooperative, continuing, and comprehensive (3C) planning process which guides the development of many PBPP documents, including:

- DVRPC and Statewide Long-Range Transportation Plans (LRTPs)
- DVRPC Transportation Improvement Programs (TIPs)
- PennDOT Twelve-Year Transportation Program (TYP)
- PennDOT State Transportation Improvement Program (STIP)
- PennDOT's Transportation Asset Management Plan (TAMP)
- Transit Asset Management (TAM) Plans
- Public Transportation Agency Safety Plans (PTASP)
- Pennsylvania Strategic Highway Safety Plan (SHSP)
- Comprehensive Freight Movement Plan (CFMP)
- DVRPC and PennDOT Congestion Mitigation and Air Quality (CMAQ) Performance Plans
- DVRPC Congestion Management Process (CMP)
- Regional Operations Plans (ROPs)

The above documents in combination with data resources including PennDOT's bridge and pavement management systems, crash databases, historical travel time archives, and the CMAQ public access system provide the resources to monitor federal performance measures and evaluate. Based on these resources, DVRPC, PennDOT, and transit operators have worked together to (1) create data driven procedures that are based on principles of asset management, safety improvement, congestion reduction, and improved air quality, (2) make investment decisions based on these processes, and (3) work to set targets that are predicted to be achieved from the programmed projects. Aligning goals and performance objectives across national (FHWA/FTA), state (PennDOT) and regions (MPOs and transit operators) provide a common framework for decision-making.

Evaluating FY2025-2028 TIP Performance

The Federal Fiscal Year (FFY) 2025-2028 Transportation Improvement Program supports the focus areas and goals established in DVRPC's current long range transportation plan, *Connections 2050*. These include equity, resilience, sustainability, safety, asset management, access, and performance. The goals are aligned with the national goal areas and federal performance measures and guide DVRPC in addressing transportation priorities.

The following sections provide an overview of the federal performance measures and how the current project selection process for the FY2025-2028 TIP supports meeting future targets. Over the 4-year TIP, over 84% of the total funding is associated with roadway and bridge reconstruction, preservation, and restoration projects. However, these projects are also anticipated to provide significant improvements to roadway safety and traffic reliability for both passenger and freight travel. Through the federal performance measures, DVRPC will continue to track performance outcomes and program impacts on meeting the transportation goals and targets. Decision support tools including transportation data and project-level prioritization methods will be continually developed and enhanced to meet DVRPC, PennDOT, and transit agency needs. Dashboards and other reporting tools will be maintained to track and communicate performance to the public and decision-makers.

The *Plan–TIP Project Evaluation Criteria* evaluate candidate transportation projects relative to the Vision and goals of the *Connections 2050* Long-Range Plan ('Plan') and federal Transportation Performance Management performance measure (PM) targets for roadway safety (PM-1), bridge and pavement condition (PM-2), and system performance (PM-3); and transit safety and asset management. The criteria were developed in collaboration with DVRPC's Financial Planning Subcommittee of the Regional Technical Committee (RTC). They consist of: (1) a screening to compare candidate consistency with the Plan's equity, sustainability, and resiliency principles, and to ensure Major Regional Projects (MRPs) are funded in the region's Plan before being programmed in the region's Transportation Improvement Program (TIP); and (2) a set of project evaluation criteria based on the Plan's focus areas—the environment, communities, transportation, and the economy—and the federal PMs. More information about the *Plan-TIP Project Evaluation Criteria* can be found in Appendix D.

Table 13: Safety Performance Measures (PM1)

Background		
The FHWA rules for the *National Performance Management Measures: Highway Safety Improvement Program* (Safety PM) and *Highway Safety Improvement Program* (HSIP) (81 FR 13881 and 81 FR 13722) became effective on April 14, 2016. These rules established five safety performance measures (commonly known as PM1). The current regulations are found at 23 CFR 490 Subpart B and 23 CFR 924. Targets for the safety measures are established on an annual basis.		
Data Source		
Data for the fatality-related measures are taken from the Fatality Analysis Reporting System (FARS) and data for the serious injury-related measures are taken from the State motor vehicle crash database. The Vehicle Miles of Travel (VMT) are derived from the Highway Performance Monitoring System (HPMS). MPOs can either support the state DOT's targets or develop their own regional targets. Beginning in 2022, after a focused exploration of data trends and best practices, the DVRPC partners have adopted annual regional safety targets in support of Regional Vision Zero 2050. Statewide targets are also shown for reference.		
2024 Safety Measures and Targets (DVRPC)		
Measure	**Baseline (2018-2022)**	**Target (2020-2024)**
Number of fatalities	443.0	**418.8**
Rate of fatalities per 100 million VMT	1.150	**1.029**
Number of serious injuries	1647.6	**1543.8**
Rate of serious injuries per 100 million VMT	4.279	**3.794**
Number of non-motorized fatalities & serious injuries	463.0	**408.0**
2024 Safety Measures and Targets (PennDOT Statewide)		
Measure	**Baseline (2018-2022)**	**Target (2020-2024)**
Number of fatalities	1,157.4	**1,164.1**
Rate of fatalities per 100 million VMT	1.182	**1.219**
Number of serious injuries	4682.4	**4,721.0**
Rate of serious injuries per 100 million VMT	4.783	**4.939**
Number of non-motorized fatalities & serious injuries	804.6	**817.6**
An analysis of Pennsylvania's historic safety trends was utilized as the basis for PennDOT and MPO/RPO coordination on the State's safety targets. The targets listed above are based on the five-year rolling average value for each measure from 2020-2024. The 2023 and 2024 values are projected from the actual 2022 values. A determination of having met or made significant progress toward meeting the 2022 safety targets will be issued by the FHWA in April 2024.		

PennDOT Efforts Toward PM1 Target Achievement

DVRPC and PennDOT continue efforts to ensure the TIP, STIP, and LRTPs are developed and managed to support progress toward the achievement of the statewide safety targets.

PennDOT's Strategic Highway Safety Plan (SHSP) serves as a blueprint to reduce fatalities and serious injuries on Pennsylvania roadways and targets 18 Safety Focus Areas (SFAs) that have the most influence on improving highway safety throughout the state. Within the SHSP, PennDOT identifies three key emphasis areas to improve safety – impaired driving, lane departure crashes, and pedestrian safety.

Table 14: SHSP Safety Focus Areas

2024 SHSP Safety Focus Areas			
Lane Departure Crashes	Speed & Aggressive Driving	Seat Belt Usage	**Impaired Driving**
Intersection Safety	Mature Driver Safety	Local Road Safety	Motorcycle Safety
Pedestrian Safety	Bicycle Safety	Commercial Vehicle Safety	Young & Inexperienced Drivers
Distracted Driving	Traffic Records Data	Work Zone Safety	Transportation Systems Management & Operations
Emergency Medical Services	Vehicle-Train Crashes		

Pursuant to 23 CFR 490.211(c)(2), a State Department of Transportation (DOT) has met or made significant progress toward meeting its safety performance targets when at least four of the five safety performance targets established under 23 CFR 490.209(a) have been met or the actual outcome is better than the baseline performance for the year prior to the establishment of the target.

For Pennsylvania's 2021 targets, the FHWA determined in April 2023 that Pennsylvania did not meet the statewide targets and is subject to the provisions of 23 U.S.C. 148(i). This requires the Department to submit an implementation plan that identifies gaps, develops strategies, action steps and best practices, and includes a financial and performance review of all HSIP funded projects. In addition, the Department is required to obligate in Federal Fiscal Year (FFY) 2024 an amount equal to the FFY 2020 HSIP apportionment.

The FHWA has established certain special rules for HSIP under 23 U.S.C. 148(g). Among them is the Vulnerable Road User Safety special rule created by IIJA-BIL 23 U.S.C. 148(g)(3). This new special rule provides that the total annual fatalities of vulnerable road users in a state should be less than 15% of the total annual crash fatalities in the state. Additional guidance on the Vulnerable Road Users Safety special rule was released by FHWA on February 2, 2022.

PennDOT was notified by FHWA in April 2023 that Pennsylvania triggered the Vulnerable Road Users Safety special rule. For calendar year 2021, the number of Vulnerable Road Users fatalities exceeded 15% of the total annual crash fatalities. PennDOT is therefore required to obligate in FFY 2024 not less than 15% of the amount apportioned under 23 U.S.C. 104(b)(3) for highway safety improvement projects to address the safety of vulnerable road users.
As part of the Highway Safety Improvement Program Implementation Plan, the Department identified gaps and best practices to support further reducing serious injuries and fatalities. The following opportunities were identified as ways to assist with meeting future targets: (1) appropriate project selection, (2) expanding local road safety in HSIP, (3) assessing programs that support non-motorized safety, (4) expanding use of systemic safety projects, (5) improved project tracking for evaluation purposes and (6) project prioritization for greater effectiveness.

PennDOT continues to provide feedback on statewide and MPO/RPO-specific progress towards target achievement. The progress helps regional MPOs/RPOs understand the impacts of their past safety investments and can guide future planning goals and strategy assessments.

The following will ensure that planned projects in the STIP will help to achieve a significant reduction of traffic fatalities and serious injuries on all public roads:

- PennDOT receives federal funding for its Highway Safety Improvement Program (HSIP). The 2025-2028 STIP includes $534 million of HSIP funding. The Department distributes over 60% of this funding to its regions based on fatalities, serious injuries, and reportable crashes. In addition, a portion of the HSIP funding is reserved for various statewide safety initiatives. A complete listing of the HSIP projects begins on page 64.
- All projects utilizing HSIP funds are evaluated based on a Benefit/Cost (B/C) analysis, Highway Safety Manual (HSM) analysis, fatal and injury crashes, application of systemic improvements, improvements on high-risk rural roads, and deliverability. A data-driven safety analysis in the generated through an HSM analysis is required as part of PennDOT's HSIP application process. Performing this analysis early in the planning process for all projects will help ensure projects selected for inclusion in the STIP will support the fatality and serious injury reductions goals established under PM1.
- The process for selecting safety projects for inclusion in the STIP begins with the Network Screening Evaluation that the Department has performed on a statewide basis. Selecting locations with an excess crash frequency greater than zero from this network screening is key to identifying locations with a high potential to improve safety. This evaluation has been mapped and is included in PennDOT's OneMap for ease-of-use by PennDOT's partners. At the current time, this is not all inclusive for every road in Pennsylvania. Locations not currently evaluated may be considered by performing the same type of excess crash frequency evaluation the Department utilizes. Once this analysis has been performed, the data is used by the Engineering Districts and planning partners to assist MPO/RPO's in evaluating different factors to address the safety concern.
- PennDOT continues to improve on the methods to perceive, define and analyze safety. This includes integration of Regionalized Safety Performance Functions (SPFs) that have been used to support network screening of over 20,000 locations.[1]
- PennDOT continues to identify new strategies to improve safety performance. PennDOT is actively participating in FHWA's Every Day Counts round 5 (EDC-5) to identify opportunities to improve pedestrian safety as well as reduce rural roadway departures. These new strategies are to be incorporated into future updates to the SHSP.
- Safety continues to be a project prioritization criterion used for selecting other STIP highway and bridge restoration or reconstruction projects. Many restoration or reconstruction projects also provide important safety benefits.
- PennDOT continues to evaluate procedures to help in assessing how the STIP supports the achievement of the safety targets. As HSIP projects progress to the engineering and design phases, Highway Safety Manual (HSM) predictive analyses are completed for the project in accordance with PennDOT Publication 638. The HSM methods are the best available state of practice in safety analysis and provides quantitative ways to measure and make safety decisions related to safety performance. PennDOT will continue to identify ways to expand the application of HSM analyses to support more detailed assessments of how the STIP is supporting achievement of the safety targets.

DVRPC Region Efforts Toward PM1 Target Achievement

Regional partners adopted Regional Vision Zero 2050 with a goal of no fatalities or serious injuries from traffic crashes by 2050 as part of the *Connections 2050* long-range plan. Since that time, the goal has been incorporated into the work of the Regional Safety Task Force and the RSTF format has been reframed to embrace FHWA's safe system approach. These holistic changes help to advance our safety culture and

[1] For more information on SPFs: https://www.penndot.gov/ProjectAndPrograms/Planning/Research-And-Implementation/Pages/activeProjects/Safety-Performance-Functions.aspx

increase the priority of safety initiatives. In 2023 DVRPC launched the Regional Vision Zero 2050 Program effort using a Safe Streets and Roads for All grant. This effort includes close coordination with county-partner sub-awardees to collaboratively develop the plan which includes engagement with municipal partners.

DVRPC continues to include crash analyses in our work program projects to advance substantive infrastructure safety improvements. To date, two City of Philadelphia HIN Safety Corridor Studies have been completed, an examination of context-based speed limit setting to address speeding-related crashes has begun, a road diet network screening analysis for PennDOT District 6-0 has been completed, and staff continues to screen roadway maintenance plans for bicycle facility opportunities. Close collaboration with county partners helps to raise the profile of regional safety needs, and connects them to funding opportunities.

Safety is the highest-weighted criteria, at 23.2%, in the *Plan-TIP Project Evaluation Criteria*. Roadway projects score by implementing safety strategies with high-crash reduction potential; and by addressing department of transportation (DOT)-identified high-crash locations, crashes in communities of concern, or safety concerns on a city, county, or regionally identified high-injury network.

Table 15: Projects in the DVRPC TIP Utilizing Federal HSIP Funds

County	Project	Description	HSM Benefit/Cost	Funding Status
Bucks	Route 113 and Minsi Trail Road Roundabout (MPMS #115418)	Roundabout at Souderton Road and Minsi Trail Road	1.01	Ongoing Regional
	US 202/Route 263 (York Road) Roundabout (MPMS #115419)	Roundabout at US 202/Route 263 & York Road	1.31	
Chester	Route 23 Corridor Safety Improvements (MPMS #115423)	Install retroreflective back plates, pedestrian countdown timers and pushbuttons, new signal; eliminate passing lane	17.13	Ongoing Regional
Delaware	Chichester Avenue Corridor Safety Improvements (MPMS #111022)	Traffic signal installation; modify left-turn signal phases	1.55	Ongoing Statewide
	Macdade Boulevard Corridor Safety Improvements (MPMS #110951)	Road diet from Woodcrest Road to Grays Avenue	6.59	
	Landsdowne Avenue Corridor Safety Improvements (MPMS #115427)	Installation of retroreflective back plates, pedestrian countdown timers, additional lighting, and raised and high-visibility crosswalks	5.33	
	Haverford Road Corridor Safety Improvements (MPMS #115426)	Installation of road diet, left-turn lanes, actuated advanced warning dilemma zone protection system	8.81	Ongoing Regional
	Smithbridge Road Connector (MPMS #107642)	Construction of 8 ft. multi-use trail along Smithbridge Road	1.12	

Projects Utilizing Federal HSIP Funds (cont.)

County	Project	Description	HSM Benefit/Cost	Funding Status
Montgomery	Main Street Corridor Safety Improvements (MPMS #110971)	Turn lane and signal modifications along corridor; relocate roadside fixed objects along corridor	2.1	Ongoing Statewide
	Lancaster Avenue and Remington Road Intersection Improvements (MPMS #114948)	Add left-turn lanes, install pedestrian countdown timers, add ADA ramps, upgrade existing mast arm and add additional primary signal head	2.66	
	Sumneytown Pike Intersection Improvements (MPSM #115428)	Install left-turn lanes, remove skew angle of road, install intersection lighting	1.27	Ongoing Regional
	Belmont Avenue and St. Asaphs Road Roundabout (MPMS #115429)	Installation of a roundabout	2.1	
Philadelphia	Castor Avenue Corridor Safety Improvements (MPMS #111194)	Implement a road diet, upgrade signals, and add left turn lanes to the project area.	9.27	Ongoing Regional
	Frankford Ave. Corridor Safety Improvements (MPMS #115434)	Various safety improvements along Frankford Avenue	14.44	
	63rd St. Corridor Safety Improvements (MPMS #115435)	Various safety improvements along 63rd Street	9.28	
	Washington Ln. Corridor Safety Improvements (MPMS #115440)	Various safety improvements along Washington Lane	2.77	
	Vine St. Corridor Safety Improvements (MPMS #115442)	Road Diet of Vine Street between 8th Street and Broad Street (SR 0611)	2.87	
	Wyoming Ave. Corridor Safety Improvements (MPMS #115444)	Convert signals from pedestal-mounted to mast arm and provide flashing beacons at unsignalized intersections	5.41	
	5th St. Corridor Safety Improvements (MPMS #115445)	Convert all signals from pedestal to mast arm and install pedestrian countdown timer signal heads	6.24	

Projects Utilizing Federal HSIP Funds (cont.)

County	Project	Description	HSM Benefit/Cost	Funding Status
Philadelphia	Cobbs Creek Pkwy: Market – Woodland (MPMS #120762)	Various safety improvements on Cobbs Creek Parkway for the first phase of the 6.9 mile corridor	Breakout of MPMS #115425	Ongoing Regional
	Castor Avenue Roundabout (MPMS #110958)	Reconstruction of the intersection of Castor Avenue (SR 1005) and Wyoming Avenue	1.3	Ongoing Statewide
	US 1: Broad St - Adams Ave (MPMS #119822)	Intersection and roadway improvements along US 1 from Broad Street to Adams Avenue	N/A	New Regional
	US 1: Adams Ave - Old Lincoln Hwy (MPMS #119836)	Intersection improvements along US 1 from Adams Avenue to Old Lincoln Highway	N/A	
Various	Systemic Improvements: Wrong Way Countermeasures (MPMS #82089)	Address interchange ramp locations with a higher potential for wrong way entrance to a limited access highway.	N/A	New Statewide
	Systemic Improvements: High Friction Surface Treatments (MPMS #82095)	Installation of high friction surface treatment (HFST), new/refreshed pavement markings, and center/edge-line rumble strips at various locations.	N/A	
	Systemic Intersection Improvement Program (MPMS #82087)	"Intersection Safety Implementation Plan" to address the top ranked feasible locations	N/A	New Statewide VRU
	Systemic Vulnerable User Improvements (MPMS #82088)	Implement systematic safety improvements at stop-controlled and signalized intersections, such as basic signing and pavement markings.	N/A	

Source: DVRPC, 2024

Table 16: Pavement/Bridge Performance Measures (PM2)

Background			
The FHWA rule for the National Performance Management Measures; Assessing Pavement and Bridge Condition for the National Highway Performance Program (82 FR 5886), also known as PM2, became effective on February 17, 2017. This rule established six measures related to the condition of the infrastructure on the National Highway System (NHS). The current regulations are found at 23 CFR 490 Subpart C and Subpart D. DOTs and MPOs establish targets for these measures as part of a four-year performance period. The TIP and STIP includes projects that will impact future performance periods based on when projects are constructed or completed.			
Data Source			
Data for the pavement and bridge measures are based on information maintained in PennDOT's Roadway Management System (RMS) and Bridge Management System (BMS).			
2022-2025 Pavement Performance Measure Targets (Statewide)			
Measure	**Baseline 2021**	**2-year Target 2023**	**4-year Target 2025**
% of Interstate pavements in Good condition	68.8%	69.0%	65.0%
% of Interstate pavements in Poor condition	0.4%	2.0%	2.0%
% of non-Interstate NHS pavements in Good condition	37.2%	31.0%	29.0%
% of non-Interstate NHS pavements in Poor condition	1.5%	6.0%	6.5%
Bridge Performance Measure Targets (Statewide)			
Measure	**Baseline 2021**	**2-year Target 2023**	**4-year Target 2025**
% of NHS bridges by deck area in Good condition	27.5%	28.0%	28.0%
% of NHS bridges by deck area in Poor condition	4.4%	7.5%	7.5%
Methods for Developing Targets			
PennDOT's pavement and bridge targets were established in late 2022 through extensive coordination with a Transportation Asset Management Plan (TAMP) steering committee and workshops with MPOs/RPOs and FHWA's Pennsylvania Division. The targets are consistent with PennDOT's asset management objectives of maintaining the system at the desired state-of-good repair, managing to lowest life cycle costs (LLCC), and achieving national and state transportation goals.[2] Targets are calculated based on general system degradation (deterioration curves) offset by improvements expected from delivery of the projects in the TIP/STIP along with planned state funded maintenance projects.			

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PennDOT Efforts Toward PM2 Target Achievement

Improving Pennsylvania's pavement and bridges is a critical part of the strategic investment strategy for Pennsylvania's transportation network at the regional, State and Federal level. Improving the condition and performance of transportation assets is a prominent goal of DVRPC's *Connections 2050* Long-Range Plan and the 2045 Statewide LRTP. With limitations on available resources, the preservation of pavement and bridge assets using sound asset management practices is critical. Asset management is a key piece of FHWA's TPM program and is a vital force behind infrastructure performance.

Within its asset management framework, it was necessary for PennDOT to transition away from a "worst-first" programming methodology to a true overall risk-based prioritization and selection of projects for its system assets based on LLCC. "Worst-first" prioritization focuses work on the poorest condition assets at the expense of rehabilitation and preventative maintenance on other assets in better condition. PennDOT's revised strategy reflects its asset management motto and guiding principle: "The right treatment at the right time." This is reflective of Federal TAMP requirements that are centered on investing limited funding

[2] For more information on LLCC: https://www.penndot.gov/ProjectAndPrograms/Asset-Management/Documents/Lowest-Life-Cycle-Cost-Infographic.pdf

resources in the right place at the right time to produce the most cost-effective life-cycle performance for a given investment.

PennDOT's TAMP formally defines its framework for asset management, which is a data-driven approach coupled with a risk-based methodology. It outlines the investment strategies for infrastructure condition targets and documents asset management objectives for addressing risk, maintaining the system at the desired state-of-good repair, managing to LLCC, and achieving national and state transportation goals. The TAMP is developed by the PennDOT Asset Management Division (AMD) in consultation with PennDOT Executive leadership, Center for Program Development and Management (CPDM), Bureau of Planning and Research (BPR), PennDOT Districts, the Pennsylvania Turnpike Commission (PTC), the MPOs/RPOs and FHWA.

With each program update, PennDOT has made substantial advances in its asset management tools and practices. A risk-based, data-driven approach to project selection helps ensure that the right projects are prioritized, and the transportation system is managed optimally to the lowest practical life-cycle cost. PennDOT's Pavement Asset Management System (PAMS) and Bridge Asset Management System (BAMS) are the foundations for this asset management approach. These systems forecast condition and investment needs by asset class using deterioration models and treatment matrices developed for PennDOT infrastructure and based on historical data. PennDOT has developed both predictive and deterministic models that support multi-objective decision-making based on current average work costs and estimated treatment lifespans. These models allow PennDOT to predict infrastructure investment needs and future conditions under a range of scenarios.

As part of its asset management strategy, PennDOT strives to maintain as many highway and bridge assets as possible in a state-of-good repair. PennDOT defines its desired state-of-good repair as meeting the FHWA minimum condition thresholds for pavements and bridges: no more than five percent of NHS Interstate lane-miles shall be rated in poor condition and no more than 10 percent of total NHS bridge deck area shall be rated as poor. However, the ability to achieve these condition thresholds is funding dependent.

PennDOT uses its PAMS and BAMS systems to assist with prioritizing preservation activities to extend asset life. This methodology allows PennDOT to manage assets to the lowest practical life-cycle cost and help the department to achieve its asset condition and performance targets. Implementation of these improved asset management practices are applied to all state and local networks.

The following has helped to ensure that planned projects in the TIP/STIP will help to maintain a desired state of good repair in bridge and pavement conditions for the interstate and NHS roadways:

- Nearly 85% of PennDOT's STIP funding is directed to highway and bridge preservation, restoration, and reconstruction projects. Many of these projects are focused on our state's interstate and NHS roadways.
- Pennsylvania's investment strategy, reflected in the statewide 2025 Twelve Year Program (TYP), 2025-2028 STIP, and 2025-2028 DVRPC TIP is the result of numerous strategic decisions on which projects to advance at what time. PennDOT continues to address the challenges of addressing local needs and priorities, while ensuring a decision framework is applied consistently across the state.
- In support of the TIP/STIP development, PennDOT and MPOs/RPOs jointly developed and approved General and Procedural Guidance and Transportation Program Financial Guidance documents.[3] The guidance, which is consistent with the TAMP, formalizes the process for Districts, MPOs/RPOs and other interested parties as they identify projects, perform a project technical evaluation, and reach consensus on their portion of the program.
- The *Procedural Guidance* also helps standardize the project prioritization process. The guidance is key to resolving issues between programming to lowest life-cycle cost, managing current infrastructure issues and risk mitigation. The resulting methodology allows data-driven, asset management-based decisions to be made with human input and insight based on field evaluations to

[3] The 2025 Financial Guidance can be found at: https://talkpatransportation.com/how-it-works/tip

achieve maximum performance of the available funds. The guidance document is revised for each TIP/STIP cycle as PennDOT's asset management tools and methods evolve and enhance its ability to program to lowest life cycle cost.

- PAMS and BAMS outputs are the basis for determining project programming to achieve LLCC. PennDOT District 6-0 works with DVRPC to generate the lists of recommended treatments by work type (such as highway resurfacing and bridge rehabilitation), based on LLCC and condition projections derived from PennDOT's PAMS and BAMS. PennDOT AMD provides any necessary support. For the 2025 Program Update, as PennDOT integrates PAMS and BAMS into the TIP/STIP and TYP development, AMD provides the PAMS and BAMS outputs for the District and MPO. Those areas that have the capability may produce their own outputs. PAMS and BAMS outputs define recommended treatments and forecasted conditions, but not necessarily complete project scopes and limits. These outputs serve as a guide to assist in the prioritization and selection of new projects to be considered for the program. Performance can be compared if projects are considered that do not align with PAMS and BAMS outputs.
- As part of the regional TIP development process mentioned above, the MPOs and PennDOT Districts must document the differences between the PennDOT asset management system treatment and funding level recommendations and their selected projects as part of their TIP submissions. They must also document the coordination with the PennDOT District(s) and Central Office that occurred as part of this decision-making process. This information is used by PennDOT AMD to improve future asset management policy and procedures, sharing of information and tools, and system functionality.

DVRPC Region Efforts Toward PM2 Target Achievement

DVRPC is dedicated to system preservation for pavement and bridges. The DVRPC Long-Range Plan places an increased emphasis and analysis related to transportation system preservation needs and funding, which in turn informs the fiscally constrained list of projects included in the Long-Range Plan and TIP. In the DVRPC Pennsylvania subregion, the Plan identified $34.207 billion needed for pavement and bridge preservation projects.[4] Programmed funding in the regional TIP does not include the majority of the I-95 reconstruction, which is listed on the statewide IMP. DVRPC updated the *Plan-TIP Project Evaluation Criteria* in FY2023 (DVPRC Publication Number 23128), and the new federal and state regulations are reflected in the updated criteria.

Per Table 49 in the DVRPC-Board-adopted *Connections 2050 Plan for Greater Philadelphia: Process and Analysis Manual* (DVRPC Publication Number 21028), system preservation receives the most funding of all roadway project categories. Of the $23.5 billion allocated to roadway improvements in the Pennsylvania state subregion, 55 percent or $12.9 billion is allocated to bridge preservation, followed by 21.5 percent or $5.1 billion for pavement preservation over the life of the Plan. Tables 20 and 22 in the *Process and Analysis Manual* list the funding needs by plan period to maintain the existing system of roadways and bridges.

Facility and Asset Condition is the third-highest-ranked criterion in *DVPRC's Plan-TIP Project Evaluation Criteria*, accounting for 12.5 percent of the investment recommendation. Projects score well by being consistent with the scope and timing of PennDOT's PAMS and BAMS model recommendations, which are based on lowest life cycle cost assessment.

PennDOT and DVRPC work together to develop and manage a regional TIP that supports progress toward the achievement of the current statewide pavement/bridge objectives and the targets that have been established for the 2022–2025 performance period. PennDOT has transitioned to the new TAMP, which was finalized in the summer of 2022. The tools and methodologies are continually evaluated to prioritize state-of-good repair approaches that preserve transportation system assets.

[4] See Tables 20 and 22 of the DVRPC *Connections 2050 Plan for Greater Philadelphia; Process and Analysis Manual*: www.dvrpc.org/Products/21028.

The pavement and bridge projects provided in DVRPC's FY2025 TIP were selected through an evaluation of PennDOT's Asset Management Systems in accordance with the TAMP. The projects are consistent with PennDOT's asset management objectives of maintaining the system at the desired state-of-good repair, managing to LLCC, and achieving national and state transportation goals. Based on the 2022–2025 performance targets, PennDOT has provided feedback on statewide and MPO/RPO-specific progress toward target achievement. The progress helps each region understand the impacts of their past bridge and pavement investments and can guide future planning goals and strategy assessments.

Of the 9 bridge and 22 FHWA-funded projects that have been added to the TIP, $25.75 million is going toward newly-identified bridge projects, while $196.85 million is going to address new FHWA-funded projects. This includes projects that were competitively selected by the federal government, like MPMS #120993 – North Philadelphia School Zones RAISE 23 project, or from PennDOT, like MPMS #82088 – Systemic Vulnerable User Improvements. Of the 31 new projects that were selected, 22 projects address safety, operational improvements, and bicycle/pedestrian improvements that may include some pavement reconstruction. Totals of $536.23 million in highway funds and $144.14 million in bridge funding are focused on reconstructing highway and bridge structures that were pushed out of the 12-year plan during the FY2021 TIP update due to inadequate funding. The FY2025 TIP for Pennsylvania programmed $216.23 million in SPIKE Discretionary NHPP and STP funds to be spent on bridge and pavement improvements. Overall, the draft FY 2025 Pennsylvania TIP will preserve or improve nearly 12 million square feet of bridge deck area and 216.9 miles of pavement.

Table 17: Key Bridge and Pavement Projects in the Region

County	MPMS	Project	Primary Improvement Focus
Bucks	93446	Route 1 Improvements Frontage Corridor (Section RC3)	Highway and Bridge Reconstruction
Chester	14698	US 422, Reconstruction (M2B) SR:0422	Highway Reconstruction
Delaware	104343	US 322 over CSX	Bridge Replacement
Montgomery	16738	US 422 Expressway Section M1B	Highway and Bridge Reconstruction
Philadelphia	69828	Market Street Bridges (3) over Schuylkill River and CSX Railroad (MSB)	Bridge Rehabilitation/ Replacement

Source: DVRPC, 2024

Table 18: Anticipated Pavement and Bridge Deck to Be Preserved or Improved

	FY23–FY34
Anticipated Bridge Deck Area to be Preserved or Improved (including IMP)	11,984,334 square feet
Anticipated Lane Miles of Pavement to be Preserved or Improved*	216.91 miles

Source: PennDOT, 2024

Table 19: System Performance Measures (PM3)

Background			
The FHWA final rule for the *National Performance Management Measures; Assessing Performance of the National Highway System, Freight Movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program* (82 FR 5970) became effective on May 20, 2017. This rule established six measures related to transportation performance (commonly known as PM3). The current regulations are found at 23 CFR 490 Subparts E, F, G & H. Targets are established for these measures as part of a four-year performance period. This TIP includes projects that will impact future performance periods based on when projects are constructed or completed.			
Data Source			
The Regional Integrated Transportation Information System (RITIS) software platform is used to generate the travel time-based measures. Data from the American Community Survey (ACS) and FHWA's CMAQ annual reporting system are used for the non-SOV travel and emissions measures.			
Travel Time and Annual Peak Hour Excessive Delay Targets			
Measure	**Area**	**2-year Target 2023**	**4-year Target 2025**
Interstate Reliability	*Statewide*	89.5%	89.5%
Non-Interstate Reliability		88.0%	88.0%
Truck Reliability Index		1.40	1.40
Annual Peak Hour Excessive Delay Hours Per Capita (Urbanized Area)	*Philadelphia UZA*	15.2	15.1
Non-SOV Travel Measure Targets			
Measure	**Area**	**2-year Target 2023**	**4-year Target 2025**
Percent Non-Single Occupant Vehicle Travel (Urbanized Area)	*Philadelphia UZA*	30.0%	30.0%
CMAQ Emission Targets			
Measure	**Area**	**2-year Target 2023**	**4-year Target 2025**
VOC Emissions (kg/day)	*Statewide*	18.000	36.000
NOx Emissions (kg/day)		392.000	785.000
PM2.5 Emissions (kg/day)		46.000	93.000
CO and PM10 Emissions (kg/day)		0.000	0.000
Methods for Developing Targets			
The System Performance measure targets were established in early 2023 in coordination with PennDOT and other MPOs in the Philadelphia Urbanized Area. DVRPC and PennDOT continue to evaluate historic variances in performance measures in relation to project completion to assist with the target setting process.			

PennDOT Efforts Toward PM3 Target Achievement

PennDOT and the MPOs/RPOs work to ensure that the STIP, regional TIPs, and LRTP are crafted and managed to support the improvement of the reliability and Congestion Mitigation and Air Quality (CMAQ) performance measures. These efforts are further supported by auxiliary plans such as the Regional Operations Plans (ROPs), Congestion Management Processes (CMPs), and CMAQ Performance Plans.

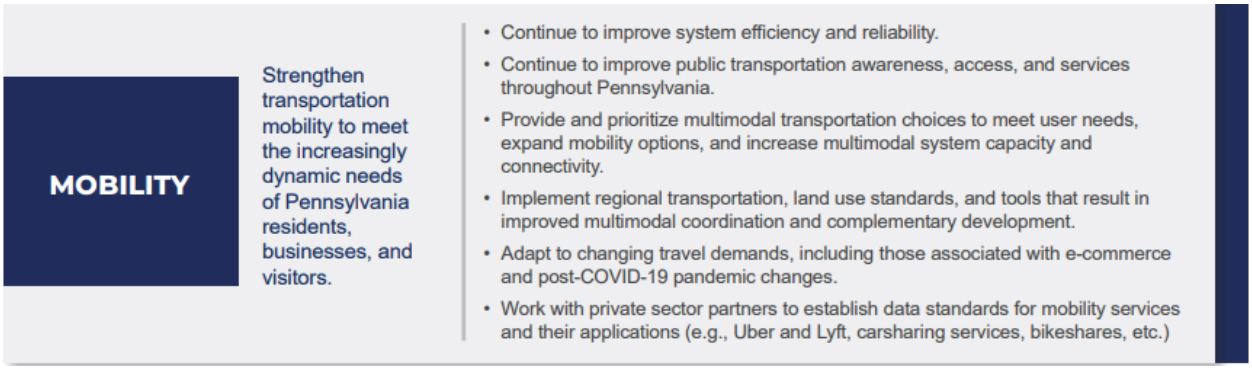
For each biennial report, the Bureau of Operations (BOO) within PennDOT scrutinizes statewide reliability and delay data, examining it for overarching trends. Working in synergy, BOO and CPDM pool their efforts to construct statewide and regional performance summaries (in the form of tables or maps) to be shared with the MPOs/RPOs. These summaries may be enriched by supplemental data, such as insights on the root causes of congestion. Such detailed information helps MPOs/RPOs, in collaboration with each PennDOT District, to assess progress and pinpoint areas for capacity or traffic flow improvements in order to meet the

established targets more effectively. These initiatives are coordinated with the LRTP, ROP, and CMP in each respective region.

Tracking performance trends also supports assessing the influence of completed investments on performance measures, provided that data is accessible pre- and post-project construction. These project impacts offer invaluable insights into the efficacy of historical funding, as well as potential benefits of future investments on traffic congestion and reliability.

Despite a significant portion of funding being allocated towards infrastructure repair and maintenance, PennDOT remains steadfast in its commitment to improve system mobility and enhance modal connections. PennDOT's LRTP lays out objectives aimed at fostering mobility across the transportation system, thereby steering investment decisions. Federal systems performance measures will be harnessed to evaluate future advancements in meeting these objectives and the associated targets.

Figure 12: PennDOT LRTP Mobility Goal and Objectives



The following has helped to ensure that planned projects in the STIP will help to achieve an improvement in the system performance measures for the statewide interstate and NHS road system:

- PennDOT continues to emphasize their Transportation Systems Management and Operations (TSMO) initiatives to program low-cost technology solutions to optimize infrastructure performance. This has included the development of ROPs that integrate with the MPO CMP to identify STIP projects. A TSMO funding initiative was established in 2018 to further support these efforts. The 2025-2028 STIP includes over $289 million of funding dedicated to congestion relief projects.
- PennDOT has funded interstate projects to address regional bottlenecks. Mainline capacity increasing projects are limited to locations where they are needed most. These investments will provide significant improvements to mobility that support meeting the interstate and freight reliability targets.
- The statewide CMAQ program and Carbon Reduction Program (CRP) provides over $700 million of funding on the STIP for projects that benefit regional air quality or greenhouse gases. PennDOT has worked with Districts and MPO/RPOs to develop more robust CMAQ/CRP project selection procedures to maximize the air quality and carbon reduction benefits from these projects.
- Over $210 million is provided in the STIP for multi-modal alternatives. This includes funding for transit operating costs, transit and rail infrastructure, support for regional carpooling and other bike and pedestrian infrastructure within the state. These projects provide opportunities to reduce vehicle miles of travel (VMT) and increase the percentage of non-single occupant vehicles.
- At this time, the potential impact of past and planned STIP investments on PM3 performance measures are still being evaluated. The timeline for project implementation often prevents an assessment of measurable results until a number of years after project completion. PennDOT continues to monitor the impact of recently completed projects on the reliability and delay measures. As more data is obtained, these insights will help PennDOT in evaluating potential project impacts in relation to other factors including incidents and weather on system reliability and delay.

DVRPC Region Efforts Toward PM3 Target Achievement

Travel Time Reliability and Freight/Truck Time Travel Reliability Targets

DVRPC is committed to improving reliability on roadways within its region in Pennsylvania, as well as working with its county, city, and transit partners, and PennDOT staff to develop projects that will improve TTR and help meet state targets. Reliability is a component of the Plan-TIP Project Evaluation Criteria, with a weight of 6.9 percent. The criterian reflects Plan goals to increase reliability and mobility, and reduce congestion and VMT; and PM-3. Projects score by being on or surrounded by roads with a high Planning Time Index (PTI), or improving on-time performance for fixed guideway transit routes. The CMP is a key part of DVRPC's commitment to improving TTR. DVRPC facilitates a CMP Planning Advisory Committee that is part of an overall, systematic, and ongoing process to determine where traffic congestion exists, identify causes, prioritize congested locations according to congestion and other CMP objective measures, and to help develop strategies to reduce congestion and improve reliability. The goals of the Long-Range Plan provide guidelines for developing DVRPC CMP objectives. These objectives include:

- minimizing growth in recurring congestion and improving mobility;
- improving TTR;
- improving accessibility, including providing transit where it is most needed;
- maintaining the existing core transportation network;
- improving safety;
- maintaining goods movement;
- improving security and maintaining transportation preparedness for major events;
- integrating federal PM3 system performance, freight, and CMAQ performance measures;
- supporting DVRPC Long-Range Plan land use and other principles;
- advancing equity and fostering diversity; and
- ensuring that all transportation investments support DVRPC Long-Range Plan principles.

DVRPC proactively seeks to include freight as a primary planning factor through its Long-Range Plan, TIP development, and the conduct of technical studies. Truck counts are a component of the Multimodal Use criterion in DVRPC's *Plan-TIP Project Evaluation Criteria*. Candidates rate based on the number of daily trucks using the facility, if the project is on a facility appropriate for truck use and it maintains or enhances freight activity.. This criterion accounts for 3.9 percent of the project-level investment decision recommendations for new candidates. One of DVRPC's goals is to serve the region's freight stakeholders and maintain the Greater Philadelphia region as a premier freight transportation gateway. At the forefront of DVRPC's freight planning program is the Delaware Valley Goods Movement Task Force, a broad-based freight advisory committee that provides a forum for the private- and public-sector freight community to include its unique perspectives on regional plans and specific projects.
In the FY2025 DVRPC TIP for Pennsylvania, the following projects are programmed within a DVRPC designated Freight Center that supports freight TTR:

- I-95 Reconstruction (MPMS#s 17821, 47812, 47813, 79828, 79905, 79910, 103557, 103558, 103559, 103561, 116391, 119730, 119977)
- State Road Rehabilitation (MPMS # 64778)
- Bridgewater Road Extension (MPMS # 79329)
- Girard Point Bridge Rehabilitation - Phase 1 (MPMS # 81225)
- I-95 Congestion Management (MPMS # 98207)
- John Fries Highway Widening (MPMS # 99431)
- PA 291 Drainage Improvement (MPMS # 99668)
- I-95: Delaware Avenue Extension (BS5) (MPMS # 103563);
- Citywide Resurfacing- Front Street from Oregon Avenue to Pattison Avenue (MPMS # 112500)

- US 322: Chelsea Parkway to Market Street Interchange (Section 103) (MPMS # 114034)
- I-95 Bridge Rehabilitation: Island Avenue-Philadelphia Navy Yard (MPMS # 115805)
- US 1: Adams Avenue - Old Lincoln Highway (MPMS # 119836)
- Preliminary Design for Concord Road / McDonald Blvd. Intersection Improvements (MPMS # 120688)

The FAST Act established, and the IIJA/BIL continues, the National Highway Freight Program (NFP) to improve the efficient movement of freight on the NHFN. NFP's eligibility criteria require that a project contribute to the efficient movement of freight and be identified in the state's freight investment plan. States may use up to 10 percent of NFP funding each year for public or private freight rail, water facilities (including ports), and/or intermodal facilities. There are only nine projects in the entire state of Pennsylvania that are programmed with federal NFP funds, and three of them are located in the DVRPC region:

- **I-95 Northbound: Race to Shackamaxon (GR5) (MPMS #79828)** provides for the reconstruction, rehabilitation, and widening of I-95 northbound between Race Street and Shackamaxon Street, and the reconstruction of the northern Vine Street interchange ramp connection with I-95. This project includes rehabilitation, deck replacement, demolition, and replacement of eight bridges.
- **I-95 Southbound: Ann Street to Wheatsheaf Lane (AF4) (MPMS #103558**) provides for the reconstruction of I-95 from Clearfield Street to Wheatsheaf Lane, including reconstruction of the southbound on-ramp and southbound off-ramp at Allegheny Avenue.
- **I-95: Betsy Ross Mainline Southbound (BR4) (MPMS #103559)** provides funding for southbound mainline construction from Wheatsheaf Lane to SR 0095 north of Margaret Street. This contract will also remove the southbound collector/distributor and ramp that connects Aramingo Avenue, Harbison Avenue, Tacony Street, and Bridge Street to I-95 southbound and the Betsy Ross Bridge.

This list will be updated pending the Primary Highway Freight System meeting.

Finally, there are also several grant programs (outside of DVRPC) administered by the state and federal governments specifically targeting freight. PennDOT's Rail Freight Assistance Program (RFAP), and Rail Transportation Alternatives Program (RTAP) provide assistance with investment in rail freight infrastructure. USDOT's Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant program (formerly known as BUILD and TIGER), National Infrastructure Project Assistance Program and INFRA grant program (formerly known as the Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies, or FASTLANE program) provides for major investments in roads, rail, transit, and port infrastructure.

CMAQ Congestion and Emissions Reduction Targets

There are numerous projects in the TIP that will help the MPO and state meet two-and four-year targets for traffic congestion and on-road mobile source emissions. Table B-1 in DVRPC's *Congestion Mitigation and Air Quality Final Performance Plan (2018–2021) and Baseline Report (2022-2025)* (Publication # TR23003) identifies all TIP projects in the Pennsylvania portion of the DVRPC region from FY2022 to FY2025.

As part of DVRPC's CMP, DVRPC facilitates a CMP Planning Advisory Committee and generates a list of the top 10 bottleneck locations for state, county and local roadways. Much of the congestion within the DVRPC region occurs on state-owned and maintained highways, which are part of the NHS. Congestion Management is a component of the *Plan-TIP Project Evaluation Criteria* and is weighted at 6.4 percent of the total score. It aligns with the Plan's goals to increase reliability, and reduce congestion and VMT; and PM-3. Projects score based on location in a CMP congested subcorridor only if they implement a CMP strategy appropriate for that subcorridor. Therefore, PennDOT has invested a significant amount of resources in congestion relief programs statewide.

DVRPC will continue to promote and develop projects and programs with air quality benefits to its counties and planning partners. Greenhouse Gas Emissions and Air Quality is a criterian of the Plan-TIP Project Evaluation Criteria, weighted at 7.2 percent. It pertains to the Plan's goals to attain net-zero greenhouse gas (GHG) emissions by the year 2050, reduce vehicle miles traveled (VMT), and improve air quality. TIP projects

score on their ability to reduce GHG and National Ambient Air Quality Standards (NAAQS) pollutant emissions.

Progress is being made toward meeting the congestion relief and on-road mobile emissions reductions targets. DVRPC has been working with stakeholders on selecting projects for DVRPC's Travel Options Program, which funds innovative transportation demand management projects to provide better access to more travel options across the region and welcomes capital projects, operating projects, and education and marketing campaigns.

Over $515 million of federal CMAQ funding is programmed in the FY2025 TIP, including setting aside over $325 million, from FY2025 to FY2035, for the flexing of CMAQ funds to SEPTA for Trolley Modernization, Bus Revolution, and Rail Fleet Replacements projects. This program strengthens the region's access to transportation infrastructure that is in good repair and produces lower emissions.

Table 20: SPIKE Funding Projects That Help Support Achieving PM3 Targets in DVRPC Pennsylvania Subregion

County	MPMS #	Project	Spike Amount	Primary Improvement Focus
Chester	107551	US 30/PA 10 to Business 30 Int. Improvements	$40 million	Turning lanes
Chester	107553	US 30 & Airport Road Int. Improvements	$30 million	Intersection reconfiguration
Chester	107554	US 30 & PA 82 Int. Improvements	$30 Million	Intersection reconfiguration

Source: DVRPC, 2024

Besides the individual CMAQ-funded projects, there are several continuing programs that utilize CMAQ funding to reduce emissions (as well as congestion), throughout the state. These projects and programs are listed below.

Air Quality Action Supplemental Services (MPMS #115970)—This program funds supplemental services performed by contractors in the implementation of the Air Quality Action program. Types of services may include design and production of education and outreach materials and advertising, printing, and placement of advertising on television, online, radio, and in newspapers. Advertisements 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. Funding is provided in the amount of $125,000 in FY2025 and $125,000 in FY2026.

Some additional examples of projects that help improve air quality and reduce congestion include:

Complete Streets Resurfacing Program (MPMS #63406)— The purposes of this project is 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, and Montgomery counties, and the City of Philadelphia. Funding is provided annually, using state highway dollars, in the amount of $300,000 in FY2025 and $300,000 in FY2026.

Signal Retiming Program (MPMS #84457)—This signal retiming 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. CMAQ funding is provided in the amount of $350,000 in both FY2025 and FY2027.

Table 21: Key Congestion-Relief Projects in DVRPC Pennsylvania Subregion

County	Project	Primary Improvement Focus
Bucks	114096 Falls Twp. Adaptive Signals	Signal system updgrade on Lincoln Highway, West Trenton Avenue, Oxford Valley Road and Tyburn Road
Chester	114166 PA 401 & Valley Hill Road Improvement	This project involves adding turn lanes with designated left turn phases for PA 401 in Charlestown Township
Delaware	107642 Smithbridge Road Corridor	Construction of an eight-foot multiuse trail connecting residential neighborhoods school district campus, intersection improvements, and a roundabout
Montgomery	102273 Ridge Pike/Germantown Pike Intersection Realignment - Phase 1, Perkiomen	Intersection realignment project will replace the intersection of Germantown Pike, Ridge Pike, and River Road—which currently sits near the Ridge Pike Bridge over Perkiomen Creek
	114172 Dreshertown Road CC Trail Extension (Competitive CMAQ)	Trail through Fort Washington Office Park
Philadelphia	98207 I-95 Congestion Management	Provide for Congestion Management Activities related to the reconstruction of I-95 through Bucks, Delaware, and Philadelphia counties. This is to further the ongoing congestion mitigation as the construction activity increases on the corridor
	107648 N. 5th Street Reformatting Signals	Provide for traffic signal upgrades, fiber connection, geometric improvements, and traffic calming from Rising Sun Avenue to US 1.

Source: DVRPC, 2024

CMAQ Flex for SEPTA Projects of Significance Line Item (MPMS #118015)— This project is a placeholder for CMAQ funds to be flexed to SEPTA in order to support the Trolley Modernization, Bus Revolution, and Rail Fleet Replacements projects. A total of $325 million in CMAQ funding is expected to be flexed between FY2025 and FY2035.

Table 22: Transit Asset Management Performance Measures

Background

In July 2016, FTA issued a final rule (TAM Rule) requiring transit agencies to maintain and document minimum Transit Asset Management (TAM) standards, policies, procedures, and performance targets. The TAM rule applies to all recipients of Chapter 53 funds that either own, operate, or manage federally funded capital assets used in providing public transportation services. The TAM rule divides transit agencies into two categories (tier I and II) based on size and mode. The TAM process requires agencies to annually set performance measure targets and report performance against those targets. For more information see: Transit Asset Management | FTA (dot.gov)

Data Source

National Transit Database. DVRPC has adopted SEPTA's transit asset targets. The TAM rule also requires states to participate and/or lead the development of a group plan for recipients of Section 5311 and Section 5310 funding, and additionally allows other tier II providers to join a group plan at their discretion. All required agencies (Section 5311 and 5310) and remaining tier II systems except for Centre Area Transportation Authority (CATA), have elected to participate in the PennDOT Group Plan. The Group Plan is available on PennDOT's website at PennDOT Group Plan. The group plan is updated annually with new targets as well as the current performance of the group. DVRPC also supports the PennDOT Group Plan targets and works with transit operators to program projects to support achievement of the targets.

SEPTA's Transit Asset Management Targets

Performance Measure	Asset Class	2022 Target	Current Performance	2023 Target
Rolling Stock (Revenue Vehicles)				
% of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	SEPTA Articulated Bus	0%	0%	**0%**
	SEPTA Bus	10%	9.2%	**10%**
	SEPTA Heavy Rail Passenger Car	0%	0%	**0%**
	SEPTA Light Rail Vehicle	0%	0%	**0%**
	SEPTA Commuter Rail Locomotive	0%	0%	**0%**
	SEPTA Commuter Rail Passenger Coach	0%	0%	**0%**
	SEPTA Commuter Rail Self-Propelled Passenger Car	66%	66%	**66%**
	SEPTA Cutaway Car	0%	0%	**0%**
	SEPTA Trolley Bus	0%	0%	**0%**
	SEPTA Vintage Trolley/Streetcar	100%	100%	**100%**
Equipment (Non-Revenue Vehicles)				
% of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	SEPTA Automobiles	50%	41%	**50%**
	SEPTA Trucks and Other Rubber Tire Vehicles	45%	45%	**50%**
	SEPTA Steel Wheel Vehicles	50%	50%	**50%**
Facilities				
% of facilities with a condition rating below 3.0 on the FTA TERM scale	SEPTA Administrative / Maintenance Facilities	3%	3%	**5%**
	SEPTA Passenger / Parking Facilities	5%	3.6%	**5%**

Transit Asset Management Performance Measures (cont.)

Percent of Track Segments with Performance Restrictions				
% of the transit provider's fixed guideway track miles that have performance restrictions.	SEPTA Commuter Rail	10%	3.5%	**10%**
	SEPTA Heavy Rail	5%	2.6%	**5%**
	SEPTA Streetcar Rail	3%	0.7%	**3%**
PennDOT's Group Plan Transit Asset Management Targets				
Performance Measure	**Asset Class**	**2022 Target**	**Current Performance**	**2023 Target**
Rolling Stock (Revenue Vehicles)				
% of revenue vehicles within a particular asset class that have met or exceeded their Estimated Service Life (ESL)	AO-Automobile	18%	29%	**29%**
	BR-Over-the-road Bus	18%	20%	**20%**
	BU – Bus	28%	31%	**31%**
	CU-Cutaway	52%	53%	**53%**
	VN-Van	63%	62%	**62%**
	SV-Sports Utility Vehicle	33%	36%	**36%**
Equipment (Non-Revenue Vehicles)				
% of non-revenue/service vehicles within a particular asset class that have met or exceeded their ESL	Automobiles	57%	45%	**45%**
	Trucks / Rubber Tire Vehicles	27%	21%	**21%**
Facilities				
% of facilities with a condition rating below 3.0 on the FTA TERM scale	Administrative / Maintenance Facilities	14%	14%	**14%**
	Passenger / Parking Facilities	84%	66%	**66%**
Methods for Developing Targets				
PennDOT annually updates performance targets based on two primary elements: the prior year's performance and anticipated/obligated funding levels. PennDOT requires rolling stock and non-revenue vehicles (equipment) to meet both age and mileage ESL standards prior to being replaced. While the identified annual targets represent only age and condition in line with FTA guidelines, PennDOT will continue to apply age and mileage when making investment decisions.				

PennDOT Efforts Toward Transit Asset Management Target Achievement

The Pennsylvania TAM Group Plan fulfills the PBPP requirement and encourages communication between transit agencies and their respective MPOs and RPOs. In accordance with the plan, the following actions take place that fulfill the PBPP requirement:

- PennDOT provides asset performance reports to transit agencies by August 31 of each year that measure performance against established targets for the previous fiscal year.
- Transit agencies review the content for accuracy and confirm with PennDOT that information related to transportation asset performance has been received and is accurate.

- Transit agencies share performance data with their respective planning partner by the end of each calendar year, or earlier as decided between the partners.
- New performance goals for the upcoming fiscal year are established no later than September 15 of each year and communicated to transit agencies covered under the group plan.
- Transit agencies continue regular coordination regarding the local Transportation Improvement Plan (TIP) and other planning initiatives of the local planning partner.

All transit agencies are required to utilize Pennsylvania's transit Capital Planning Tool (CPT) as part of their capital planning process and integrate it into their TAM process. The CPT is an asset management and capital planning application that works as the central repository for all Pennsylvania transit asset and performance management activities.

Consistent with available resources and in coordination with the PennDOT Bureau of Public Transit (BPT), transit agencies are responsible for submitting projects consistent with the CPT for the development of the transit portion of the Program. This ensures that projects identified on the TIP are consistent with the TAM approach and respective TAM plans. PennDOT CPDM will update this project information in MPMS and share it with the MPOs/RPOs, PennDOT BPT, and the transit agencies.

In addition to the decision support tools identified above, PennDOT is in the process of implementing a statewide Fixed Route Intelligent Transportation Systems (FRITS) program. FRITS focuses on modernizing transit technology and creating a standard platform throughout the Commonwealth. One key piece of FRITS is real-time vehicle health monitoring, which will allow agencies to identify problems before they occur on vehicles and prolong vehicle life, while also allowing agencies to better prioritize capital needs.

The STIP includes an investment prioritization process using established decision support tools. The investment prioritization process occurs annually as part of the capital budgeting process. To prioritize investments at an agency level and at a statewide level, the following basic actions take place:

- Update inventory in the CPT to include age, mileage, condition, and operational status
- Identify assets that are not in a state-of-good-repair, using the following priority process:
    - Vehicles that surpass age and mileage ESL
    - Vehicles that surpass age or mileage ESL and are rated in poor condition or represent a safety hazard
    - Facilities that have a condition rating of less than 3 on the TERM Scale, with priority given to facilities that are the lowest in the scale and represent a critical need to maintain operational capacity
- Determine available funding based on federal and state funding sources
- Develop projects within the CPT Planner based upon funds availability
    - Annually agencies are responsible for supplying estimates of directly awarded federal and local funding for capital projects
    - PennDOT works with agencies to facilitate the efficient use of dollars towards maintaining a state of good repair, filling project shortfalls with available state funding
- Import CPT Planner into DotGrants for the execution of capital grants

Throughout the process, PennDOT reviews projects and works with agencies to approve and move projects forward through the grant process.

DVRPC Region Efforts Toward Transit Asset Management Target Achievement

The Transit Asset Transportation Performance Management Rule requires MPOs to describe how the region's TIP will help to achieve the TAM targets. The DVRPC FY2025 TIP for Pennsylvania was developed to ensure progress toward target achievement. The *Plan-TIP Project Evaluation Criteria* includes a Facility/Asset Condition component, weighted at 12.5 percent. It relates to the Plan's goal to rebuild and modernize the

region's transportation assets. Transit projects score by improving the state-of-repair for transit assets. The following steps have been taken by the transit operators to ensure that projects selected for TIP funding help to achieve the TAM targets. Overall, SEPTA has programmed approximately 85 percent of their FY2025 TIP funding for preservation and maintenance of their system.

To meet the targets for Measure 1: Percentage of Revenue Vehicles That Have Met or Exceeded Their ULB, SEPTA has awarded a contract to replace 340 hybrid buses. Additionally, SEPTA has awarded a contract for the replacement of 130 trolley vehicles in 2023 and plans to award a contract for the replacement of 200 Market-Frankford Line rail cars in 2024. Both procurements are fully funded in the Draft FY2025 TIP. SEPTA has programmed sufficient funding to replace half of the 231 Silverliner IV commuter rail vehicles, which were purchased between 1973 and 1976. Finally, new to the Draft FY2025 TIP, SEPTA has programmed $700 million for the replacement of the Broad Street Line vehicles towards the end of the 12-year program. In addition to vehicle replacements, SEPTA has programmed funds to upgrade the facilities that support the buses and rail cars to ensure they are maintained in a State of Good Repair throughout their useful life. In addition to daily inspections and routine maintenance, all revenue vehicles receive preventative maintenance on a regular basis through SEPTA's vehicle overhaul (VOH) program. The VOH program is particularly important for rail fleets, where most vehicles are approaching or have aged beyond their ULB. SEPTA is planning for a full transition to zero-emission buses (ZEBs) by the year 2040. The Zero Emission Bus Master Plan lays the groundwork for the bus fleet of the future. SEPTA has completed the first phase of analysis that examines the feasibility of procuring battery electric buses and installing charging infrastructure to support the fleet. The next phase of the plan will evaluate fuel cell electric buses and the necessary fueling infrastructure to support them. To ensure the reliability and continuity of bus operations while the ZEB Master Plan and transition plan is finalized, the Authority contracted with New Flyer to purchase 340 hybrid buses to provide flexibility to transition to a zero-emission bus procurement sooner if technology is available. This bus procurement will allow SEPTA to retire the last of the all-diesel fleet, which is now more than 15 years old (purchased in 2005). Future bus purchases will be guided by the ZEB Playbook and the results of Bus Revolution.

To meet targets that were set for Measure 2: Percentage of Support Vehicles That Have Met or Exceeded Their ULB, SEPTA programs on average $14.1 million annually in their Utility Fleet Renewal Program—Non-Revenue Vehicles program. These vehicles include automobiles for transit supervisors and operator support personnel; utility vehicles for the inspection, maintenance, and construction of operating facilities, overhead power systems, signal systems, and track; and service vehicles and equipment for use in garages, shops, and operations support functions. In order to have adequate and reliable utility vehicles, SEPTA has developed a program to periodically renew this fleet on a vehicle-by-vehicle basis contingent upon the vehicle's age, condition, and usage within the Authority.

To meet targets that were set for Measure 3, Average Condition of Facilities, SEPTA's 2025–2036 Capital Budget includes provisions of $982.5 million and $473.0 million for passenger and maintenance facilities, respectively. Representative passenger facility projects include Ardmore Transportation Center, Malvern Station, Marcus Hook Station, Cornwells Heights Station, and Erie Station on the Broad Street Line. Some examples of maintenance facility projects include Frazer Shop & Yard Expansion, Courtland Shop Improvements, and Victory Shop & Storage Upgrades. SEPTA has programmed $516 million and $212 million for Transit and Regional Rail Station, and Maintenance and Transportation Facilities improvements over the next four years, respectively. These investments will help bring various stations, bus and rail maintenance shops, facilities maintenance shops, and office buildings to a state of good repair.

For the last measure, Measure 4: Percentage of Track Segments with Performance Restrictions (by Mode), SEPTA evaluated the scope of planned maintenance work when establishing the performance targets for 2023. SEPTA will continue the cyclical replacement of railroad tie timbers and overhead contact wire. Tie work is generally performed between the hours of 9:00 AM and 3:00 PM; therefore, maintenance projects will continue to cause performance restrictions. In the case of a condition that requires a speed restriction, SEPTA deploys crews to fix the issue as soon as possible. SEPTA's Resiliency and Sustainability Program is performing several projects that will harden the infrastructure against extreme weather events, such as stabilization of four slopes on the Main Line, one slope on the Manayunk/Norristown Line and one slope on

the Norristown High Speed Line, installation of new pumps on the Broad Street Subway, flood mitigation at Jenkintown and Sharon Hill Stations, and emergency power for the signal system.

Table 23: Public Transit Safety Performance Measures

Background

In addition to the Transit Asset Management Performance, FTA issued a final rule on Public Transportation Agency Safety Plans (PTASP), effective July 19, 2019. The PTASP final rule (49 CFR 673) is meant to enhance safety by creating a framework for transit agencies to manage safety risks in their organization. It requires recipients of FTA Section 5307 funding to develop and implement safety plans that support the implementation of Safety Management Systems (SMS). At this time, recipients which receive only Section 5311 (Formula Grants for Rural Areas) or Section 5310 (Enhanced Mobility of Seniors and Individuals with Disabilities Program) are exempt from the PTASP requirement. As part of the plan development process, performance targets must be established for the Fatalities, Injuries, Safety Events, and System Reliability. All applicable public transit agencies in the Commonwealth have written safety plans compliant with 49 CFR 673. These safety plans must be updated annually based on agency specific execution dates and shared with PennDOT BPT. It is also the transit agency's responsibility to share the updated plan with their respective MPO/RPO, so the new targets and measures can be incorporated into regional planning practices.

Data Source

National Transit Database. DVRPC has adopted SEPTA's transit safety targets.

Transit Asset Management Targets

Performance Measure	Asset Class	2022 Target	Current Performance	2023 Target
Fatalities				
Total / Rate of fatalities, by mode, across the transit agency's system.	SEPTA*	DNR/26.3	DNR/21.98	**DNR/28.62**
Injuries				
Total / Rate of injuries, by mode, across the transit agency's system.	SEPTA Bus*	DNR/3.880	DNR/2.62	**DNR/3,105**
	SEPTA Trolley Bus*	DNR/4.460	DNR/2.27	**DNR/2,607**
	SEPTA Heavy Rail (MFL)*	DNR/540	DNR/0.37	**DNR/433**
	SEPTA Heavy Rail (BSL)*	DNR/360	DNR/0.35	**DNR/358**
	SEPTA Heavy Rail (NHSL)*	DNR/1580	DNR/0.68	**DNR/2,049**
	SEPTA Light Rail*	DNR/DNR	DNR/DNR	**DNR/4,315**
	SEPTA Commuter Rail*	DNR/470	DNR/0.16	**DNR/356**
	SEPTA Employees**	DNR/4.26	DNR/4.82	**DNR/4.99**
Safety Events				
Total / Rate of safety events, by mode, across the transit agency's system.	SEPTA Bus Vehicle*	DNR/6,770	DNR/7,965	**DNR/6,953**
	SEPTA Trolley Bus Vehicle*	DNR/7,110	DNR/7,909	**DNR/6,573**
	SEPTA Heavy Rail (MFL) Vehicle*	DNR/100	DNR/107	**DNR/87**
	SEPTA Heavy Rail (BSL) Vehicle*	DNR/80	DNR/105	**DNR/82**
	SEPTA Heavy Rail (NHSL) Vehicle*	DNR/2,040	DNR/3,057	**DNR/2,472**
	SEPTA Light Rail Vehicle*	DNR/8,330	DNR/10,623	**DNR/9,685**
	SEPTA Commuter Rail Vehicle*	DNR/80	DNR/106	**DNR/95**
	SEPTA Heavy Rail (MFL) Station*	DNR/2,800	DNR/499	**DNR/3,844**
	SEPTA Heavy Rail (BSL) Station*	DNR/960	DNR/191	**DNR/1,488**

Public Transit Safety Performance Measures (cont.)

	SEPTA Heavy Rail (NHSL) Station*	DNR/860	DNR/324	**DNR/2,067**
	SEPTA Commuter Rail Station*	DNR/790	DNR/117	**DNR/938**
	SEPTA Bus Safety Events	471	508	**447**
	SEPTA Trolley Bus Safety Events	11	9	**11**
	SEPTA Heavy Rail Safety Events	128	155	**148**
	SEPTA Light Rail Safety Events	91	63	**81**
	SEPTA Commuter Rail Safety Events	3	4	**5**
System Reliability				
The miles traveled between major mechanical failures calculated for each mode that the transit agency operates.	SEPTA Heavy Rail (MFL)	85,000	82,058	**105,314**
	SEPTA Heavy Rail (BSL)	130,000	163,274	**122,436**
	SEPTA Heavy Rail (NHSL)	35,000	40,742	**32,306**
	SEPTA Light Rail (City)	8,000	18,167	**11,805**
	SEPTA Light Rail (MSHL)	20,000	14,671	**21,018**
	SEPTA Commuter Rail	30,000	38,004	**40,500**

**per 100 million miles ** per 200,000 work hours DNR (Did Not Report)*

Efforts Toward Transit Safety Target Achievement

Safety is the highest weighted component of the *Plan-TIP Project Evaluation Criteria* at 23.2 percent. It corresponds to the Plan's goal to achieve Vision Zero—no transportation-related deaths or serious injuries—by 2050. Transit projects score by implementing safety strategies at locations with documented safety issues. SEPTA has developed and implemented various safety programs, rules, and standard operating procedures. In addition to these administrative controls, SEPTA develops engineering controls or eliminates these risks by investing capital funds in various projects. The projects will maintain SEPTA's state of good repair and reduce risks, improve safety, and help achieve safety performance target goals. Under SEPTA's FY2025 Capital Program, the Authority is committing $89.0 million toward Communication, Signal System, and Technology Improvements, $62.3 million toward Infrastructure Safety Renewal Programs, $35.6 million toward Safe, Clean, and Secure Program, $10.0 million toward Resiliency and Sustainability Program, $113.6 million toward vehicle acquisition and overhauls, and $276.8 million toward projects of significance for Bus Revolution, Regional Rail Master Plan, Trolley Modernization, and rail transit vehicle acquisition projects. The following highlights several projects that will be implemented to help address each of the targets. For specific details on each of the referenced programs/projects, refer to SEPTA's Capital Program Report.

Fatalities/Injuries and Safety Events

To reduce the number of fatalities, injuries, and safety events, SEPTA is implementing the following projects that will help reduce rail vehicle collisions, grade crossing events, trespassing, and pedestrian safety in and around their operating environments.

Stations, Loops and Parking Improvements (MPMS #77183, Transit and Regional Rail Station Program and MPMS #90497, Infrastructure Safety Renewal Program): The program provides for the construction, reconstruction, or rehabilitation of transit and Regional Rail stations and terminals, bus/trolley loop facilities, transportation centers, bicycle facilities, and parking expansions and improvements. In the FY2025 TIP, SEPTA is scheduled to progress the following projects.

- Ardmore Transportation Center (MPMS #73214);
- Conshohocken Station Parking ,TOD, and surface parking;
- 11th Street Station;
- A Rail Transit Wayfinding and Signage Project;

- Replacing and Adding New ADA Bridge Plates for Regional Rail and Transit Stations;
- Chestnut Hill East ADA Improvements;
- Swarthmore Station Design;
- Willow Grove Station Phase 1 and;
- Center City Concourse.

Signal System Safety Renewal Program (MPMS #102571, Communications, Signals, and Technology Program): SEPTA will be modernizing various signal systems throughout their system, including a positive train control system on the Media-Sharon Hill Line (MSHL), modernizing their Broad Street Line signal system, advancing an Automatic Train Control, and Signal System Renewal on the Norristown High Speed Line. Rail signal modernization projects and interlocking improvements will enhance operational reliability and service quality. These signal system enhancements will provide the improved technology to reduce, if not eliminate, train incidents due to overspeed, close separation, and signal run-throughs.

Track and Right-of-Way Safety Renewal Program (MPMS #102565, Track Improvement Program): This program focuses on the renewal and replacement of track, switches, and special work, including yard and shop areas, track surfacing, culverts, bridges, and retaining walls. In FY2025 SEPTA will be working on the following sections of right-of-way:

- Harrisburg Line Capacity Improvements – Track 2;
- Market-Frankford Line Bridge Street Yard Program;
- Norristown High Speed Line Tie Replacement and Continuous Welded Rail;
- 69th Street Yard Tracks Program;
- Trolley Tunnel Track;
- MFL Haunches Repairs; and
- Removal of Abandoned Trolley Tracks

Elevator Escalator Improvements (MPMS #121367, Safe, Clean, and Secure Program): SEPTA has a program to modernize and upgrade escalators and elevators throughout the system to maintain safe transport and ADA compliance for customers.

SEPTA's Grade Crossing Enhancement Program (MPMS #121367, Safe, Clean, and Secure Program): This program incorporates upgrades to various grade crossings to help mitigate grade crossing events involving private, over-the-road vehicles and pedestrians. Locations are in Bucks, Chester, Delaware, Montgomery, and Philadelphia Counties.

Fern Rock Transportation Center Security upgrades (MPMS #121367, Safe, Clean, and Secure Program): This project will address trespassing issues and security improvements around the Fern Rock Transportation Center. The work includes a grade-separated pedestrian crossover, platform repairs, and elevator upgrades on the railroad platform, as well as security fencing, lighting, and closed-circuit television (CCTV) upgrades to the Fern Rock Subway rail yard.

System Wide Security: Through the U.S. Department of Homeland Security, the Transit Security Grant Program provides funds to operators of public transportation systems to protect critical surface transportation assets and the traveling public from acts of terrorism, and to increase the resilience of transit infrastructure. From this grant program, SEPTA has funded CCTV cameras on vehicles; multijurisdictional counter-terrorism emergency simulation drills on various transit modes; directing of SEPTA Transit Police Patrols in strategically designated areas during periods of elevated alert using specially trained anti-terrorism teams; hazardous material identification kits for Special Operations and Response Teams (SORT); purchase of explosive detection devices, intrusion detection and surveillance equipment, and bulletproof vests; SORT and K-9 patrol teams; upgraded mobile communications and Control Center monitoring equipment; installation of video surveillance cameras at transit facilities; implementation of a radio interoperability

system; maintenance of a computer-aided dispatch and records management system for the Philadelphia region; and perimeter fencing and security cameras at SEPTA's Fern Rock facility.

System Reliability

To ensure safe, efficient, and reliable service to riders, it is paramount that system infrastructure and revenue fleet equipment remain reliable and minimize failures that can cause SEPTA to suspend or significantly delay service. The following programs will be implemented to help maintain system reliability:

Track and Right-of-Way Renewal Program Track and Right-of-Way Safety Renewal Program (MPMS #102565, Track Improvement Program): This program focuses on the renewal and replacement of track switches and special work, including yard and shop areas, track surfacing, culverts, bridges, and retaining walls.

Vehicle Acquisitions and Overhauls (MPMS #60638, Regional Rail Car and Locomotive Acquisitions; MPMS #90512, SEPTA Bus Purchase Program; MPMS #60582, Vehicle Overhaul Program): Under this program, SEPTA's vehicle fleets are overhauled on a planned schedule to maintain a quality, reliable fleet throughout the vehicles' service life. The program also provides for the replacement of vehicles and equipment that have exceeded their useful life and for fleet expansion to meet present and projected increases in ridership demands. The vehicle acquisition includes the purchase of 340 new 40-foot Hybrid Buses and replacements for the Silverliner IV cars.

In addition to these VOH fleet replacements, the rail fleet conducts subcomponent overhauls for additional cars in the fleet. These subcomponents include, but are not limited to, HVAC systems, traction motors, control boxes, software upgrades, and pantographs.

Trolley Modernization (MPMS #115472, Projects of Significance): The goals of the Trolley Modernization program are: a system in full compliance with the ADA; a safe and improved customer experience; and providing faster, higher-capacity service. Specific activities to be addressed include property acquisition for the new trolley car facility/facilities; bridge enhancements to support the new trolley cars; the Trolley Tunnel State of Good Repair Program; coordination with utilities and the City of Philadelphia; development of modern trolley station design standards and identification of locations, based on public input and community engagement; Preliminary Engineering and program management for the overall project; and acquisition of ADA Accessible trolleys.

Rehabilitation of Power Systems and Substations (MPMS #60651, Substations and Power Improvements): This program provides for the design, rehabilitation, and construction of electric traction substations, power systems, and associated components, including catenary and support structures, feeders, transmission lines, and localized and centralized control facilities. The program also includes the procurement of long lead equipment, such as auto transformers and circuit breakers that are required for the substation construction projects. In the FY2025 TIP SEPTA will be working on the following power systems:

- 30th Street West Catenary Replacement;
- RRD Automated Wire Scan;
- Brill Substation;
- Cresheim Valley Substation;
- 18th Street Switching Station; and
- Wayne Junction Static Frequency Converters.

Wheel Truing Machine Rebuilds (MPMS #102569, Maintenance and Transportation Facilities): This program includes reconditioning and rebuilding wheel truing machines that have exceeded their useful life. This critical equipment maintains the rail fleet wheels, keeping the fleet safe and available for service. When rail wheels cannot be trued, the fleet may need to be held out of service and not available for revenue service.

Jenkintown Flood Mitigation Project (MPMS #121366, Resiliency and Sustainaiblity Program): This project will make the station fully ADA accessible. This station will receive new full-length high-level platforms; new pedestrian overpass and elevators; new passenger shelters; accessible pathways and handrails/guardrails; new signage and lighting; stormwater management systems and landscaping.

CHAPTER 5:

Public Involvement

DVRPC firmly believes that meaningful public participation results in better planning outcomes. Public participation is a process, not a single event. DVRPC provides multiple opportunities for a wide variety of stakeholders, including vulnerable and historically marginalized populations, public officials, and the private sector, to provide comments on and stay informed about transportation planning and programming decisions. By incorporating local information, residents' lived experiences, and subject matter expertise, plans are more implementable, beneficial, and sustainable.

The public comment period for the Draft DVRPC FY2025 TIP for Pennsylvania opened on May 23, 2024, at 5:00 PM (local time), and will close on June 24, 2024, at 5:00 PM (local time). An in-person meeting will be held at the DVRPC offices and an online open house will be held at the following web address for the purpose of informing interested parties on how to make public comments on the Draft DVRPC FY2025 TIP:

ONLINE ONLY MEETING:
Monday, June 10, 2024, at 6:00 PM to 7:30 PM
Registration via: https://dvrpc.zoom.us/webinar/register/WN_b815VIjZReqjdllKJF_gEw#/registration
or by visiting DVRPC's events calendar: https://www.dvrpc.org/calendar/
After registering, you will receive a confirmation email containing information about joining the webinar.

HYBRID MEETING:
Tuesday, June 11th, 2024 at 6:00 PM to 7:30 PM
Registration for in-person and online attendees via:
https://dvrpc.zoom.us/webinar/register/WN_8JQuiSpLQKe5BOjw3DV1pA
or by visiting DVRPC's events calendar: https://www.dvrpc.org/calendar/
DVRPC Conference room
190 N Independence Mall W
Philadelphia, PA 19139

Directions: https://www.dvrpc.org/directions/
Dinner will be served for in-person attendees; an online option will also be available to give public comment. Interpretation can be provided if requested. Please reach out to public_affairs@dvrpc.org or 215.592.1800.

While not required, for the in-person meeting, those interested in joining the meeting are encouraged to RSVP by contacting 215-238-2929 or public_affairs@dvrpc.org. For the online meeting, registration information is available on DVRPC's events calendar at https://www.dvrpc.org/calendar/2024/6. While participants will need to register beforehand, they will be approved automatically and can register and join the meeting up until the meeting ends. Additionally, people who want to participate but do not have internet access or smart phones can call in. Anyone who needs accommodations, such as closed captioning or interpretation for either meeting, are directed to 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 is available on the DVRPC website, including the date and location of the in-person and virtual public meetings and other general information. Individuals can download or access current TIP materials at any time. Public comments can also be submitted three ways: online, by email, or through U.S. mail. The quickest and most direct way to submit comments is online as part of an enhanced interactive mapping and public comment web-based tool located at www.dvrpc.org/TIP/Draft. Users are able to click on the "Submit a Comment" button to make general and project-specific comments.

In addition, the public can submit comments via email to tip@dvrpc.org, 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

Comments received via mail must be postmarked by June 24, 2024. If a person needs assistance in providing a written comment, they should contact the DVRPC Office of Communications and Engagement at 215-238-2929 or public_affairs@dvrpc.org. Legal notices explaining the public comment process were published by the following newspapers: the Philadelphia Inquirer, Philadelphia Tribune, and Al Dia. DVRPC frequently employs social media (Facebook, X, and Instagram) during the public comment period to garner the public's interest and attention. For example, DVRPC will highlight different projects and facts via social media posts. For those without internet access, draft documents are available at the DVRPC office in the American College of Physicians Building in downtown Philadelphia. The public is asked to call (215) 592-1800 to make this request. Hardcopies of the Draft TIP documents are also available at certain public libraries across the region that are listed in Table 1: "Libraries Displaying the DVRPC FY2025 TIP for Pennsylvania." After the public comment period ends, DVRPC staff will gather responses to each public comment from the appropriate agency. Responses are only provided to comments submitted in writing during the public comment period.

Public Comment Guidance

In an effort to facilitate the public comment process, DVRPC offers some extended guidance. Listed below are some questions that DVRPC asks the public to consider during the review of the Draft TIP document.

- Are we meeting the needs of the region?
- Is the Draft TIP following the intent of the IIJA/BIL? Such as, are we focusing on projects that address equity, sustainability, resilience, climate change, safety, and asset condition? Are we rebuilding and reinvesting in our railways and public transit infrastructure?
- Does the Draft TIP contain the appropriate mix of projects with regard to (a) the amount of investment in FHWA funded projects versus the amount in FTA funded projects, or (b) the types of improvements, such as maintenance and reconstruction of the existing system versus new capacity-adding projects; projects such as pedestrian, bicycle, smart technology, TASA funded projects, CMAQ funded projects, Carbon Reduction funded projects, or operational improvements; or freight improvements?
- Is this region getting its fair share of resources compared to other regions in the state or nation?
- Is the current transportation project development process, including environmental reviews and public input, effective?
- Given financial constraints, is this region investing money in the right types of projects?
- Is the Draft TIP document easy to use? How can DVRPC, PennDOT, PART and SEPTA further improve their documents?

Of course, comments are not limited to these broader issues of concern. DVRPC welcomes opinions on specific projects contained in the TIP, the TIP development process, or any other topic of concern. However, we remind those intending to recommend new projects that they must first progress through the screening and planning processes described earlier. As a result, requests for new projects are generally referred to the appropriate agency for further investigation through their respective "pre-TIP" study efforts. These study efforts may lead to the project being funded on the TIP in some future year. Additionally, a constructive, information-rich comment that is clearly communicated and supported with facts and local knowledge is more likely to have an impact on decision making. Below are a few suggestions adapted from "Tips for Submitting Effective Comments" from Regulations.gov for crafting effective public comments.

Tips for Crafting Effective Public Comments

- Read the description and understand the project you are commenting on. Is the project a study, operational improvement, enhancing a parking lot/bus stop, or creating a multiuse trail? What are its intended effects? For example, an operational improvement project, such as signal retiming, may not be able to add another travel lane within its scope, but safety components like signage could be added to many kinds of projects.
- Be concise. Support your claims with sound reasoning, documented evidence, and/or how your community will be impacted. For example, have you observed the impacts of a new development on traffic patterns? Is there a study that supports your comment?
- Try to address trade-offs and opposing views.
- If you disagree with a project, suggest an alternative and include an explanation and/or analysis of how your alternative might meet the same objective or be more effective. A potential alternative is to not proceed with the project.
- Identify any credentials and experience that may distinguish your comment from others. If you are a resident of a community, or have relevant personal or professional experience, please state so.
- There is no minimum or maximum length for a comment to be effective.
- Is the Draft TIP document easy to use? How can DVRPC, PennDOT, PART, and SEPTA further improve their documents?

The public comment process is not a vote. One comment that is well supported with facts and local knowledge can be more influential than a hundred comments. DVRPC and its planning partners want to fund the best projects for the region within financial constraints; when crafting a comment, it is important to explain the reasoning.

CHAPTER 6:

Mapping Application and Listings Overview

Mapping Application and Geographic Information Systems (GIS)

This TIP does not contain printed static maps in the document, except those in Appendix G: Environmental Justice Appendix. Due to the dynamic, changing nature of the TIP, static maps would become 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 (or www.dvrpc.org/TIP/Draft), as the primary mapping tool to view the location of mappable projects for the highway, transit, and Interstate projects.

Geographic Information Systems (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.

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 mapped. These Unmapped projects can be viewed as a table, within the Search Tool.

The TIP Web Search Tool has several helpful functions for searching and filters projects by AQ Code, Fund Type, and even MRP. Users can also toggle on several overlays: Planning Centers, Freight Centers, CMP Corridors, and IPD. Download the GIS data layers used in the TIP Web Search Tool from our Data Center.

DVRPC Regional Highway and Transit Project Listings

This document includes various project listings. The project listings include the Pennsylvania Highway, Transit (PART, PennDOT, and SEPTA), and Interstate Management Programs. The project listings within the Highway and Transit Programs are grouped by county and transit operator. Included are FHWA funded projects for Bucks, Chester, Delaware, and Montgomery counties; the City of Philadelphia; a listing of projects that apply to various counties; and Transit projects for PART, PennDOT, and SEPTA.

Within each county grouping, individual FHWA funded and FTA funded projects are listed numerically by Pennsylvania Department of Transportation ID number (MPMS). Each project listing provides information on total program period cost, cost by FY, phase of work, and funding source. Costs are shown in thousands of dollars. Also included are project location, project description, air quality code, DVRPC Planning Center, CMP category, IPD rating, and a variety of other information. See the “Project Roadmap” found on page 98, for a detailed explanation of all the information contained in a project listing.

Note that all projects within the First-Four Years (FY25-FY28) would be considered funded and 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 state and region developed a 12-year constrained programming horizon for FHWA-funded and FTA-funded projects to provide more realistic expectations and timeframes in which to expect advancement of TIP projects with more realistic costs. Many projects that have phases within the First-Four Years (FY25-FY28) also have phases (such as Construction) that may be out between LFY29 and LFY36. This 12-year constrained programming horizon is illustrated on the project listings within the TIP document.

CHAPTER 7:

Codes and Abbreviations Overview

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

Air Quality Codes

An alphanumeric air quality (AQ) coding scheme has been developed for all projects in the Long-Range Plan and the TIP. The AQ code is applied by DVRPC for the conformity determination and exempt eligibility identification purposes. For non-exempt projects, the project's AQ code is identified by the first conformity "analysis year" that follows the project's last year of programmed funds for construction that are expected for authorization (hence, projected year of project opening to the public or completion year): 2025, 2030, 2035, 2045, or 2050. The letter following the year indicates whether the project was modeled (M) in the regional simulation or if the project was analyzed using an off-model technique (O).

The Clean Air Act regulations do not require projects that may be coded as exempt to be included in the conformity analysis. An exempt project of the final conformity rule (40 CFR 93) is defined as a project listed in Table 39 that primarily enhances safety or aesthetics, maintains mass transit, continues current levels of ridesharing, or builds bicycle and pedestrian facilities. There are several categories of exempt projects, and DVRPC indicates the specific exempt code in the project descriptions. In cases in which multiple codes apply, the most representative code is assigned. Exempt projects in design phases are classified under the planning and technical studies category. Table 24: and Table 25: provide a complete list of exempt and non-exempt categories and corresponding AQ codes.

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

Major Regional Project ID

The Major Regional Project ID (MRP ID) indicates if a project is identified as a Major Regional Project in the DVRPC Long-Range Plan with the corresponding ID number.

TIP Project Status Codes

DVRPC has developed a coding scheme for projects that have been determined to be "new" projects in the TIP. New projects in the TIP are denoted with one of three status codes: NEW, NEW-B, or RETURN. These status codes indicate which projects were not programmed in the final version of the preceding TIP (FY2023–FY2026) and assist in establishing the origin of these projects.

Projects indicated as "NEW" have never been programmed in a prior-year TIP. These projects are programmed in the TIP for the absolute first time. Projects indicated as "NEW-B" are new "break-out" projects that have been "broken out of," or derived from, an existing TIP project. Lastly, projects indicated as "RETURN" have previously been programmed in a prior-year TIP but, through a variety of circumstances, have returned to be programmed in the FY2025 TIP.

Table 24: AQ Codes for DVRPC Exempt Projects

EXEMPT PROJECT CATEGORY		AQ CODE	EXEMPT PROJECT CATEGORY		AQ CODE
SAFETY	Railroad/Highway Crossing	S1	MASS TRANSIT	Operating assistance to transit agencies	M1
	Hazard Elimination Program	S2		Purchase of support vehicles	M2
	Safer Non-Federal-Aid System Roads	S3		Rehabilitation of transit vehicles	M3
	Shoulder Improvements	S4		Purchase of office, shop, and operating equipment for existing facilities	M4
	Increasing Sight Distance	S5		Purchase of operating equipment for vehicles (e.g., radios, fare boxes, lifts, etc.)	M5
	Safety improvement program	S6		Construction or renovation of power, signal, and communications systems	M6
	Traffic control device and operating assistance other than signalization projects	S7		Construction of small passenger shelters and information kiosks	M7
	Railroad/highway crossing warning devices	S8		Reconstruction or renovation of transit buildings and structures	M8
	Guardrails, median barriers, crash cushions	S9		Rehabilitation or reconstruction of track structures, track, and tracked-in existing rights-of-way	M9
	Pavement resurfacing and/or rehabilitation	S10		Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet	M10
	Pavement marking demonstration	S11		Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR part 771	M11
	Emergency relief (23 U.S.C. 125)	S12	OTHER PROJECTS	Specific activities that do not involve or lead directly to construction, such as planning and technical studies	X1
	Fencing	S13		Grants for training and research programs	X2
	Skid treatments	S14		Planning activities conducted pursuant to title 23 and 49 U.S.C.	X3
	Safety roadside rest areas	S15		Federal aid systems revisions	X4
	Adding medians	S16		Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action	X5
	Truck-climbing lanes outside the urbanized area	S17		Noise attenuation	X6
	Lighting improvements	S18		Advance land acquisitions (23 CFR 712 or 23 CFR 771)	X7
	Widening narrow pavements or reconstructing bridges (no additional travel lanes)	S19		Acquisition of scenic easements	X8
	Emergency truck pullovers	S20		Plantings, landscaping, etc.	X9
AIR QUALITY	Continuation of ridesharing, van-pooling promotion activities at current levels	A1		Sign removal	X10
	Bicycle and pedestrian facilities	A2		Directional and informational signs	X11
NOT REGIONALLY SIGNIFICANT PROJECTS	Projects determined to be "Not Regionally Significant" and do not fit into an exempt category	NRS		Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)	X12
				Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational, or capacity changes	X13
Intersection channelization projects		R1	Truck size and weight inspection stations		R4
Intersection signalization projects at individual intersections		R2	Changes in vertical and horizontal alignment		R5
Interchange reconfiguration projects		**R3**	**Bus terminals and transfer points**		**R6**

Source: DVRPC, 2024

Table 25: Air Quality Analysis Years for DVRPC Non-Exempt Projects

Non-Exempt Project Category		AQ Code
PROJECTS MODELED USING DVRPC'S TRAVEL DEMAND MODEL	Regionally Significant, non-exempt projects included in the 2025 network and all subsequent analysis years.	2025M
	Regionally Significant, non-exempt projects included in the 2030 network and all subsequent analysis years.	2030M
	Regionally Significant, non-exempt projects included in the 2035 network and all subsequent analysis years.	2035M
	Regionally Significant, non-exempt projects included in the 2040 network and all subsequent analysis years.	2045M
	Regionally Significant, non-exempt projects included in the 2050 network and all subsequent analysis years.	2050M

Source: DVRPC, 2024

Notes on Table 39: and Table 40:

Both exempt and NRS project categories adhere to 40 CFR 93 Sections 126 and 127.

In the coarse particulate matter non-attainment or maintenance area, rehabilitation of transit vehicles is exempt only if they comply with control measures in the applicable implementation plan.

Planning Center Notation

The Greater Philadelphia region consists of 351 townships, boroughs, and cities, each with its own authority over land use decisions. These communities are grouped into four geographic typologies called Planning Areas. These areas help provide basic insights into their characteristics and development trends. The Planning Areas include core cities (such as Philadelphia and Chester in Pennsylvania and Trenton and Camden in New Jersey), developed communities (older boroughs and townships), growing suburbs (experiencing or expected to experience significant growth), and rural areas (focused on preservation and limited development). To streamline long-range planning policies and efforts, DVRPC has identified over 135 Plan Centers, which are areas with significant existing development poised for future growth. These Centers are grouped into categories such as metropolitan, planned, town, suburban, neighborhood, and rural, as detailed in the Connections 2050 Policy Manual and Process Manual. The Transportation Improvement Program (TIP) serves as a vital tool for implementing the Long-Range Plan by funding projects that address transportation needs across all types of Plan Centers. Plan Centers are indicated in project descriptions within TIP. For a more comprehensive discussion and visualization of Plan Centers, explore the Long-Range Plan at www.dvrpc.org/plan/.

IPD

DVRPC uses the IPD methodology to comply with Title VI of the Civil Rights Act and follow the guidance of the 1994 President's Executive Order on Environmental Justice (#12898) by mapping communities of concern under federal guidance and comparing this location-based information to the allocation of the Commission's plans, programs, and planning process. The population groups assessed at the census tract level include Youth, Older Adults, Female, Racial Minority, Ethnic Minority, Foreign Born, Persons with Disabilities, Limited English Proficiency, and Low-Income. The IPD methodology uses ACS data to find the concentration of each of the nine IPD population groups. The TIP uses this information to analyze the distribution of FY2025 mappable projects. The distribution of projects helps DVRPC understand the possible benefits and burdens related to TIP projects. This information is shared during the project selection process and displayed in this report.

The IPD analysis methodology also generates a score for each individual indicator and a summary score for all nine indicators in each census tract. This score is used to compare, quantify, and analyze, and inform the allocation of projects within the FY2025 projects. The score calculation is determined by standard deviations relative to an indicator's regional average. The data for each of the indicators in the IPD analysis are split into five bins with an associated score: Well Below Average (score of 0); Below Average (score of 1); Average (score of 2); Above Average (score of 3); and Well Above Average (score of 4). A summary score of all nine indicators for each census tract (ranging from 0 to 36) is used to show regional concentrations of populations of interest defined by Title VI and EJ. (See Figure 6: in Chapter 3:Responding to Environmental Justice and Title VI Concerns). These summary scores are then organized into five categories—from "Well Below Average" to "Well Above Average"—to allow for regional comparisons and evaluation: Well Below Average (scores from 0 to 11); Below Average (scores from 12 to 15); Average (score of 16-19); Above Average (scores from 20 to 23); and Well Above Average (scores from 24 to 36).

CMP Notation

Certain projects have been determined to be major capacity or operational improvements and found consistent with DVRPC's CMP. They are noted as such in the TIP description, with indications of whether supplemental strategies for addressing congestion are required and in which subcorridor. The CMP category of Major SOV Capacity Projects refers to projects that add capacity or improve operations in a way that impacts regional travel patterns. This review considers, although is not determined by, projects modeled for air quality conformity purposes and studies considered likely to result in non-exempt projects.

National Highway Freight Network

The Delaware Valley is a premier freight transportation gateway and is made up of a multifaceted, interconnected freight network. Portions of this network have been designated on the National Highway Freight Network (NHFN) to strategically direct federal resources and policies intended to improve the performance of highway portions of the U.S. freight transportation system. The NHFN has four subsystems: (1) the Primary Highway Freight System (PHFS); (2) those portions of the Interstate system not part of the PHFS; (3) Critical Rural Freight Corridors (CRFCs), which DVRPC does not have; and (4) Critical Urban Freight Corridors (CUFCs). Projects that are in the NHFN are eligible for National Highway Freight Program (NHFP) funding.

Phase of Work Abbreviations

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

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

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

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

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

ER (Engineering/Right-of-Way)—Funding can be used for both design and right-of-way costs.

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

FD (Final Design)—The refinement of the Initial Preferred Alternative (IPA) based on environmental studies, community input, and the needs of the traveling public. (In the New Jersey TIP, Final Design is designated as "DES.")

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

PE (Preliminary Engineering)—The process of advancing Preliminary Engineering and obtaining formal community and environmental approval of the IPA.

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

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

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

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

Federal FHWA Funded Funding Sources Abbreviations

"*" (Advanced Construct)—In the TIP project listings section, an asterisk (*) after a fund code indicates that the phase has been initiated as advanced construct using state funds and will be "converted" to federal funds. Advanced construct is a finance tool that allows PennDOT to secure federal authorization for a project without tying up any federal funds or obligation authority. There are a couple of advantages to using advanced construct financing: First, advanced construct is used for large construction projects that span two or more construction seasons. Advanced construct frees up and allows PennDOT to use federal obligation authority that might have been used for that project on several other projects. This allows PennDOT to have multiple projects in construction at one time versus only having one project in construction. Secondly, PennDOT uses advanced construct to authorize new project phases that will be implemented in the last quarter of the federal FY (July, August, and September), when funds and obligation authority are generally scarce. Nearly all advanced construct cases represent the borrowing of future federal funds.

BOF or BRIDGE OFF (Federal Bridge Program)—Provides funding for the rehabilitation or replacement of bridges that are off the federal-aid system and are defined as structurally deficient and/or functionally obsolete.

BRIP (Bridge Improvement Program)—Provides funding for the replacement, rehabilitation, preservation, protection, or construction of bridges over 20 feet in length.

CAQ or CMAQ (Congestion Mitigation and Air Quality Improvement Program)—Federal funding for projects that improve air quality and/or relieve congestion without adding new roadway capacity. This funding also provides funding to areas in non-attainment or maintenance for ozone, CO, and/or particulate matter. States that have no non-attainment or maintenance areas still receive a minimum apportionment of CMAQ funding for either air quality projects or other elements of flexible spending.

FLEX (Flexible funds)—Federal funding anticipated to be transferred from the FHWA to the FTA, in support of an FTA funded or FHWA funded project.

HSIP (Highway Safety Improvement Program)—Federal funding for projects or strategies included in the state Strategic Highway Safety Plan (SHSP) that correct or improve a hazardous road location or feature or address a roadway safety problem.

HVRU (Highway Safety Improvement Program Vulnerable Road Users)—Federal funding for projects or strategies included in the state Strategic Highway Safety Plan (SHSP) that correct or improve a hazardous road location or feature or address a roadway safety problem. Programming HVRU funds will apply toward the Vulnerable Road Users special rule penalty.

INFRA (Infrastructure for Rebuilding America)—A federal discretionary grant program that was established in July 2017 to replace the FASTLANE program, which was newly authorized under the FAST Act, and continued under the IIJA/BIL. The INFRA program is a competitive federal grant to fund freight and highway projects across the country.

MEGA (Mega Grant Program)—Funding for this program supports large, complex projects that are difficult to fund by other means and likely to generate national or regional economic, mobility, or safety benefits. The

MEGA program is one of three major discretionary grant programs (INFRA, Rural) within the IIJA's Multimodal Project Discretionary Grant (MPDG) program.

National Highway Freight Program (NFP or NHFP)—Funding for this program provides for the efficient movements of freight on the National Highway Freight Network (NHFN) and supports the freight investment plan in the state's freight plan. The NHFN has four components: Primary Highway Freight System (PHFS), Critical Rural Freight Corridors, Critical Urban Freight Corridors, and portions of the Interstate Highway System that are not part of the PHFS.

National Highway Performance Program (NHPP)—Provides funding used to support the condition and performance of the enhanced NHS and to construct new facilities on the NHS that support national performance goals. Eligible activities broadly vary from workforce development and training to construction of bridges, tunnels, highways, and bicycle and pedestrian facilities to ITS capital improvements.

National Highway Performance Program – Interstate Management (NHPP-IM)—Provides funding used to support the condition and performance of the enhanced NHS and to construct new facilities on the NHS that support national performance goals. Eligible activities broadly vary and include workforce development and training, construction of bridges, tunnels, highways, and bicycle and pedestrian facilities, and ITS capital improvements as examples. This funding source is used on projects in the IMP.

National Highway Performance Program Statewide Reserve (NHPP Reserve)—Funding reserved from the federal allocation and then distributed to specific projects chosen by the secretary of transportation for the Commonwealth of Pennsylvania. Provides funding used to support the condition and performance of the NHS and to construct new facilities on the enhanced NHS that support national performance goals. Eligible activities broadly vary from workforce development and training to construction of bridges, tunnels, highways, and bicycle and pedestrian facilities to ITS capital improvements, as examples.

RAISE (Rebuilding American Infrastructure with Sustainability and Equity)—Replaces the previous Better Utilizing Investments to Leverage Development (BUILD) grant program, and the Transportation Investment Generating Economic Recovery (TIGER) grant program before that. RAISE prioritizes projects that can demonstrate improvements to racial equity, reduce impacts of climate change, create good-paying jobs, and have a local or regional impact. See www.transportation.gov/RAISEgrants for more details.

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

sHSIP (HSIP Set Aside Program)—Federal funds set aside for merit-based projects submitted by PennDOT Engineering Districts in partnership with area planning partners (MPOs/RPOs) and selected by PennDOT's Highway Safety & Traffic Operation Division and PennDOT's CPDM. These infrastructure-related safety projects must implement focus areas from the current Pennsylvania SHSP using Data Driven Safety Analysis. Submissions are submitted and accepted on a two-year cycle.

SPIKE or SPK or 's'+Fund (Federal Spike Funds–NHPP/STP/STU Funds)—Funding reserved from federal allocations and then distributed to specific projects chosen by the secretary of transportation for the Commonwealth of Pennsylvania. Several variations of SPIKE funding are coded. (Example: SPK-NHPP for NHPP SPIKE funds).

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

STP (Surface Transportation Block Grant Program/STBG)—Federal flexible funding that may be used on any federal-aid highway, bridge project, public road, transit capital project, and intracity and intercity bus terminals and facilities. Previously known as the Surface Transportation Program (STP).

STU (Surface Transportation Block Grant Program-Urban Allocation)—Federal funding previously made available under various smaller federal-aid categories, as well as a broad, flexible component that is allocated

based on federal formulas to areas with populations over 200,000. Previously known as Surface Transportation Program Urban Allocation.

SXF—Special federal funding from congressional earmarks provided under ISTEA, TEA-21, SAFETEA-LU, and the IIJA/BIL or subsequent appropriations.

TAP or TAU (Surface Transportation Block Grant Programs Set-Aside)—This program is formally known as Transportation Alternatives. Fifty percent of the funds allocated to each state are based upon populations greater than 200,000. A competitive process for selection of projects must take place. The fund code for this allocation is designated as TAU. The other 50 percent of funds are available to any area of the state and are held in a statewide reserve that requires a statewide competitive process for selection of projects. The fund code is designated as TAP. This is the funding for the TASA program.

State Highway Funding Sources Abbreviations

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

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

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

185-IM (Appropriation 185)—State funding that can be applied to state bridge projects in the IMP.

244 (Automatic Red-Light Enforcement [ARLE] or Automated Speed Enforcement [ASE])—These programs target high-crash intersections within the Commonwealth of Pennsylvania with the implementation of an automated system that records violations by drivers who run red lights and are fined for their violation. PennDOT distributes the funds via grant programs specifically designated for transportation safety improvements. Municipalities may apply for this grant funding to pay for eligible roadway enhancement, safety, and congestion projects.

411 (Multimodal Transportation Fund)—This program is a competitive statewide program established by Act 89 of 2013 to provide grants to ensure that a safe and reliable system of transportation is available for the residents of the Commonwealth of Pennsylvania. The program is intended to provide financial assistance to municipalities, councils of governments, businesses, economic development organizations, public transportation agencies, rail/freight entities, and ports to improve transportation assets in order to enhance communities, pedestrian safety, and transit revitalization. The 411fund code specifically refers to the Multimodal Transportation Fund administered by PennDOT, not by the Commonwealth Financing Authority (CFA).

581 (Appropriation 581)—State funding that can be applied to highway or bridge projects on the state highway system.

e581/TIIF (Transportation Infrastructure Investment Fund)—A total of $25 million per year in state highway capital funds is made available for improvements to eligible state-owned transportation facilities associated with economic development opportunities (designated as e581 on the TIPs). Project funding is authorized by the Governor of Pennsylvania through the office of the secretary of the Department of Community and Economic Development (DCED). DCED works closely with PennDOT and the office of the deputy secretary for Planning to ensure project eligibility. Approved projects are administered in cooperation with PennDOT Districts and CPDM and programmed on regional TIPs.

581-IM (Appropriation 581)—State funding that can be applied to highway projects in the IMP.

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

ACT13 (Act 13 of 2012)—State funding from the Marcellus Shale Impact Fee to fund the cost of replacement or repair of locally owned (county or municipal) at-risk deteriorated bridges.

A-073 (Appropriations 073–Green Light-Go)—Act 89 of 2013 created a new grant funding program for designated corridors to reduce congestion and improve efficiency of traffic signals on state highways. Green Light-Go, Pennsylvania's Municipal Signal Partnership Program, will provide up to $40 million in state funds for the operation and maintenance of traffic signals along critical and designated state highways with a required 50 percent municipal or private cash match.

SPIKE or SPK (State Spike Funds–State Bridge/State Highway)—Funding reserved from state allocations and then distributed to specific projects chosen by the secretary of transportation for the Commonwealth of Pennsylvania. Several variations of SPIKE funding are coded (e.g., SPK-SH for State Highway SPIKE funds).

Other Highway Funds

LOC— Local funding provided by counties, municipalities, or other non-federal sources to be used to match state or federal funds.

OTHER—Other funds.

OTH-S—Other State funds that are not highway funds.

TBD—To be determined.

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

TPK (Turnpike Funds)—Funds provided by the Pennsylvania Turnpike Commission.

Federal FTA Funding Sources Abbreviations

CAQ or CMAQ (Congestion Mitigation and Air Quality Improvement Program)—Federal funding for projects that improve air quality and/or relieve congestion without adding new roadway capacity. This funding provides funding to areas in non-attainment or maintenance for ozone, CO, and/or particulate matter. States that have no non-attainment or maintenance areas still receive a minimum apportionment of CMAQ funding for either air quality projects or other elements of flexible spending. Funds may be used for any transit capital expenditures otherwise eligible for FTA funding, as long as they have an air quality benefit. These funds can be "flexed" (transferred) from the FHWA to the FTA for use by transit operators.

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

FED OTHER (Federal Other)—Used to denote unanticipated allocations of federal funds outside the regular apportionment process, so the funding source is not known.

RAISE (Rebuilding American Infrastructure with Sustainability and Equity)—Replaces the previous Better Utilizing Investments to Leverage Development (BUILD) grant program, and the Transportation Investment Generating Economic Recovery (TIGER) grant program before that. RAISE prioritizes projects that can demonstrate improvements to racial equity, reduce impacts of climate change, create good-paying jobs, and have a local or regional impact. See www.transportation.gov/RAISEgrants for more details.

RVR (Rail Vehicle Replacement Program)—Provides competitive funding to help fund capital projects to replace rail rolling stock. For the purposes of this program, rail rolling stock is defined as revenue service, passenger carrying vehicles, or propulsion (locomotives) vehicles necessary for the provision of rail public transportation.

SECTION 5303, 5304, 5305 (FTA Formula Metropolitan and Statewide Planning and Non-Metropolitan Transportation Planning)—Provides funding and procedural requirements for multimodal transportation

planning in metropolitan areas and states. Planning needs to be cooperative, continuous, and comprehensive, resulting in long-range plans and short-range programs reflecting transportation investment priorities.

SECTION 5307 (FTA Urbanized Area Formula Grants Program)—Provides funding to public transit systems in Urbanized Areas for public transportation capital, planning, job access, and reverse commute projects, as well as operating expenses in certain circumstances.

SECTION 5307(h) (FTA Passenger Ferry Grant Discretionary Program)—Provides competitive funding to public ferry systems in Urbanized Areas.

SECTION 5309 (FTA Discretionary Capital Investment Grants/CIG)—The FTA's primary grant program for funding major transit capital investments, including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit. This discretionary grant program is unlike most others in government. Instead of an annual call for applications and selection of awardees, the law requires that projects seeking CIG funding complete a series of steps over several years to be eligible for funding.

SECTION 5309 (FTA Discretionary Pilot Program for Transit-Oriented Development Planning)—Provides funding to local communities to integrate land use and transportation planning with a transit capital investment that will seek funding through the CIG Program.

SECTION 5309(**) (FTA Discretionary Expedited Project Delivery for Capital Investment Grants Pilot)—Allows up to eight projects over the life of the pilot program to be selected for expedited grant awards. Projects must be supported through a public-private partnership and demonstrate local financial commitment, technical capacity, and a certification that the existing transit system is in a state of good repair.

SECTION 5310 (FTA Enhanced Mobility of Seniors and Individuals with Disabilities Program)—Formula funding to states for the purpose of assisting private non-profit groups in meeting transportation needs of the elderly and persons with disabilities.

SECTION 5311 (FTA Formula Grants for Rural Areas)—Provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations of less than 50,000, where many residents often rely on public transit to reach their destinations.

SECTION 5311(b)(3) (FTA Formula Rural Transportation Assistance Program)—Provides funding to states for developing training, technical assistance, research, and related support services in rural areas. The program also includes a national program that provides information and materials for use by local operators and state administering agencies, and supports research and technical assistance projects of national interest.

SECTION 5311(c)(2)(B) (FTA Tribal Transit Formula Grants)—Provides funding to federally recognized Indian tribes to provide public transportation services on and around Indian reservations or tribal land in rural areas. Funding is provided as a set-aside within the Formula Grants to Rural Areas program and allocated both by statutory formula and through a competitive discretionary program.

SECTION 5312 (FTA Discretionary Public Transportation Innovation)—Provides funding to develop innovative products and services assisting transit agencies in better meeting the needs of their customers.

SECTION 5312(i) (FTA Discretionary Transit Cooperative Research Program)—Research program that develops near-term, practical solutions, such as best practices, transit security guidelines, testing prototypes, and new planning and management tools.

SECTION 5314(a) (FTA Formula Technical Assistance and Standards Development)—Provides funding for technical assistance programs and activities that improve the management and delivery of public transportation and development of the transit industry workforce.

SECTION 5314(b) (FTA Formula Human Resources and Training)—Provides for grants or contracts for human resource and workforce development programs as they apply to public transportation activities.

SECTION 5324 (FTA Formula Public Transportation Emergency Relief Program)—Helps states and public transportation systems pay for protecting, repairing, and/or replacing equipment and facilities that may suffer or have suffered serious damage as a result of an emergency, including natural disasters, such as floods, hurricanes, and tornadoes. It provides authorization for Section 5307 and 5311 funds to be used for disaster relief in response to a declared disaster.

SECTION 5337 (FTA Formula State of Good Repair Grants/SGR)—Provides capital assistance for maintenance, replacement, and rehabilitation projects of existing high-intensity fixed guideway and high-intensity motorbus systems to maintain a state of good repair. Additionally, State of Good Repair Grants are eligible for developing and implementing Transit Asset Management (TAM) plans.

SECTION 5339(a) (FTA Formula Grants for Buses and Bus Facilities Formula Program)—Provides funding to states and transit agencies through a statutory formula to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities. In addition to the formula allocation, this program includes two discretionary components: The Bus and Bus Facilities Discretionary Program and the Low- or No-Emissions Bus Discretionary Program.

SECTION 5339(b) (FTA Discretionary Bus and Bus Facilities Grants Program)—Provides funding through a competitive allocation process to states and transit agencies to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities. The competitive allocation provides funding for major improvements to bus transit systems that would not be achievable through formula allocations.

SECTION 5339(c) (FTA Discretionary Low or No Emission Vehicle Deployment Program)—Provides funding through a competitive process to states and transit agencies to purchase or lease low- or no-emissions transit buses and related equipment, or to lease, construct, or rehabilitate facilities to support low- or no-emissions transit buses. The program provides funding to support the wider deployment of advanced propulsion technologies within the nation's transit fleet.

State Transit Funding Sources

PTAF 44 (Public Transportation Assistance Fund)—State funding provided by the Public Transportation Assistance Fund.

SECTION 1513 (Mass Transit Operating)—State operating funding that is distributed to transit agencies based on their demonstrated need.

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

SECTION 1516/341 (Programs of Statewide Significance)—Programs like Persons with Disabilities, Welfare to Work, intercity bus and rail service, as well as technical assistance and demonstration projects, are funded using a dedicated portion of the Public Transportation Trust Fund. The match requirement varies by program.

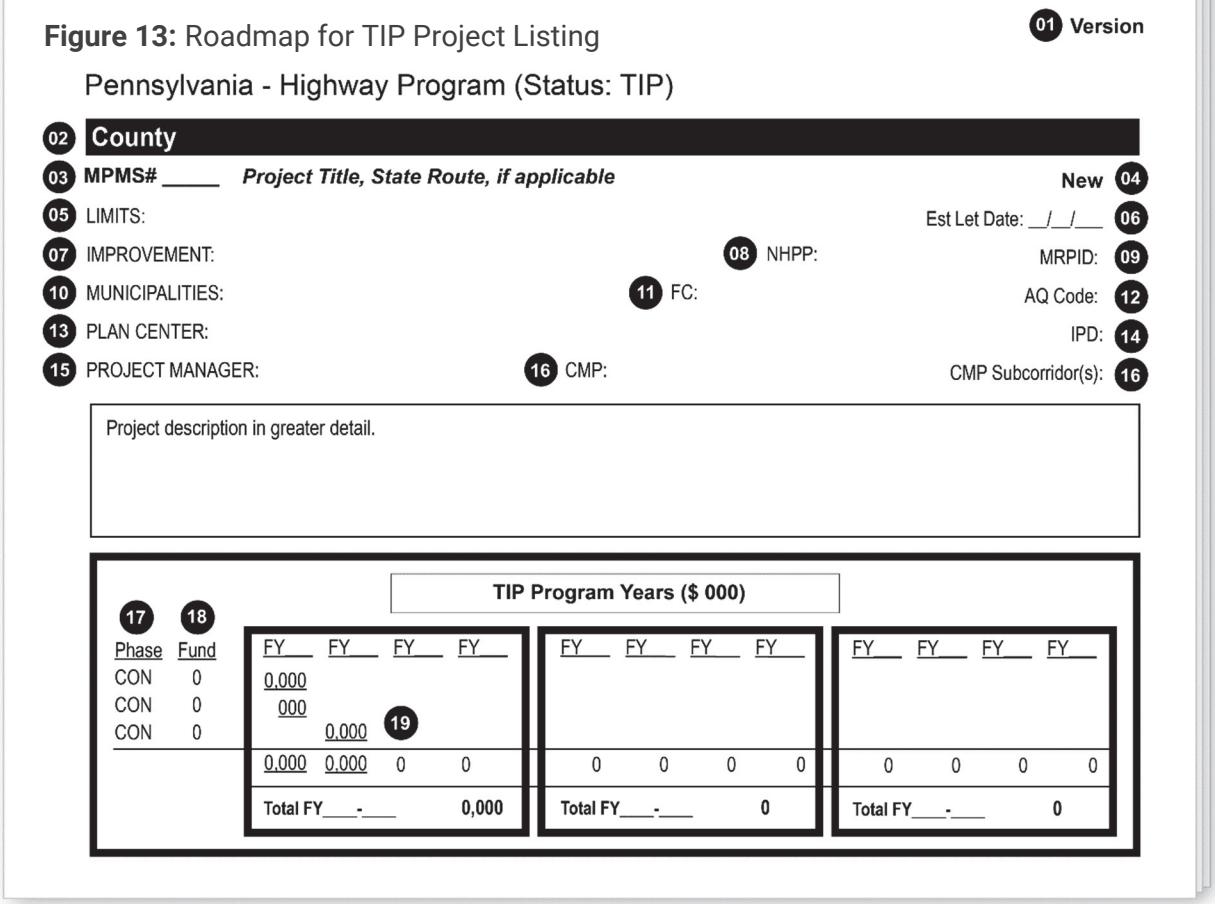
SECTION 1517.1 (Alternative Energy Capital Investment Program)—This is a competitive grant program to implement capital improvements for conversion to an alternative energy source.

Other Transit Funds

LOC—Local funding provided by counties, municipalities, or other non-federal sources to be used to match state or federal funds.

OTH—Other funds

Figure 13: Roadmap for TIP Project Listing



01. Version (Draft, Administrative or Final)
02. County where project is located
03. PennDOT identification number
04. Indicates if a project is new, new-b or return *(page 91)*
05. Project Limits
06. Estimated/actual date project contractor bids for construction may be open; advertising dates occur prior to let dates. "D6" refers to PennDOT District 6-0
07. Improvement (DVRPC Project Category)
08. "Y" Indicates the project is eligible for federal NHPP funding
09. Indicates that a project is identified as an MRP in the DVRPC Long-Range Plan
10. Municipalities Involved
11. Roadways are grouped into different functional classifications based on the character of service they are intended to provide (e.g. major collector, principal arterial). All roadway projects using federal funds must be approved on the federally classified roadway system before a roadway can be included in the TIP
12. Air quality code *(page 92)*
13. Community types which correspond to long range planning policies *(page 93)*
14. Highest indicators of potential disadvantage for environmental justice *(page 93)*
15. Project manager assigned by PennDOT District 6-0
16. CMP codes *(page 94)*
17. Anticipated preliminary engineering, final design, right of way, utility, or construction project phases *(page 94)*.
18. Fund type for each phase *(pages 95-100)*. An "*" following a fund type indicates conversion funds for advanced construction phases
19. Funds are in the thousands ($)

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Chapter 8:
Project Listings

FHWA-funded Projects for the Draft FY2025 TIP for Pennsylvania

DELAWARE VALLEY
dvrpc
REGIONAL
PLANNING COMMISSION

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DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 12923 ***Bristol Road Extension SR:2025***

LIMITS: US 202 to Park Avenue
IMPROVEMENT Roadway New Capacity
MUNICIPALITIES: Chalfont Borough; New Britain Borough; New Britain Township
PLAN CENTER: Town Center
PROJECT MANAGER: HNTB/N. Velaga
CMP: Major SOV Capacity
NHPP:
FC: 16

Est Let Date: 12/13/2025
MRPID:119
AQ Code:2035M
IPD: 14
CMP Subcorridor(s): 8G, 12B

Provide a two lane extension of Bristol Road from Business Route 202 to Park Avenue. When completed, this improvement will provide a two-lane bypass around Chalfont Borough which will eliminate trips on Business Route 202 and turning movements at the Business Route 202/PA 152 intersection. Project may involve relocation of SEPTA siding track, a bridge across the wetlands, widening the intersection at Bristol Road and Business Route 202 to provide right and left turning lanes, providing maintenance of traffic during construction, redesigning traffic signals and rail road crossing gates at Business Route 202 and Bristol Road extension and coordination with SEPTA.

Project CMP (Congestion Management Process) commitments include sidewalks, signal and intersection improvements, turning movement enhancements, and coordination with SEPTA. See DVRPC's 2016-2017 memorandum on supplemental strategies for details related to this project.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
ROW	STU	2,652											
ROW	TOLL												
UTL	TOLL												
UTL	STU		2,295										
CON	STU		4,001										
CON	581		1,000										
CON	STU			4,001									
CON	581			1,000									
CON	STU				4,001								
CON	581				1,000								
CON	STU					3,001							
CON	581					750							
CON	STU						3,001						
CON	581						750						
CON	STU							3,000					
CON	581							750					
CON	STP								5,184				
CON	STU								3,816				
CON	581								2,250				
		2,652	**7,296**	**5,001**	**5,001**	**3,751**	**3,751**	**3,750**	**11,250**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**19,950**		**Total FY2029-2032**		**22,502**		**Total FY2033-2036**		**0**	

Bucks

MPMS# 12965 ***Lawn Avenue Reconstruction SR:4033***

LIMITS: Maple Avenue to Farmers Lane

Est Let Date: 4/9/2026

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Sellersville Borough; West Rockhill Township

FC: 17

AQ Code:S10

PLAN CENTER: Town Center

IPD: 17

PROJECT MANAGER: Plans/S. Hasan

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14G

Reconstruct roadway, curbs, sidewalks, and walls. Construct new sidewalk and curbs in areas currently without them. Perform a minor relocation of one horizontal curve. Install new drainage facilities as required. Relocate affected water and sanitary sewer lines as required. A portion of the roadway from Noble St to Maple Ave is proposed to be turned back to the borough upon completion of the project. Upon completion of the project sidewalk will be in place from Grandview Hospital to the borough center.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	STU		1,985										
CON	581		496										
CON	STU			1,985									
CON	581			496									
CON	STU				1,985								
CON	581				496								
CON	STU					1,985							
CON	581					496							
CON	STU						985						
CON	581						246						
CON	STU							1,985					
CON	581							496					
CON	STU								2,985				
CON	581								746				
		0	**2,481**	**2,481**	**2,481**	**2,481**	**1,231**	**2,481**	**3,731**	**0**	**0**	**0**	**0**
		Total FY2025-2028			**7,443**	**Total FY2029-2032**			**9,924**	**Total FY2033-2036**			**0**

Bucks

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

LIMITS: Over Kimples Creek

Est Let Date: 7/10/2025

IMPROVEMENT Bridge Repair/Replacement

NHPP: N

MUNICIPALITIES: Haycock Township

FC: 7

AQ Code:S19

PLAN CENTER:

IPD: 12

PROJECT MANAGER: Plans/S. Hasan

CMP: Not SOV Capacity Adding

The project consists of replacing 16' wide weight restricted 13 ton posted bridge over Kimples Creek with a 28' wide bridge with two 11' lanes and 3' shoulders on new alignment. Due to the impacts on emergency services, a temporary roadway and bridge would be required and due to the impacts of the temporary facilities on the wetlands constructing the bridge on a new alignment is the most feasible alternative. As part of the project a wetlands mitigation site will be constructed to mitigate the impacts to the existing wetlands. The existing bridge is posted for 13 tons, shows signs of rapid deterioration, is only 1 lane wide, and has only 111 feet of stopping sight distance. Additionally the horizontal alignment of Old Bethlehem Road north and south of the bridge consists of a series of sharp horizontal curves with substandard sight distance and radii. There is evidence of utility poles being struck.

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

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	BRIP		1,477										
CON	185		368										
CON	BRIP			1,477									
CON	185			368									
CON	BRIP				1,477								
CON	185				368								
		0	**1,845**	**1,845**	**1,845**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028			**5,535**	**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Bucks

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

LIMITS: Over Licking Creek

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Milford Township

PLAN CENTER:

PROJECT MANAGER: TSS/H. Freed

CMP: Minor SOV Capacity

NHPP: Y

FC: 14; 16; 17

Est Let Date: 3/14/2024

MRPID:238

AQ Code:S19

IPD: 13

CMP Subcorridor(s): 14G

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

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

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

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	STU	3,280											
CON	185	820											
CON	NHPP		3,280										
CON	185		1,230										
CON	STU			1,640									
CON	185			410									
CON	STU				820								
CON	185				205								
CON	STU					820							
CON	185					205							
		4,100	**4,510**	**2,050**	**1,025**	**1,025**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**11,685**		**Total FY2029-2032**		**1,025**		**Total FY2033-2036**		**0**	

Bucks

MPMS# 13549 ***US 1 (Bridges) Design (Section 03S) SR:0001***

LIMITS: PA 413 - PA Turnpike

IMPROVEMENT Roadway New Capacity

NHPP: Y

MUNICIPALITIES: Bensalem Township; Langhorne Manor Borough; Middletown Townsh

FC: 12; 14

PLAN CENTER:

PROJECT MANAGER: Plans/S. Hasan

CMP: Major SOV Capacity

No Let Date

MRPID:37

AQ Code:2035M

IPD: 12

CMP Subcorridor(s): 4A, 5I

This is the design parent for a roadway reconstruction and widening and bridge improvement project that involves 5.3 miles of roadway, four (4) interchanges, ten (10) bridge structures and six (6) retaining walls. The project includes the addition of a third through travel lane in each direction between the Street Road interchange and the Penndel interchange (Business Route 1) and the addition, modification, or upgrading of auxiliary lanes in each direction for the S.R. 8017 (Street Road), S.R. 8019 (PA Turnpike), S.R. 8055 (Neshaminy/Rockhill Drive), and S.R. 8067 (Penndel/Business Route 1) interchanges. The project includes improvements at the Street Road, the PA Turnpike and the Neshaminy (Rockhill Drive) interchanges to coordinate with proposed development as well as the investigation into pedestrian walkways and transit stops along Rockhill Drive. Also included in the project are guide rail upgrades, drainage improvements, signage improvements, additional traffic signalization along with evaluation of existing signal timings, and noise wall evaluation throughout the project limits.

The proposed structure improvements include the replacement of eight (8) bridges, rehabilitation of one (1) bridge, the removal of one (1) bridge, the construction of six (6) retaining walls and the potential construction of two (2) noise walls. The bridges to be replaced are those which carry S.R. 0001 over S.R. 0132 (Street Road) (1B), I-0276 (the PA Turnpike) (9B), the PA Turnpike (Ramps I and J) (2B), S.R. 2044 (Rockhill Drive) (4B), Neshaminy Creek (5B), and Business Route 1 (6B) and the CSX and SEPTA rail lines. The bridge which carries S.R. 2025 (Bristol Road) over Route 1 (10B) and the bridge that carries West Interchange Road over S.R. 0001 (11B) are also to be replaced. The bridge that is to be removed (3B) currently carries S.R. 0001 (Route 1) over a closed private access road. The rehabilitated bridge carries S.R. 0001 over Highland Ave. (S.R. 2008).

See MPMS 93444, 93445, and 93446 for the construction sections.

The reconstruction and widening project minimizes impacts to the community by avoiding archaeological resources at Neshaminy Creek while improving safety and mobility. Additionally, this alternative avoids historic resources such as the Philadelphia Water Company, the Roosevelt Cemetery and the Railroad.

Project CMP (Congestion Management Process) commitments are currently under development.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
FD	NHPP	3,395											
FD	581	849											
FD	NHPP		3,395										
FD	581		849										
		4,244	**4,244**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**8,488**		**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Bucks

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

LIMITS: At US 1 and Bristol/Levittown Parkway

Est Let Date: 6/20/2024

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Falls Township; Middletown Township

FC: 16; 17

AQ Code:R1

PLAN CENTER: Suburban Center

IPD: 19

PROJECT MANAGER: EE/J. Brown

CMP: Minor SOV Capacity

CMP Subcorridor(s): 4A, 5I

The proposed scope of work includes the reconstruction of N. Oxford Valley Road (SR 2029) as it approaches the Lincoln Highway (SR 2037) intersection from the north and south, in Falls and Middletown Townships, Bucks County, PA. Bristol-Oxford Valley Road (SR 2029) will be re-aligned to intersect N. Oxford Valley Road (SR 2053) to form a new signalized intersection across from the Oxford Point Shopping Center. The project limits extend along SR 2029 1,200 to the south of Lincoln Highway (SR 2037), and 750 to the north of Lincoln Highway (SR 2037). The project limits along SR 2053 begin at the new re-aligned intersection with SR 2029 and extend 383 to the south. The project limits along SR 2037 extend 1,017 to the west of SR 2029, and 930 to the east of SR 2029.

Improvements at the intersection of Oxford Valley Road (SR 2029) and Lincoln Highway (SR 2037) include widening of both roadways for dual left-turn lanes at all 4 (four) approaches to the intersection, and for a northbound right-turn lane. The project includes modification of curb radii and concrete islands, new curb, sidewalk, and ADA compliant curb ramps. The existing traffic signals and mast arms will be replaced, and new drainage structures such as inlets, manholes, and pipes will be installed throughout the project limits. Traffic signal improvements will include signal optimization, emergency pre-emption, and video detection. No structures are included with this project.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
UTL	STU	796											
CON	STU	3,460											
CON	STU		1,460										
CON	STU			2,460									
CON	STU				2,460								
CON	STU					2,000							
CON	STU						2,000						
		4,256	**1,460**	**2,460**	**2,460**	**2,000**	**2,000**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028			**10,636**	**Total FY2029-2032**			**4,000**	**Total FY2033-2036**			**0**

Bucks

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

LIMITS: Over Tinicum Creek

Actl Let Date: 1/13/2022

IMPROVEMENT Bridge Repair/Replacement

NHPP: N

MUNICIPALITIES: Tinicum Township

FC: 8

AQ Code:S19

PLAN CENTER:

IPD: 11

PROJECT MANAGER: Harold Windisch ADE CONSTR

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing the Headquarters Road Bridge over Tinicum Creek in Tinicum Township, Bucks County. This bridge is poor condition, functionally obsolete, and currently closed to traffic due to its deteriorated condition. The bridge is a contributing resource to the Ridge Valley Rural Historic District which is listed in the National Register of Historic Places. A final alternative for bridge rehabilitation or replacement is determined upon completion of the review process required by the National Environmental Policy Act (NEPA) and its supporting regulations.

The existing structure is an 80’ long, three-span concrete-encased steel stringer bridge with stone masonry abutments and piers over Tinicum Creek. No utility conflicts are anticipated.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	BOF	100											
		100	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028			**100**	**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Bucks

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

LIMITS: Cornwells Heights Shuttle Bus Operations

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Bensalem Township

PLAN CENTER:

PROJECT MANAGER: AECOM/K. Caparra

NHPP: Y

FC:

CMP: Not SOV Capacity Adding

No Let Date

MRPID:65

AQ Code:M1

IPD: 18

CMP Subcorridor(s): 4B, 12A

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

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

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	STP	529											
CON	LOC	132											
CON	STP		529										
CON	LOC		132										
		661	**661**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**1,322**		**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Bucks

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

LIMITS: Ferry Road to Broad Street

Est Let Date: 1/11/2024

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

MUNICIPALITIES: Hilltown Township; New Britain Township; Plumstead Township

FC: 14

AQ Code:R1

PLAN CENTER:

IPD: 15

PROJECT MANAGER: Gannett/M. McGuire

CMP: Minor SOV Capacity

CMP Subcorridor(s): 14H

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

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

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	NHPP	4,502											
CON	NHPP		4,502										
CON	STU		720										
CON	STU			3,782									
CON	STU				2,502								
CON	STU					2,000							
		4,502	**5,222**	**3,782**	**2,502**	**2,000**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**16,008**		**Total FY2029-2032**		**2,000**		**Total FY2033-2036**		**0**	

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 64778 ***State Road Reconstruction SR:2002***

LIMITS: Elm Street to Neshaminy Creek
IMPROVEMENT Roadway Rehabilitation
MUNICIPALITIES: Bristol Township
PLAN CENTER:
PROJECT MANAGER: EE/J. Brown
CMP: Not SOV Capacity Adding
NHPP:
FC:
Est Let Date: 6/20/2024
MRPID:248
AQ Code:S10
IPD: 14

The project is located in Croydon, within Bristol Township, Bucks County. The scope of the project entails full depth pavement reconstruction for approximately 2.2 miles of SR 2002 (State Road) from the bridge crossing the Neshaminy Creek (eastern abutment) to the intersection with SR 0413 (New Rodgers Road).

The main purpose of the State Road Rehabilitation Project is to repair/replace the existing deteriorated pavement and to improve stormwater drainage. Curbing (to control and provide safe access and manage drainage), shoulder widening, addition of left turn lanes at State Road and Cedar Avenue (SR 2011) and traffic signal upgrades are also proposed.

Specifically, the existing 11-foot travel lanes will be widened to a 14-foot eastbound lane and a 12-foot westbound lane/8-foot parking lane (curb both directions) for the western 1.6 miles. Further east, the roadway will be widened to a 12-foot lane with 8-foot shoulder each direction. Adjustments to cross slopes and vertical profile will improve drainage.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
FD	TOLL												
FD	581	1,000											
ROW	STU	2,476											
ROW	TOLL												
UTL	581					2,425							
UTL	581						869						
CON	581							394					
CON	581								1,000				
CON	581									15,800			
CON	581										15,786		
		3,476	**0**	**0**	**0**	**2,425**	**869**	**394**	**1,000**	**15,800**	**15,786**	**0**	**0**
		Total FY2025-2028			**3,476**	**Total FY2029-2032**			**4,688**	**Total FY2033-2036**			**31,586**

Bucks

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

LIMITS: Over Branch of Neshaminy Creek

Est Let Date: 10/9/2025

IMPROVEMENT Bridge Repair/Replacement

NHPP: N

MUNICIPALITIES: Newtown Township

FC: 16

AQ Code:S19

PLAN CENTER:

IPD: 14

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

This project involves the rehabilitation of a single span concrete non-composite adjacent box beam bridge carrying S.R. 2036 (Swamp Road) over an unnamed tributary to Neshaminy Creek in Newtown Township, Bucks County, PA. The bridge is located between the entrance to the Nob Hill Residential Development and the western entrance to the Bucks County Community College. The Historic Temora Farm Property is located on the north side of the bridge and roadway and the Tyler Run State Park is on the south side. Stone retaining walls extend east and west of the existing bridge along the northern side of the roadway. A driveway is located northeast of the bridge providing access to the Temora Farm. A small structure integral with the walls along the roadway carries this driveway over a branch of the creek.

The superstructure of the existing bridge was replaced with a non-composite superstructure under an emergency contract in 2007. The existing bridge has a single 28 foot span and a clear roadway width of 23.5 feet.

This proposed project will rehabilitate the existing non-composite bridge superstructure with the installation of composite bridge deck maintaining the existing 23.5 clear roadway width. The existing stone masonry walls northwest and northeast of the bridge will be replaced. The Temora Farm driveway drainage structure will be replaced in conjunction with the wall replacement.

The goal of this project is to complete the work described above with as minimal disturbance to the surrounding area as possible. In order to achieve this goal, the horizontal and vertical alignment of the bridge will be maintained. Roadway reconstruction will be limited to immediate roadway within the limits of the approach to rehabilitated bridge deck and to new walls and driveway drainage structure. Guide rail, signing, and pavement markings will be updated as well. During construction, traffic will be maintained utilizing a detour.

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
ROW	185	396											
ROW	185		396										
UTL	STP		157										
UTL	185		39										
CON	185		1,912										
CON	185			392									
CON	185				1,520								
		396	**2,504**	**392**	**1,520**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**4,812**		**Total FY2029-2032**		**0**		**Total FY2033-2036**		**0**	

Bucks

MPMS# 69823 ***Rosedale Road Bridge over Unami Creek***

LIMITS: Rosedale Road in Milford Twp

Est Let Date: 12/12/2024

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Milford Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: Plans/S. Hasan

CMP: Not SOV Capacity Adding

This project is in Bucks County, Milford Township, on Rosedale Road (SR 4059) over a Branch of Unami Creek. The project involves two bridges on Rosedale Road (SR 4059) that are approximately 350 -feet apart. The first bridge is a single span reinforced concrete slab structure with a span length of 13- feet (BARKY 7433). The second bridge is a single span reinforced concrete stringer/girder structure with a span length of 29-feet (BARKY 7434).

The project involves the removal and replacement of the first bridge (BRKEY 7433), rehabilitation or replacement of the second bridge (BARKY 7434), reconstruction of the approach roadways and the roadway between the two structures, drainage improvements as needed, and installation of new guide rail as required.

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

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	STU	861											
CON	185	215											
CON	STU		861										
CON	185		215										
		1,076	**1,076**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**2,152**		**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Bucks

MPMS# 74827 ***Delaware Canal Enhancement***

LIMITS: Over Brock Creek, Yardley to Bristol Boroughs

Est Let Date: 9/11/2025

IMPROVEMENT Streetscape

NHPP:

MUNICIPALITIES: Yardley Borough

FC:

AQ Code:X12

PLAN CENTER:

IPD: 14

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4A

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

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

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

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	STU		1,093										
CON	STU			1,093									
		0	**1,093**	**1,093**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**2,186**		**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Bucks

MPMS# 78516 ***Brownsville Road Bridge over Neshaminy Creek***

LIMITS: Brownsville Road over Neshaminy Creek

Est Let Date: 3/21/2024

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Lower Southampton Township; Middletown Township

FC: 17

AQ Code:S19

PLAN CENTER:

IPD: 16

PROJECT MANAGER: EE/J. Arena

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5I

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

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

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	185	1,946											
CON	185		2,000										
CON	185			1,000									
CON	185				3,054								
		1,946	**2,000**	**1,000**	**3,054**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028			**8,000**	**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Bucks

MPMS# 81295 ***Hulmeville Road/Brown Avenue Intersection Improvements*** **New**

LIMITS: Hulmeville Road and Brown Avenue — No Let Date

IMPROVEMENT Signal/ITS Improvements — NHPP:

MUNICIPALITIES: Bensalem Township — FC: — AQ Code:R1

PLAN CENTER: — IPD:

PROJECT MANAGER: — CMP: Minor SOV Capacity — CMP Subcorridor(s): 4B, 12A

Funding would be used to design and construct northbound and southbound left turn lanes and install new signal equipment.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
PE	581	175											
FD	STP		175										
FD	TOLL												
ROW	TOLL												
ROW	STP		50										
UTL	STU			100									
UTL	TOLL												
CON	TOLL												
CON	STP			800									
CON	TOLL												
CON	STP				800								
		175	**225**	**900**	**800**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**2,100**		**Total FY2029-2032**		**0**		**Total FY2033-2036**		**0**	

Bucks

MPMS# 84256 ***Old Street Road Bridge over SEPTA***

LIMITS: Old Street Road between PA 132 and Brownsville Road Bensalem and Lower S

Est Let Date: 9/26/2024

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Bensalem Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

Old Street Road over SEPTA West Trenton Bridge
Bensalem and Lower Southampton Townships
Structure may be rehabilitated or replaced.

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
ROW	STP	85											
ROW	185	21											
UTL	STP		437										
UTL	185		109										
CON	STP		874										
CON	185		219										
CON	STP			1,748									
CON	185			438									
CON	STP				874								
CON	185				219								
		106	**1,639**	**2,186**	**1,093**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**5,024**		**Total FY2029-2032**		**0**		**Total FY2033-2036**		**0**	

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 84258 ***Pennsylvania Avenue Bridge over Delaware Canal***

LIMITS: Morrisville Borough, Bucks County

Est Let Date: 6/20/2024

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Morrisville Borough

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: Gannett/B. Rasiul

CMP: Not SOV Capacity Adding

This project involves the replacement of the Pennsylvania Avenue Bridge (SR 2073) over the Delaware Canal in Morrisville Borough, Bucks County, Pennsylvania. The existing crossing is a 68-foot long, two-lane, single-span structure with a concrete deck and bituminous wearing surface on multiple rolled steel I-beams with riveted cover plates that are supported by reinforced concrete abutments. The existing structure was built in 1930. This corridor of roadway is currently classified as an urban minor arterial.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
ROW	STU	252											
ROW	185	63											
UTL	STU	99											
UTL	185	25											
CON	STU	1,591											
CON	185	398											
CON	STU		1,591										
CON	185		398										
CON	BRIP			796									
CON	185			299									
CON	BRIP				796								
CON	185				299								
		2,428	**1,989**	**1,095**	**1,095**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028			**6,607**	**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Bucks

MPMS# 86244 ***River Road Bridge over Delaware Canal***

LIMITS: River Road over the Delaware Canal south of the Golden Pheasant Inn to Sand

Est Let Date: 6/4/2026

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Tinicum Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 11

PROJECT MANAGER: Gannett/B. Rasiul

CMP: Not SOV Capacity Adding

This project will provide for the rehabilitation or replacement of the River Road Bridge over the Delaware Canal in Tinicum Township, Bucks County, a Decade of Investment bridge (DOI #2067). The River Road Bridge is poor condition and based on the most recent inspection in November 2016 its condition continues to deteriorate. As a result of this inspection, the bridge's posted weight was lowered to 15 tons and repairs were made to abutments and guide rail barrier.

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
FD	185	701											
ROW	185		345										
UTL	185			157									
CON	185			417									
CON	581			2,692									
CON	185				3,024								
		701	**345**	**3,266**	**3,024**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**7,336**		**Total FY2029-2032**		**0**		**Total FY2033-2036**		**0**	

Bucks

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

LIMITS: SR 532 to SR 413

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP: N

MUNICIPALITIES: Newtown Township; Upper Makefield Township

FC: 16; 17

AQ Code:A2

PLAN CENTER:

IPD: 15

PROJECT MANAGER: Gannett/B. Rasiul

CMP: Minor SOV Capacity

This project will construct multiple pedestrian and roadway improvements along Durham Rd, (S.R. 0413), Stoopville Rd, (S.R. 2028), Eagle Rd. (a township road), Washington Crossing Rd. (S.R. 0532), and Highland Rd. (a township road) from the Stoopville Rd./Durham Rd. (S.R. 0413) intersection to the village of Dolington along Washington Crossing Rd. (S.R. 0532). Proposed improvements include:

(1) Traffic control and gateway signs and painting of stop bars along Washington Crossing Rd. from the Washington Crossing Rd./Dolington Rd. intersection to village of Dolington;
(2) 6' wide pedestrian walking path along the north side of Stoopville Road from east of Rosefield Drive to Eagleton Farms Road/Hemlock Drive; along the south side of Stoopville Road from Eagleton Farms Road/ Hemlock Drive to Eagle Road; continuing along the west side of Eagle Road to Marigold Drive; along the north side of Stoopville Road from Creamery Road to the intersection of Stoopville Road/ Washington Crossing Road; and continuing along the north side of Washington Crossing Road to Highland Road will be completed; the pedestrian walkway will require the extension of an existing pipe culvert beneath Stoopville Rd. between Highland Rd. and Creamery Rd. to allow the walking path to cross over the tributary;
(3) Decorative crosswalks and ADA-compliant curb ramps at 3 intersections: (1) Eagleton Farms Rd./Stoopville Rd.; (2) Stoopville Rd./Washington Crossing Rd.; and (3) Highland Rd./Washington Crossing Rd.;
(4) New traffic signal and widening at the Durham Rd./Stoopville Rd. intersection to provide a left turn lane at the Durham Rd./Stoopville Rd. intersection for vehicles traveling on southbound Durham Rd. to eastbound Stoopville Rd.;
(5) Modification to the existing signal at the Highland Rd./Washington Crossing Rd. intersection to accommodate a right-turn lane on Highland Rd. and improvements that will provide for both left and right turn lanes for vehicles travelling southbound on Highland Rd. to Washington Crossing Rd.;
(6) Relocation of utility poles.

The first phase (S.R. 2028, Section ECF) was constructed in June 2010 (see MPMS #84096). This project has $254,000 earmark funds remaining from a 2008 Appropriations Bill (PA ID #710).

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
FD	581									802			
ROW	581									242			
UTL	581										263		
CON	STP										4,442		
		0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,044**	**4,705**	**0**	**0**
		Total FY2025-2028			**0**	**Total FY2029-2032**			**0**	**Total FY2033-2036**		**5,749**	

Bucks

MPMS# 90550 ***Creamery Road Bridge over Tohickon Creek***

LIMITS: North of Sweetbriar Rd over Tokickon Creek on Creamery Road.

Est Let Date: 1/9/2025

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Bedminster Township; Tinicum Township

FC: 8

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing the Creamery Road and Tohickon Creek. The improvement is a breakout of MPMS #88706 for Bridge Rehabilitation in order to process federal authorization. Improvements also include associated roadway approach reconstruction, guiderail and drainage improvements.

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
ROW	STP	297											
ROW	185	74											
UTL	STP		46										
UTL	185		12										
CON	185		282										
CON	185			251									
CON	185				251								
CON	185					2,101							
CON	185						3,398						
		371	**340**	**251**	**251**	**2,101**	**3,398**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**1,213**		**Total FY2029-2032**		**5,499**		**Total FY2033-2036**		**0**	

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 92641 ***Dublin Pike Bridge over Morgan Creek***

LIMITS: Richland Township

Est Let Date: 2/12/2026

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES: Richland Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: Gannett/B. Rasiul

CMP: Not SOV Capacity Adding

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

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

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
FD	STU	424											
FD	185	106											
ROW	STU	85											
ROW	185	21											
UTL	STU	85											
UTL	185	21											
CON	BRIP		2,488										
CON	185		622										
CON	BRIP			1,500									
CON	185			375									
		742	**3,110**	**1,875**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**5,727**		**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Bucks

MPMS# 93445 ***Route 1 Improvements - North (Section RC2)***

LIMITS: Route 1 - Neshaminy and Penndel Interchanges, Bucks County

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Middletown Township; Bensalem Township; Langhorne Manor Borou

PLAN CENTER:

PROJECT MANAGER: TSS/S. Hasan

NHPP: Y

FC: 12; 14; 17

CMP: Major SOV Capacity

Actl Let Date: 1/14/2021

MRPID:37

AQ Code:2035M

IPD: 18

CMP Subcorridor(s): 4A, 5I

The S.R. 0001 Group 03S Section RC2 project, located in Bensalem and Middletown Townships, Bucks County, PA, extends from a point just south of the Neshaminy Interchange to just south of S.R. 2045 (Old Lincoln Highway), a distance of 1.5 miles. The project encompasses reconstruction and widening of S.R. 0001, including: upgrading 2 interchanges S.R. 8055 (Neshaminy) and S.R. 8067 (Penndel); and reconstruction of 3 bridges. The improvements for this section of S.R. 0001 are as follows:
-Widening of S.R. 0001 median width to meet current design criteria.
-Raising the S.R. 0001 profile from just south of the Neshaminy interchange to north of the Neshaminy interchange to improve vertical clearances for the S.R. 0001 structure over S.R. 2044 (Rockhill Drive).
-Adding a third travel lane along S.R. 0001 in each direction from just south of the Neshaminy interchange north to the Penndel interchange.
-Adding an auxiliary lane along S.R. 0001 in both the northbound and southbound directions between the PA Turnpike interchange and Neshaminy interchange.
-Reconfiguring the Neshaminy interchange to relocate the ramp from Rockhill Drive to S.R. 0001 northbound from the northeastern quadrant of the interchange to the southeastern quadrant as a loop ramp, eliminating the left turn movement immediately west of the existing Neshaminy Mall traffic signal. Improving the geometry of the interchange ramps, where feasible. Modification to both existing signalized intersections on Rockhill Drive to improve traffic flow into and out of the Neshaminy Mall and the Horizon Corporate Center.
-North of the Neshaminy interchange, adding/lengthening auxiliary (acceleration and deceleration) lanes along S.R. 0001 in both the northbound and southbound directions for ramps to and from Rockhill Drive.
-Structure improvements include the replacement of 3 existing bridges, the construction of 5 retaining walls and the possible construction of 1 noise wall. The existing bridges to be replaced are those that carry S.R. 0001 over Rockhill Drive, Neshaminy Creek, and Business Route 1 and the CSX and SEPTA rail lines.
-S.R. 0001 southbound will be realigned across Neshaminy Creek to allow traffic to be maintained on the existing bridge during construction of the proposed structure on new alignment. Traffic will be switched to the new S.R. 0001 southbound structure during demolition of the existing bridge and construction of the proposed S.R. 0001 northbound structure. Similarly, S.R. 0001 northbound will be realigned across the CSX/SEPTA Railroad and Business Route 1 to allow traffic to be maintained on the existing bridge during construction of a new S.R. 0001 northbound structure. Traffic will be switched to the new S.R. 0001 northbound structure during demolition of the existing bridge and construction of the proposed S.R. 0001 southbound structure.
-Pedestrian walkways and transit stops along Rockhill Drive will be investigated.
-This project will include upgrades to guiderail, drainage improvements and signage improvements.
-The reconstruction and widening project minimizes impacts to the community by avoiding archaeological resources at Neshaminy Creek while improving safety and mobility. Additionally, this project avoids historic resources such as the Philadelphia Water Company and the Railroad.

Project CMP (Congestion Management Process) commitments include signal improvements, sidewalks and other improvements for pedestrians, investigation of new bus stops and enhanced bus services in consultation with SEPTA, safety improvements including increased speed enforcement, and outreach to employers to promote transportation demand management strategies. See DVRPC's 2013-2014 memorandum on supplemental strategies for details related to this project.

Design Parent is MPMS #13549. Route 1 Improvements Southern section RC1 is MPMS #93444. Route 1 Frontage section RC3 is MPMS #93446.

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	STU*	1,719											
CON	NHPP*		1,281										
CON	STU*		2,000										
		1,719	**3,281**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**5,000**		**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Bucks

MPMS# 93446 ***Route 1 Improvements Frontage Corridor (Section RC3)***

LIMITS: Route 1 - Frontage Road Corridor, Bucks County

Est Let Date: 10/1/2026

IMPROVEMENT Roadway New Capacity

NHPP: Y

MRPID:37

MUNICIPALITIES: Bensalem Township; Langhorne Manor Borough; Middletown Townsh

FC: 12; 19

AQ Code:S10

PLAN CENTER:

IPD: 19

PROJECT MANAGER: Plans/S. Hasan

CMP: Major SOV Capacity

CMP Subcorridor(s): 4A, 5I

The S.R. 0001 Group 03S Section RC3 project extends from the northern end of the S.R. 0001 bridge over the CSX railroad to approximately 700 feet north of the S.R. 0413 (PA 413/Pine Street) bridge over S.R. 0001, a distance of 2.5 miles. This project includes the 2.0 mile +/- segment of frontage (service) road corridor.

The S.R. 0001 Group 03S Section RC3 project includes Resurfacing, Restoration and Rehabilitation (3R) improvements to S.R. 0001 and the frontage roads, reconstruction of 1 bridge (West Interchange Road over S.R. 0001), and the rehabilitation of 1 bridge (S.R. 0001 over S.R. 2008). The primary proposed improvements for this section of S.R. 0001 are as follows:

-Widening of S.R. 0001 median width from 4’ to 10’ to meet current design criteria.
-Replacement of 12,100 ft. of existing double-face guide rail median barrier and 985 ft. of existing concrete median barrier with concrete glare screen.
-Removal of existing raised concrete islands separating the mainline S.R. 0001 travel lanes from the frontage road to be replaced with 12’-0” paved outside shoulders along the mainline travel lanes and concrete median barrier between the proposed mainline outside shoulder and the frontage road.
-Closing the existing intermediate crossovers between the mainline S.R. 0001 travel lanes and the frontage roads.
-Updating the overhead guide signage for the project corridor due to the revised frontage road access and for coordination with the S.R. 0001 Sec. RC1, RC2 and LHB projects.
-Relocating the existing ITS infrastructure, including conduit throughout the corridor and ITS CCTV camera assembly, communications cabinets and VD sensor assemblies that are supported by the affected overhead guide signs.
-Lengthening of the acceleration lanes from the frontage roads onto S.R. 0001 in the northbound and southbound directions to meet current design criteria.
•Relocating the existing roadway inlets along the existing double face median guide rail and existing raised concrete traffic islands to along the proposed concrete glare screen and proposed concrete median barrier.
•Structure improvements include the replacement of one existing functionally obsolete bridge (West Interchange Road over S.R. 0001) along the existing horizontal alignment and the rehabilitation of one bridge (S.R. 0001 over S.R. 2008) including superstructure replacement.

Design Parent is MPMS #13549
Route 1 Improvements Northern section RC2 is MPMS #93445
Route 1 Improvements Southern section RC1 is MPMS #93444

Project CMP (Congestion Management Process) commitments include signal improvements, sidewalks and other improvements for pedestrians, investigation of new bus stops and enhanced bus services in consultation with SEPTA, safety improvements including increased speed enforcement, and outreach to employers to promote transportation demand management strategies. See DVRPC’s 2013-2014 memorandum on supplemental strategies for details related to this project.

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Bucks

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
ROW	NHPP	3,713											
ROW	581	928											
ROW	NHPP		3,713										
ROW	581		928										
ROW	NHPP			3,713									
ROW	581			928									
ROW	NHPP				3,713								
ROW	581				928								
UTL	TOLL												
UTL	NHPP			4,052									
CON	STU			8,962									
CON	581			2,241									
CON	STU				2,755								
CON	NHPP				14,587								
CON	581				4,336								
CON	STU					7,231							
CON	NHPP					10,962							
CON	581					4,548							
CON	STU						4,172						
CON	STP						4,020						
CON	581						2,043						
CON	STP							703					
CON	STU							4,239					
CON	581							1,236					
CON	STU								3,000				
CON	NHPP								16,207				
CON	581								4,802				
CON	STU									14,711			
CON	581									3,678			
CON	NHPP										16,207		
CON	STU										1,000		
CON	581										4,302		
CON	STU											1,000	
CON	NHPP											22,207	
CON	581											5,802	
CON	STU												8,000
CON	NHPP												23,107
CON	581												7,777
		4,641	**4,641**	**19,896**	**26,319**	**22,741**	**10,235**	**6,178**	**24,009**	**18,389**	**21,509**	**29,009**	**38,884**
		Total FY2025-2028			**55,497**	**Total FY2029-2032**			**63,163**	**Total FY2033-2036**			**107,791**

Bucks

MPMS# 99431 ***Route 663 (John Frieds Highway) Widening*** **New**

LIMITS: Rosenberger Rd - Allentown Rd

IMPROVEMENT Streetscape

MUNICIPALITIES: Milford Township

PLAN CENTER:

PROJECT MANAGER:

CMP: Major SOV Capacity

NHPP:

FC:

No Let Date

MRPID:171

AQ Code:2045M

IPD:

CMP Subcorridor(s): 14G

The funds will be used for design and construction of a five lane cross section (two through lanes in each direction and a center turn lane) from Allentown Road to the Pennsylvania Turnpike.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
PE	581	500											
FD	TOLL												
FD	STP			400									
ROW	STP				350								
ROW	TOLL												
UTL	STP									250			
UTL	TOLL												
CON	STP										5,000		
CON	TOLL												
		500	**0**	**400**	**350**	**0**	**0**	**0**	**0**	**250**	**5,000**	**0**	**0**
		Total FY2025-2028		**1,250**		**Total FY2029-2032**			**0**	**Total FY2033-2036**		**5,250**	

Bucks

MPMS# 102272 ***Holland Road at Buck Road and Route 532***

LIMITS: Buck Rd from 1,200' south of intersection w/Old Bristol Rd to 1,500' north of inter

Est Let Date: 6/20/2024

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES: Northampton Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 15

PROJECT MANAGER: Gannett/A. Harper

CMP: Minor SOV Capacity

CMP Subcorridor(s): 5I

This project will be broken out into two phases when appropriate. Phase I is the replacement/rehabilitation of the poor condition Buck Road Bridge over Mill Creek with a wider structure to accommodate turning lanes and will also include improvements to the Buck Road/Old Bristol Road Intersection. Phase II will consist of improvements including the realignment of the Buck Road/Holland Road intersection and the addition of turning lanes, along with access management and the addition of sidewalks throughout corridor.

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
ROW	581	457											
CON	NHPP	1,351											
CON	581	338											
CON	NHPP		2,702										
CON	581		676										
CON	NHPP			2,702									
CON	581			676									
CON	NHPP				1,351								
CON	581				338								
		2,146	**3,378**	**3,378**	**1,689**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028			**10,591**	**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Bucks

MPMS# 102309 ***PA 309 Bridge over Morgan Creek***

LIMITS: Richland Township

Est Let Date: 12/15/2026

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Richland Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/M. Fausto

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4B

This project involves rehabilitating or replacing the Bridge at PA 309 over Morgan Creek. The improvement is a breakout of MPMS #88706 for Bridge Rehabilitation in order to process federal authorization.

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

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
FD	STP		699										
FD	581		175										
ROW	STP		219										
ROW	581		55										
CON	BRIP			1,000									
CON	581			250									
CON	BRIP				1,351								
CON	581				338								
CON	BRIP					1,702							
CON	581					426							
CON	BRIP						1,351						
CON	581						338						
		0	**1,148**	**1,250**	**1,689**	**2,128**	**1,689**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028			**4,087**	**Total FY2029-2032**			**3,817**	**Total FY2033-2036**			**0**

Bucks

MPMS# 102664 ***PA 309 Bridge over Beaver Run***

LIMITS: Richland Township

Est Let Date: 12/10/2026

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Richland Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/M. Fausto

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing the Bridge at PA309 over Beaver Run. The improvement is a breakout of MPMS #88706 for Bridge Rehabilitation in order to process federal authorization.

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

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
FD	STP	679											
FD	185	170											
ROW	STP		60										
ROW	581		15										
UTL	STP			225									
UTL	581			56									
CON	185			1,351									
CON	185				2,444								
CON	185					3,121							
		849	**75**	**1,632**	**2,444**	**3,121**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**5,000**		**Total FY2029-2032**		**3,121**		**Total FY2033-2036**		**0**	

Bucks

MPMS# 104746 ***West Bridge Street Bridge over Tributary to Delaware River***

LIMITS: Falls Township

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Falls Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: Gannett/B. Rasiul

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing the Bridge at West Bridge Street over Tributary to Delaware River. The improvement is a breakout of MPMS #88706 for Bridge Rehabilitation in order to process federal authorization.

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

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
FD	BRIP	509											
FD	185	127											
ROW	BRIP		109										
UTL	BRIP					60							
CON	BRIP									2,688			
CON	185									672			
		636	**109**	**0**	**0**	**60**	**0**	**0**	**0**	**3,360**	**0**	**0**	**0**
		Total FY2025-2028		**745**		**Total FY2029-2032**		**60**		**Total FY2033-2036**		**3,360**	

Bucks

MPMS# 110091 ***King Road Bridge over Herkaken Creek***

LIMITS: King Road Bridge

Est Let Date: 9/12/2024

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: New Britain Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 14

PROJECT MANAGER: TSS/Gannett/A. Harper

CMP: Not SOV Capacity Adding

Bucks County Bridge #54 is a single span, concrete encased, steel I-beam bridge that is approximately 33 feet long. Originally built in 1912, it is currently weight-restricted to 7 tons. The bridge is poor condition as a result of the poor condition of the substructure, due to undermining of the near and far abutments. The bridge railing does not meet current standards and the approach guiderail also requires updating to current standards. Work to be performed includes the complete replacement of the bridge and associated approach improvements.

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	sSTP	1,350											
CON	TOLL												
		1,350	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**1,350**		**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Bucks

MPMS# 110309 ***I-95/US 13/PA 132 Slip Ramp Operation Improvement***

LIMITS: I-95/US 13/PA 132

Est Let Date: 2/19/2026

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Bensalem Township

FC:

AQ Code:2035M

PLAN CENTER:

IPD: 16

PROJECT MANAGER: EE/J. Arena

CMP: Minor SOV Capacity

CMP Subcorridor(s): 4B, 12A

As a preliminary step to address congestion and safety issues caused by the antiquated design of the interchange of I-95/US 13/PA 132 (Street Road), the existing intersection will be modified with an operational improvement to provide direct, one-way access to I-95 southbound from the US 13/PA 132 (Street Road) intersection by re-routing traffic from the Street Road off-ramp from eastbound Street Road to I-95 southbound via a direct connection to the I-95 southbound on-ramp. All movements of the interchange are currently provided to access I-95 northbound and southbound, but this reconfigured movement will reduce congestion, improve operational efficiency and system reliability, and eliminate unsafe traffic movements at this heavily trafficked intersection on Street Road at the I-95 southbound entrance.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
ROW	581	752											
CON	STP		1,843										
CON	581		461										
CON	STU			1,843									
CON	581			461									
CON	STU				1,000								
CON	581				250								
CON	STP					1,686							
CON	581					422							
CON	STP						2,843						
CON	581						711						
		752	**2,304**	**2,304**	**1,250**	**2,108**	**3,554**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028			**6,610**	**Total FY2029-2032**			**5,662**	**Total FY2033-2036**			**0**

Bucks

MPMS# 110310 ***Almshouse Road at Jacksonville Road Intersection Improvement***

LIMITS: Bucks County

Est Let Date: 8/1/2025

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Northampton Township

FC:

AQ Code:2035M

PLAN CENTER:

IPD: 14

PROJECT MANAGER: HNTB/N. Velaga

CMP: Minor SOV Capacity

CMP Subcorridor(s): 13A

Provide intersection improvements at Jacksonville Road and Almshouse Road. This may include replacement of the intersection with a roundabout.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
FD	581	637											
ROW	STP	637											
ROW	TOLL												
UTL	581		164										
CON	STP		875										
CON	STP			875									
CON	STP				375								
CON	STP					375							
CON	STP						1,000						
		1,274	**1,039**	**875**	**375**	**375**	**1,000**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**3,563**		**Total FY2029-2032**		**1,375**		**Total FY2033-2036**		**0**	

Bucks

MPMS# 110763 ***Cold Spring Creamery Road Bridge over Branch of Pine Run***

LIMITS: Buckingham Township

Est Let Date: 9/25/2025

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Buckingham Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: Plans/S. Hasan

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing the Bridge atCold Spring Creamery Road over Branch Pine Run.

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

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
ROW	185	90											
UTL	185		31										
CON	185		867										
CON	185			978									
		90	**898**	**978**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**1,966**		**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Bucks

MPMS# 111565 ***Chapman Road Bridge over Pine Run***

LIMITS: Chapman Road over Pine Run, Doylestown Township

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Doylestown Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/Gannett/A. Harper

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing the Bridge at Chapman Road Bridge over Pine Run. Design is being completed by the locals.

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				1,768								
		0	**0**	**0**	**1,768**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028			**1,768**	**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Bucks

MPMS# 115418 ***Route 113 & Minsi Trail Road Roundabout***

LIMITS: Souderton Road and Minsi Trail

Est Let Date: 1/15/2027

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Hilltown Township

FC:

AQ Code:2035M

PLAN CENTER:

IPD:

PROJECT MANAGER: Traff/A. Patel

CMP: Minor SOV Capacity

CMP Subcorridor(s): 14H

This project is for the implementation of a roundabout at Souderton Road (SR 113) and Minsi Trail Road (SR 4019).

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
ROW	HSIP	263											
UTL	HSIP	23											
CON	HSIP		1,061										
		286	**1,061**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**1,347**		**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Bucks

MPMS# 115419 ***US 202/Route 263 (York Road) Roundabout***

LIMITS: US 202 & York Road

Est Let Date: 1/15/2027

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Buckingham Township

FC:

AQ Code:2035M

PLAN CENTER:

IPD:

PROJECT MANAGER: Traff/A. Patel

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 8H, 8I

This project is for the implementation of a roundabout at US 202/Route 263 & York Road.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
ROW	HSIP	1,115											
UTL	HSIP	33											
CON	HSIP		1,582										
		1,148	**1,582**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**2,730**		**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Bucks

MPMS# 116893 ***Edison Furlong Road Bridge over Pebble Creek***

LIMITS: Edison Furlong o/ Pebble Creek

Est Let Date: 12/11/2025

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Buckingham Township; Doylestown Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: Gannett/B. Raisul

CMP: Not SOV Capacity Adding

Improvements include replacing the scour damaged bridge over Pebble Creek pursuant to damage caused by Hurricane Ida.

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	STP	800											
		800	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028			**800**	**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Bucks

MPMS# 118020 ***Bustleton Pike/Second Street Pike Roundabout***

LIMITS: Intersection of 2nd Street Pike and Bustleton Pike

Est Let Date: 8/22/2024

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Northampton Township

FC:

AQ Code:2035M

PLAN CENTER:

IPD:

PROJECT MANAGER: HNTB/N. Velaga

CMP: Minor SOV Capacity

CMP Subcorridor(s): 13A

The intersection of Second Street Pike and Bustleton Pike will be replaced with a roundabout and a fourth leg will be added to connect to Township Road. Surrounding driveways will be realigned to function more efficiently. Pedestrian movements will be improved. The Township has completed preliminary design, but the design will need to be brought up to federal standards.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
FD	STU	50											
ROW	STU	297											
ROW	581	74											
UTL	STU	106											
UTL	581	27											
CON	STU	1,415											
CON	581	354											
CON	STU		1,415										
CON	581		354										
CON	STU			1,415									
CON	581			354									
		2,323	**1,769**	**1,769**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**5,861**		**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Bucks

MPMS# 118022 ***Route 202/179 Roundabout***

LIMITS: US 202 and PA 179 Intersection

Est Let Date: 12/4/2025

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Doylestown Township

FC:

AQ Code:2035M

PLAN CENTER:

IPD:

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 8H

The intersection of Route 202 and Route 179 will be replaced with a roundabout. Surrounding driveways will be realigned to function more efficiently. Pedestrian movements will be improved.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
FD	STU	255											
FD	581	64											
ROW	STU	212											
ROW	581	53											
UTL	STU		219										
UTL	581		55										
CON	STU		748										
CON	581		187										
CON	STU			1,748									
CON	581			437									
CON	STU				1,748								
CON	581				437								
CON	STU					2,748							
CON	581					687							
		584	**1,209**	**2,185**	**2,185**	**3,435**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028			**6,163**	**Total FY2029-2032**			**3,435**	**Total FY2033-2036**			**0**

Bucks

MPMS# 118190 ***Fairview Road RailRoad Xing***

LIMITS: Fairview Avenue in Quakertown Borough

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Quakertown Borough

FC:

AQ Code:S8

PLAN CENTER:

IPD:

PROJECT MANAGER: MAL/M. Lang

CMP: Not SOV Capacity Adding

This project is for the installation of railroad warning devices on Fairview Avenue, in Quakertown Borough Buck County.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	RRX									325			
CON	TOLL												
		0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**325**	**0**	**0**	**0**
		Total FY2025-2028			**0**	**Total FY2029-2032**			**0**	**Total FY2033-2036**			**325**

Bucks

MPMS# 119730 ***I-95, I-295, PA Turnpike Interchange Stage 2***

LIMITS:

IMPROVEMENT Roadway New Capacity

MUNICIPALITIES: Bristol Township

PLAN CENTER:

PROJECT MANAGER: Mark Raup

CMP: Major SOV Capacity

NHPP:

FC:

No Let Date

MRPID:35

AQ Code:2035M

IPD:

CMP Subcorridor(s): 4D, 8A

This interstate completion project will fully connect I-95, I-295 and I-276 in Pennsylvania and complete remaining sections of Turnpike widening and reconstruction in PA. Considering this overall program completed a Final Environmental Impact Statement (FEIS) and received a Record of Decision (ROD) in 2003, subsequent design and construction activities have been continuously led by the PTC, in cooperation with PennDOT under FHWA oversight.

Stage 1 of this project was completed, opened to traffic, and facilitated a revised routing of I-95 in PA and NJ, thereby making I-95 continuous along the east coast from Florida to Maine. All of the design and construction funding in this action for Stage 2 is for Sections D30, C and A (as well as the ROW funding). ROW and CON funding for Stage 2 sections other than D30, C and A will be better known regarding amounts and timing moving forward. This will be revisited in future TIP updates.

Stage 2 includes construction of the remaining six new interchange ramp movements which do not have the I-95 designation, and completion of the mainline widening from two lanes in each direction to three lanes in each direction in addition to the associated reconstruction work on the Turnpike and I-95/I-295. Stage 3, currently in the preliminary engineering phase, will replace the Delaware River Bridge with a new parallel bridge over the Delaware River.
Stage 2 includes the following distinct design/construction sections:
•D30 (mainline Turnpike widening and reconstruction between the Bensalem Boulevard and I-95 overpasses);
•Section A (mainline Turnpike widening and reconstruction near the Bensalem Interchange to the Neshaminy Falls toll plaza);
•Section C (mainline Turnpike widening and reconstruction from the Neshaminy Falls Toll Plaza to the Bensalem Boulevard overpass);
•Section E (Turnpike/US 13 mainline interchange reconstruction and mainline widening to the west); and
•Section D40 (the remaining six ramps of the I-276/I-95/I-295 Interchange and related mainline improvements).

Sections A and C are progressing through final design. Sections E and D40 completed preliminary design and await identified funding sources for the respective design/construction phases to enable them to proceed. Section C is anticipated to proceed to the construction phase, while Section A will progress in Final Design progressing toward the construction phase, during the FY2025-2028 TIP period. Updates will be made on section status and PTC Capital Plan funding allocations for Stage 2 as they occur or in future TIP updates.

Section A includes the reconstruction and widening of the Turnpike mainline (I-276) from west of the Bensalem Interchange to the Neshaminy Falls toll plaza. I-276 will be widened to 6 through lanes with additional auxiliary lanes to/from the interchange. The typical section transitions due to a median width reduction from 26’ to 10’ in the ultimate condition. Included in this project is the replacement and widening of three mainline bridge structures carrying the turnpike over CSX Railroad, Street Road (SR 0132), and Old Lincoln Highway (SR 2037) in addition to 7 retaining walls and 1 noise wall.

Section C includes the reconstruction and widening of the Pennsylvania Turnpike (I-276) from a point approximately 1650 feet east of the Galloway Road (SR 2023/MP 353.0) overhead structure to a point approximately 575 feet west of the Bensalem Boulevard (SR 2015/MP 355.2) overhead structure (approximately 2.2 miles total). Through this construction, the mainline will be converted from a four-lane divided roadway to a six-lane divided roadway typical section. Also included is the construction of eight (8) noise walls adjacent to the mainline.

Bucks

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
FD	TPK	4,500											
FD	TPK		5,000										
FD	TPK			2,000									
FD	TPK				2,000								
ROW	TPK	1,500											
ROW	TPK		1,500										
ROW	TPK			1,000									
ROW	TPK				1,000								
CON	TPK	40,000											
CON	TPK		41,100										
CON	TPK			12,200									
CON	TPK				33,000								
		46,000	**47,600**	**15,200**	**36,000**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**144,800**		**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Bucks

MPMS# 119977 ***I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement***

LIMITS:

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Bristol Township

FC:

AQ Code:X5

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/J. Arena

CMP: Not SOV Capacity Adding

The overall I-95, PA Turnpike Interchange project is an interstate completion project that will fully connect I-95, I-295 and I-276 in Pennsylvania and complete remaining planned sections of Turnpike widening and reconstruction in PA. The project also involves the replacement of the bridge over the Delaware River, considering the structure's age and the need to provide lane continuity between the Pennsylvania Turnpike Commission and the New Jersey Turnpike Authority facilities.

The overall I-95, PA Turnpike Interchange program completed a Final Environmental Impact Statement (FEIS) and received a Record of Decision (ROD) in 2003, and subsequent design and construction activities have been continuously led by the PTC, in cooperation with PennDOT under FHWA oversight. Due to needed revisions to the FEIS selected Bridge Alternate, a Supplemental EIS will be initiated soon and conducted concurrent with the PE phase.

Stage 1 of this project was completed, opened to traffic, and now provides a revised routing of I-95 in PA and NJ, thereby making I-95 continuous along the east coast from Florida to Maine. Stage 2 includes construction of the remaining six proposed interchange ramp movements, and completion of the mainline reconstruction and widening from two lanes in each direction to three lanes in each direction in PA, in addition to the associated reconstruction work on I-295. Stage 3 will replace the Delaware River Bridge with a new parallel bridge over the Delaware River.

The Delaware River Bridge (DRB) is the final stage of the I-95, PA Turnpike Interchange Program. It will involve the construction of the new Delaware River Bridge, mainline improvements on the bridge approaches, ITS devices in PA and NJ, and tolling systems within the project limits in PA. The PTC and the New Jersey Turnpike Authority (NJTA) have conducted environmental studies and an Alternatives Analysis, and have initiated Preliminary Engineering. Interagency coordination and cost sharing are being conducted in accordance with a Memorandum of Understanding (MOU) executed jointly by the PTC and NJTA.

The PTC expects to develop more refined estimates as this work proceeds. The PTC FY 2024 10-year Capital Plan contains $54.2 Million for design, environmental clearance, permitting and related tasks. This total and the yearly amounts will be updated in future PTC capital plans as the design advances, costs are known, and the development of the project schedule is further defined.

All funding in this action for Stage 3 is for the Preliminary Engineering phase of the I-95 (Turnpike) Connector Bridge between Pennsylvania and New Jersey. The status and funding for this stage of the program will be revisited for future TIP updates.

When completed, the project will achieve design year capacity requirements on the bridge and address long established project needs. As importantly, it will achieve lane continuity between the six-lane PA Turnpike mainline west of US 1 over the Delaware River to the six-lane New Jersey Turnpike Extension.

Bucks

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
PE	TPK	2,600											
PE	TPK		5,400										
PE	TPK			5,500									
PE	TPK				5,700								
		2,600	**5,400**	**5,500**	**5,700**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028			**19,200**	**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Bucks

MPMS# 120912 ***Trumbauersville Road Bridge over Unami Creek*** **New**

LIMITS: Trumbauersville Road between I-476 and Esten Road — No Let Date

IMPROVEMENT Bridge Repair/Replacement — NHPP:

MUNICIPALITIES: Milford Township — FC: — AQ Code:S19

PLAN CENTER: — IPD:

PROJECT MANAGER: — CMP: Not SOV Capacity Adding

It is anticipated that this project will rehabilitate or replace the existing bridge on a similar alignment.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
PE	TOLL												
PE	BOF	500											
FD	BOF			500									
FD	TOLL												
ROW	TOLL												
ROW	BOF				100								
UTL	BOF				100								
UTL	TOLL												
CON	BOF										5,000		
CON	TOLL												
		500	**0**	**500**	**200**	**0**	**0**	**0**	**0**	**0**	**5,000**	**0**	**0**
		Total FY2025-2028		**1,200**		**Total FY2029-2032**			**0**	**Total FY2033-2036**		**5,000**	

Total For Bucks	**2025**	**2026**	**2027**	**2028**	**2025-2028**	**2029-2032**	**2033-2036**
	$100,130	$117,534	$85,544	$106,120	$409,328	$130,271	$159,061

Chester

MPMS# 14134 ***West Bridge Street Bridge Over Amtrak***

LIMITS: Over Amtrak

Est Let Date: 7/25/2024

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Parkesburg Borough

FC:

AQ Code:S19

PLAN CENTER: Rural Center

IPD: 16

PROJECT MANAGER: TSS/Gannett/A. Harper

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 7E

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

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	BOF		1,940										
CON	183		364										
CON	LOC		122										
CON	BOF			970									
CON	183			182									
CON	LOC			61									
CON	BOF				1,940								
CON	183				364								
CON	LOC				122								
CON	BOF					1,940							
CON	183					364							
CON	LOC					122							
		0	**2,426**	**1,213**	**2,426**	**2,426**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**6,065**		**Total FY2029-2032**		**2,426**		**Total FY2033-2036**		**0**	

Chester

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

LIMITS: PA 10 to Exton Bypass/Quarry Road

IMPROVEMENT Roadway Rehabilitation

NHPP: Y

MUNICIPALITIES: Sadsbury Township; West Caln Township; West Sadsbury Township; FC:

PLAN CENTER:

PROJECT MANAGER: TSS/S. Fellin

CMP: Major SOV Capacity

No Let Date

MRPID:48

AQ Code:2045M

IPD: 18

CMP Subcorridor(s): 7E, 7F

This project serves as the preliminary design phase of a project to reconstruct approximately 14 miles of mainline pavement; potential addition of through lanes and operational improvements as required by traffic analysis for the eastern section; reconstruction and widening of the mainline shoulders; replacement and widening of mainline bridge superstructures; construction of new ramps (to complete partial interchanges at Airport Road); reconstruction, realignment, and lengthening of all on and off ramps (to provide storage length for traffic signals and ramp metering); reconstruction of arterial overpasses; installation of ITS elements (dynamic message signs, closed circuit television, incident detection, and ramp meters); and minor improvements to parallel arterial routes (to be determined) to improve safety, reduce congestion, and upgrade deteriorating infrastructure. This project is for preliminary design only; final design, utility, right of way, and construction phases are identified in MPMS #87781 (Eastern section) and MPMS #84884 (Western section; 2013 estimated cost is $250 million). Additional study work will be undertaken under this MPMS # to determine the appropriate approach to address new capacity and operational needs of the eastern section, as well as the western section as needed. The full length of the corridor is located in West Sadsbury Township, Sadsbury Township, Valley Township, Coatesville City, West Caln Township, Caln Township, East Caln Township, and Downingtown Borough.

Earmarks--SAFETEA DEMO #3172, PA ID# 504 - $0 remaining; PA ID #146- $0 remaining. The overall corridor construction cost estimate is $784 million.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
PE	STU	2,000											
PE	NHPP		5,029										
PE	STU			2,116									
PE	NHPP			1,084									
PE	NHPP				2,771								
PE	STU					5,000							
		2,000	**5,029**	**3,200**	**2,771**	**5,000**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**13,000**		**Total FY2029-2032**		**5,000**		**Total FY2033-2036**		**0**	

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 14580 ***US 1 Expressway Reconstruction: PA 472 to PA 896 SR:0001***

LIMITS: PA 472 to PA 896

Est Let Date: 7/24/2025

IMPROVEMENT Roadway Rehabilitation

NHPP: Y

MRPID:3

MUNICIPALITIES: West Nottingham Township; East Nottingham Township; Lower Oxfor

FC: 2; 6; 8; 9; 12; 16; 17; 19

AQ Code:S10

PLAN CENTER: Rural Center

IPD: 22

PROJECT MANAGER: EE/M. Holva

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5A

The project consists of pavement rehabilitation and reconstruction; guiderail upgrades; vertical and lateral clearance compliance corrections of overhead structures; and interchange improvements such as length of acceleration and deceleration lanes and loop ramp radii. Interchanges included in the work are at PA 472, PA 10 and PA 896. See also MPMS #14581, #113307, and #113312.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
ROW	STU	2,701											
UTL	STU*	546											
CON	NHPP		1,632										
CON	STU		799										
CON	581		608										
CON	STU			3,431									
CON	581			858									
CON	STU				3,431								
CON	581				858								
CON	STU					10,757							
CON	581					2,689							
CON	STU						3,431						
CON	BOF						2,000						
CON	581						1,358						
CON	STU							6,105					
CON	581							1,526					
CON	STU								12,431				
CON	581								3,108				
CON	STU									12,431			
CON	581									3,108			
CON	STU										13,431		
CON	581										3,358		
CON	STU											10,431	
CON	581											2,608	
CON	STU												12,431
CON	581												3,108
		3,247	**3,039**	**4,289**	**4,289**	**13,446**	**6,789**	**7,631**	**15,539**	**15,539**	**16,789**	**13,039**	**15,539**
		Total FY2025-2028			**14,864**	**Total FY2029-2032**			**43,405**	**Total FY2033-2036**			**60,906**

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 14581 ***US 1 Expressway Reconstruction: PA 896 to PA 41 SR:0001***

LIMITS: PA 896 to PA 41

Est Let Date: 1/14/2027

IMPROVEMENT Roadway Rehabilitation

NHPP: Y

MRPID:3

MUNICIPALITIES: Penn Township; East Marlborough Township; Kennett Township; Lon

FC: 6; 12; 14; 16; 17; 19

AQ Code:S10

PLAN CENTER:

IPD: 22

PROJECT MANAGER: EE/M. Holva

CMP: Minor SOV Capacity

CMP Subcorridor(s): 5A

The project consists of pavement rehabilitation and reconstruction; guiderail upgrades; vertical and lateral clearance compliance corrections of overhead structures; and interchange improvements such as length of acceleration and deceleration lanes and loop ramp radii. Interchanges included in the work are at PA 796, PA 841 and PA 41. See also MPMS #14580, #113307, and #113312.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
FD	NHPP	5,628											
FD	581	1,407											
ROW	STU	1,521											
UTL	STU				277								
UTL	581				69								
CON	SPK-NHPP				15,000								
CON	581				3,750								
CON	SPK-NHPP					15,000							
CON	581					3,750							
CON	NHPP						4,867						
CON	BOF						1,000						
CON	581						1,467						
CON	NHPP							15,492					
CON	581							3,873					
CON	STU								12,213				
CON	NHPP								3,654				
CON	581								3,966				
CON	NHPP									15,867			
CON	581									3,966			
CON	NHPP										10,375		
CON	581										2,594		
		8,556	**0**	**0**	**19,096**	**18,750**	**7,334**	**19,365**	**19,833**	**19,833**	**12,969**	**0**	**0**
		Total FY2025-2028			**27,652**	**Total FY2029-2032**			**65,282**	**Total FY2033-2036**		**32,802**	

Chester

MPMS# 14652 ***Dutton Mill over Ridley Creek (CB #157)***

LIMITS: East Goshen Township

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: East Goshen Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/Gannett/A. Harper

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing the Bridge at Dutton Mill over Ridley Creek in East Goshen Township (CB #157).

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
FD	183	656											
ROW	183		56										
UTL	183					61							
CON	BRIP						4,687						
		656	**56**	**0**	**0**	**61**	**4,687**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028			**712**	**Total FY2029-2032**			**4,748**	**Total FY2033-2036**			**0**

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 14698 ***US 422, Reconstruction (M2B) SR:0422***

LIMITS: East of Schuylkill River to East of Hanover Street
IMPROVEMENT Roadway Rehabilitation
MUNICIPALITIES: North Coventry Township
PLAN CENTER:
PROJECT MANAGER: TSS/M. Fausto
CMP: Minor SOV Capacity
NHPP: Y
FC:

Est Let Date: 4/10/2025
MRPID:2
AQ Code:S10
IPD: 15
CMP Subcorridor(s): 9A

Reconstruction of approximately 1.5 miles of expressway including three (3) bridges carrying SR 0422 over Laurelwood Road, SR 0100 (32.8 Sufficiency Rating), and Hanover Street. Acceleration and deceleration lane lengths along US 0422 will be increased to meet current design standards as well as increased shoulder widths will be provided meeting current design standards and US 0422 typical section. SR 0422 will be reconstructed with a 9 foot left shoulder, 2-12 foot lanes, and a 12 foot right shoulder in each direction of travel. A concrete glare screen will be provided for physical separation between eastbound and westbound traffic. Also see MPMS #s 16738, 64220, 64222, 84308, and 66986.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
ROW	NHPP	2,122											
ROW	581	530											
UTL	NHPP	2,546											
UTL	581	637											
CON	SPK-NHPP	36,000											
CON	581	9,000											
CON	SPK-NHPP		20,000										
CON	581		5,000										
CON	NHPP			17,545									
CON	581			4,386									
CON	NHPP				17,545								
CON	581				4,386								
CON	NHPP					8,773							
CON	581					2,193							
CON	NHPP						8,773						
CON	581						2,193						
		50,835	**25,000**	**21,931**	**21,931**	**10,966**	**10,966**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**119,697**		**Total FY2029-2032**		**21,932**		**Total FY2033-2036**		**0**	

Chester

MPMS# 47979 ***North Valley Road over Amtrak SR:0030***

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

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Willistown Township; Tredyffrin Township

PLAN CENTER: Town Center

PROJECT MANAGER: TSS/M. Saintval

CMP: Minor SOV Capacity

NHPP: Y

FC: 14; 17

Est Let Date: 7/25/2024

MRPID:152

AQ Code:S19

IPD: 19

CMP Subcorridor(s): 7D

This project will look to replace the existing bridge on North Valley Road (SR1005) over Amtrak/SEPTA (BMS # 15-1005-0080-1331 adjacent to the Paoli Train Station) with a new bridge across from the intersection of Lancaster Avenue and Darby Road. It is being planned as one element of the Paoli Intermodal Transportation Center, which would upgrade Chester County's most utilized train station which currently serves Amtrak, SEPTA's Paoli/Thorndale Regional Rail Line, as well as various bus routes.

This project also includes the addition of a new access road from Lancaster Ave to the Paoli Station, traffic signal improvements, and a single-lane roundabout at Central Ave & N.Valley Rd.

See MPMS #60574 for transit components of the Paoli Transportation Center. The North Valley Road Bridge is functionally obsolete and has substandard vertical geometry.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	BRIP	6,416											
CON	185	1,604											
CON	BRIP		6,416										
CON	185		1,604										
CON	BRIP			2,416									
CON	185			604									
CON	BRIP				4,416								
CON	185				1,104								
CON	BRIP					6,000							
CON	185					1,500							
		8,020	**8,020**	**3,020**	**5,520**	**7,500**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**24,580**		**Total FY2029-2032**		**7,500**		**Total FY2033-2036**		**0**	

Chester

MPMS# 64220 ***US 422 Expressway Reconstruction (M03) SR:0422***

LIMITS: Keim Street to PA 724 Interchange
IMPROVEMENT Roadway Rehabilitation
MUNICIPALITIES: North Coventry Township
PLAN CENTER:
PROJECT MANAGER: TSS/M. Fausto
CMP: Not SOV Capacity Adding
NHPP: Y
FC: 12; 16

Est Let Date: 6/24/2027
MRPID:2
AQ Code:S19
IPD: 15
CMP Subcorridor(s): 9A

Reconstruction of approximately one mile of expressway including one bridge carrying SR 0422 over Ramp GH at the SR 0724 Interchange; and one bridge carrying Keim Street over SR 0422. The Keim Street Bridge will provide 16'-6" of vertical clearance with SR 0422. SR 0422 horizontal radii will be increased to meet current design standards including stopping sight distance as well as increased shoulder widths and vertical clearance. SR 0422 will be reconstructed with a 9 foot left shoulder, 2-12 foot lanes, and a 12 foot right shoulder in each direction of travel. A concrete glare screen will be provided for physical separation between eastbound and westbound traffic. Acceleration and deceleration lanes at Keim Street Interchange and PA 724 Interchange will be improved to meet current design standards. Also see MPMS #s14698, 16738, 64222, 66986, and 84308.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
ROW	NHPP		2,623										
ROW	581		656										
UTL	NHPP					608							
UTL	581					152							
CON	NHPP					8,735							
CON	581					2,184							
CON	STU						3,735						
CON	581						934						
CON	STU							6,735					
CON	581							1,684					
CON	NHPP								3,693				
CON	STP								9,042				
CON	581								3,184				
CON	NHPP									12,735			
CON	581									3,184			
CON	NHPP										16,735		
CON	581										4,184		
CON	NHPP											16,735	
CON	STU											5,000	
CON	581											5,684	
CON	NHPP												12,735
CON	STU												5,000
CON	581												4,434
		0	**3,279**	**0**	**0**	**11,679**	**4,669**	**8,419**	**15,919**	**15,919**	**20,919**	**27,419**	**22,169**
		Total FY2025-2028		**3,279**		**Total FY2029-2032**		**40,686**		**Total FY2033-2036**		**86,426**	

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 78617 ***PA 41 over White Clay Creek***

LIMITS: Avondale Borough

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Avondale Borough

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/M. Saintval

CMP: Not SOV Capacity Adding

This project will rehabilitate and restore a bridge on PA 41 over White Clay Creek in Avondale Borough.

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
PE	STP	478											
PE	185	119											
FD	STP	594											
FD	185	149											
ROW	STP	1,018											
ROW	185	255											
UTL	STP			360									
UTL	185			90									
CON	185			1,000									
CON	185				4,628								
		2,613	**0**	**1,450**	**4,628**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**8,691**		**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Chester

MPMS# 81744 ***Chester Valley Trail: P&T Phase 1*** **New**

LIMITS: Whitford Bridge to Downingtown Trestle

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: West Whiteland Township

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 7E

To develop a multi-use trail between the Whitford Bridge and Downingtown
Trestle along the alignment of the former Philadelphia and Thorndale Branch in West Whiteland, East Bradford, and East Caln townships.The Chester Valley Trail is part of the Circuit Trails network and this segment will serve as an important local and regional transportation resource. 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-feet 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.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
PE	LOC	380											
FD	LOC		380										
FD	LOC			380									
CON	TOLL												
CON	CRPU				2,000								
CON	CRPU					3,096							
CON	TOLL												
CON	CRPU						904						
CON	TOLL												
		380	**380**	**380**	**2,000**	**3,096**	**904**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028			**3,140**	**Total FY2029-2032**			**4,000**	**Total FY2033-2036**			**0**

Chester

MPMS# 82075 ***Pocopson Road at Street Road*** **New**

LIMITS: Pocopson Road @ Street Road — No Let Date

IMPROVEMENT Intersection/Interchange Improvements — NHPP:

MUNICIPALITIES: Pocopson Township — FC: — AQ Code:R1

PLAN CENTER: — IPD:

PROJECT MANAGER: — CMP: Minor SOV Capacity

Funding will provide for the design, engineering, construction, utility, and right-of-way costs associated with the identified improvements necessary to address both safety and congestion concerns. This project will include the addition of a turn lane on the northbound segment of Pocopson Rd, a possible upgrade of signalization, and any turning movement enhancements deemed appropriate by project engineers.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
PE	581	150											
FD	TOLL												
FD	STP		150										
ROW	TOLL												
ROW	STP			100									
UTL	TOLL												
UTL	STP			100									
CON	581				1,750								
		150	**150**	**200**	**1,750**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**2,250**		**Total FY2029-2032**		**0**		**Total FY2033-2036**		**0**	

Chester

MPMS# 84284 ***Doe Run Rd/Buck Run (Bridge)***

LIMITS: Chester County

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: West Marlborough Township

PLAN CENTER:

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

NHPP:

FC: 6

Est Let Date: 3/26/2026

AQ Code:S19

IPD:

This project involves rehabilitating or replacing the Bridge at Doe Run Road over Black Run, bordering West Marlborough and East Fallowfiled Townships. The improvement is a breakout of MPMS #88706 for Bridge Rehabilitation in order to process federal authorization.

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

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
FD	STU	530											
ROW	185		164										
UTL	185			113									
CON	185			602									
CON	185				1,000								
CON	185					2,000							
		530	**164**	**715**	**1,000**	**2,000**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028			**2,409**	**Total FY2029-2032**			**2,000**	**Total FY2033-2036**			**0**

Chester

MPMS# 86276 ***Township Road over West Branch of Big Elk Creek (CB #297)***

LIMITS: Lower Oxford Township

Est Let Date: 6/20/2024

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Lower Oxford Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 17

PROJECT MANAGER: TSS/Gannett/A. Harper

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5A

This project will include the removal and replacement of an existing poor condition, and Weight Restricted Bridge in New London Township.

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	sSTP	1,270											
CON	TOLL												
		1,270	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**1,270**		**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Chester

MPMS# 86301 ***LancasterAve/BrandywineCk***

LIMITS: Lancaster Ave at Brandywine Creek

Est Let Date: 8/27/2026

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Downingtown Borough

FC:

AQ Code:S19

PLAN CENTER:

IPD: 17

PROJECT MANAGER: TSS/M. Saintval

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 7E

This project will include the rehabilitation of the Lancaster Avenue/322 Bridge over the East Branch of Brandywine Creek in the Borough of Downingtown, Chester County.

10/26/2023: This project was combined with MPMS #104786 because it is a duplicate project.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	STP			1,242									
CON	581			311									
CON	STP				621								
CON	581				155								
CON	STP					863							
CON	581					216							
CON	STP						1,242						
CON	581						311						
CON	STP							2,242					
CON	581							561					
		0	**0**	**1,553**	**776**	**1,079**	**1,553**	**2,803**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028			**2,329**	**Total FY2029-2032**			**5,435**	**Total FY2033-2036**			**0**

Chester

MPMS# 86302 ***Ewing Road over White Clay Creek Bridge***

LIMITS: Penn Township

Est Let Date: 3/13/2025

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Penn Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: Plans/S. Hasan

CMP: Not SOV Capacity Adding

This project will include the replacement of two separate bridges along SR 3044/Ewing Road over the Middle Branch of White Clay Creek in Penn Township, Chester 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
FD	185	149											
ROW	185	119											
UTL	185		18										
CON	BRIP		1,305										
CON	581		326										
		268	**1,649**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**1,917**		**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Chester

MPMS# 87781 ***US 30, Coatesville Downingtown Bypass (CER-Eastern Section)***

LIMITS: US 30, from East of Reeceville Rd Interchange to Quarry Rd.

Est Let Date: 3/16/2028

IMPROVEMENT Roadway Rehabilitation

NHPP: Y

MRPID:137

MUNICIPALITIES: East Caln Township

FC: 12; 14; 16; 17; 19

AQ Code:2045M

PLAN CENTER: Town Center

IPD: 17

PROJECT MANAGER: TSS/S. Fellin

CMP: Major SOV Capacity

CMP Subcorridor(s): 7E

This project provides for the final design, right-of-way, utility and construction phases of the Coatesville-Downingtown Bypass Reconstruction - eastern section - by reconstructing and widening the mainline shoulders; replacing and widening the mainline bridge superstructures; constructing new ramps (to complete partial interchanges); reconstructing, realigning, and lengthening all on and off ramps (to provide storage length for traffic signals and/or ramp metering); and reconstructing arterial overpasses.

The overall corridor construction cost estimate is $784 million. MPMS# 14532 provides for the preliminary design portion of this project and the western section, as well as additional study work to determine the approach for this eastern section. MPMS #s 107551, 107553, and 107554 contains the construction of the western section, originally housed under MPMS# 84884.

Project CMP (Congestion Management Process) commitments include expansion of Intelligent Transportation Systems (ITS) equipment throughout the corridor, signal improvements on parallel arterials, numerous improvements to rail transit stations and services in consultation with SEPTA and Amtrak, improved access to rail stations, sidewalks and other improvements for pedestrians and bicyclists on parallel arterials, investigation of park-and-ride locations, and outreach to employers to promote transportation demand management strategies. See DVRPC's 2016-2017 memorandum on supplemental strategies for details related to this project.

$125.353M out of an estimated $632.848M (2023 CON estimate of $530M YOE'd to FY29) is programmed for construction beginning in FY29. The construction balance that is not shown in FY29-FY36 is in the Long-Range Plan.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
PE	STU	2,957											
PE	STU		2,957										
PE	STP			3,938									
PE	STU			3,024									
PE	STP				3,995								
PE	STU				5,000								
FD	STU				1,643								
FD	581				411								
FD	STU					4,889							
FD	581					1,222							
FD	STU						12,500						
FD	581						3,125						
FD	STU							12,500					
FD	581							3,125					
ROW	STU					4,864							
ROW	581					1,216							
UTL	STU						984						
UTL	581						246						
CON	185					2,000							
CON	581					3,582							
CON	185					4,326							
CON	581						2,082						
CON	185						8,326						
CON	185							16,326					
CON	185							4,082					
CON	185								4,082				
CON	185								16,326				
CON	185									16,326			

Chester

CON	185											4,082			
CON	185												5,070		
CON	185												4,010		
CON	185													18,920	
CON	185														15,813
CON	STU														
CON	581														
		2,957	**2,957**	**6,962**	**11,049**	**22,099**	**27,263**	**36,033**	**20,408**	**20,408**	**9,080**	**18,920**	**15,813**		
		Total FY2025-2028			**23,925**	**Total FY2029-2032**			**105,803**	**Total FY2033-2036**			**64,221**		

MPMS# 98035 ***Water Works Road over Rock Run***

LIMITS: West Caln Township

Est Let Date: 8/13/2026

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: West Caln Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: Plans/S. Hasan

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing the Bridge at Water Works Road over Rock Run in West Caln Township. The improvement is a breakout of MPMS #88706 for Bridge Rehabilitation in order to process federal authorization.

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

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
ROW	BOF	101											
ROW	185	25											
UTL	BOF			74									
UTL	185			19									
CON	BOF			1,545									
CON	185			386									
		126	**0**	**2,024**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**2,150**		**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Chester

MPMS# 98039 ***Ship Road over Valley Creek (Bridge)***

LIMITS: West Whiteland Township

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: West Whiteland Township

PLAN CENTER:

PROJECT MANAGER: Plans/S. Hasan

CMP: Not SOV Capacity Adding

NHPP:

FC:

Est Let Date: 8/22/2024

AQ Code:S19

IPD: 17

This project will include the removal and replacement of an existing poor condition bridge along Ship Road in West Whiteland Township, Chester County.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	185	1,433											
		1,433	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**1,433**		**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Chester

MPMS# 98041 ***Birchrun Road over Birch Run (Bridge)***

LIMITS: West Vincent Township

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: West Vincent Township

PLAN CENTER:

PROJECT MANAGER: Plans/S. Hasan

CMP: Not SOV Capacity Adding

NHPP:

FC:

Est Let Date: 11/7/2024

AQ Code:S19

IPD: 16

This project will include the removal and replacement of an existing poor condition Bridge in West Vincent Township.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	BOF	634											
CON	TOLL												
CON	BOF		634										
CON	TOLL												
		634	**634**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**1,268**		**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Chester

MPMS# 98042 ***Conestoga Rd o/ Pickering***

LIMITS: West Pikeland Township

Est Let Date: 4/22/2025

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: West Pikeland Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: Plans/S. Hasan

CMP: Not SOV Capacity Adding

This project will include the replacement of the bridge spanning Conestoga Road over branch of Pickering Creek in West Pikeland Township.

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	STU	760											
CON	185	190											
CON	STU		760										
CON	185		190										
		950	**950**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**1,900**		**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Chester

MPMS# 98223 ***Creek Road over Pickering Creek (Bridge)***

LIMITS: Thompson Davis Bridge

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Schuylkill Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 12

PROJECT MANAGER: TSS/Gannett/A. Harper

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 9B

This project is a replacement of the county owned Thompson Davis Bridge (#175), carrying Creek Road (T542) over Pickering Creek in Schuylkill Township, Chester County. This bridge is listed in the 1986 Bridge Bill (Act 100, pg 360, ID MM). BMS# 15701505420175.

Funding for this project will be drawn down from the County Bridge Line Item (MPMS# 95447) at the appropriate time.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
ROW	183												
ROW	LOC												
		0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028			**0**	**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Chester

MPMS# 98224 ***Spring City Road over Stony Run (Bridge)***

LIMITS: East Pikeland Township

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: East Pikeland Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 16

PROJECT MANAGER: TSS/Gannett/A. Harper

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 9A

This project is a replacement of the county owned Cromby's B ridge (#205) carrying Spring City Road over Stony Run in East Pikeland Township, Chester County. This project was included in the 2008 Bridge Bill (Act 96, pg 96). BMS# 15701505540205

Funding for this project will be drawn down from the County Bridge Line Item (MPMS# 95447) at the appropriate time.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
ROW	183												
ROW	LOC												
		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

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 102708 ***PA 41 at PA 841 Improvements***

LIMITS: London Grove Township

Est Let Date: 4/10/2025

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

MUNICIPALITIES: London Grove Township

FC:

AQ Code:2035M

PLAN CENTER:

IPD: 20

PROJECT MANAGER: TSS/S. Fellin

CMP: Minor SOV Capacity

Construction of a roundabout is anticipated at this location. The project will provide a safe and efficient means of accommodating the regional movement of people, goods and services and to provide for local access connections to support the existing community and businesses in the village of Chatham. Currently, the intersection of PA 41 & PA 841 has a confusing layout, traffic is forecasted to operate in LOS E on the PA 841 approaches to the intersection in the design year (2035), and there are limited pedestrian accommodations.

Pursuant to the completion of a needs assessment in 2014, an alternatives analysis, identified ten alternative concepts. Five of these alternatives were selected for additional evaluation. A preferred alternative for this intersection will be determined, which may take several years due to the complexity of the engineering solutions and environmental features and impacts. An improvement study of Chatham village recommended a gateway treatment on PA 41 that would support many of the short-listed alternatives. This gateway project is a companion project, MPMS #105755.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
FD	STP	454											
FD	581	113											
ROW	STP	1,108											
ROW	581	277											
UTL	STU		93										
UTL	581		23										
CON	STP		1,163										
CON	581		291										
CON	STP			1,163									
CON	581			291									
CON	STP				1,163								
CON	581				291								
CON	STP					1,163							
CON	581					291							
CON	STP						1,163						
CON	581						291						
		1,952	**1,570**	**1,454**	**1,454**	**1,454**	**1,454**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**6,430**		**Total FY2029-2032**		**2,908**		**Total FY2033-2036**		**0**	

Chester

MPMS# 103589 ***County Bridge #38 Pusey Mill Rd over Big Elk Creek*** **New**

LIMITS: Upper Oxford Township — No Let Date

IMPROVEMENT Bridge Repair/Replacement — NHPP:

MUNICIPALITIES: Penn Township; Upper Oxford Township — FC: — AQ Code:S19

PLAN CENTER: — IPD:

PROJECT MANAGER: — CMP: Not SOV Capacity Adding

Funding will provide for the design, engineering, construction, utility, and right-of-way costs associated with returning this bridge to a state of good repair. This bridge borders Upper Oxford and Penn Townships.

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
PE	185	500											
FD	STP		400										
FD	TOLL												
ROW	STP		75										
ROW	TOLL												
UTL	TOLL												
UTL	STP			75									
CON	185										2,000		
		500	**475**	**75**	**0**	**0**	**0**	**0**	**0**	**0**	**2,000**	**0**	**0**
		Total FY2025-2028		**1,050**		**Total FY2029-2032**			**0**	**Total FY2033-2036**		**2,000**	

Chester

MPMS# 107551 ***SR30/SR10 to Business 30 Interchange Improvement***

LIMITS: 1,250' west of SR 10 in WestSadsbury to approx. 1,500' east of the bridge o/ Old

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Sadsbury Township; West Sadsbury Township

PLAN CENTER:

PROJECT MANAGER: TSS/S. Fellin

CMP: Minor SOV Capacity

NHPP:

FC:

Est Let Date: 9/17/2029

MRPID:48

AQ Code:R1

IPD: 15

CMP Subcorridor(s): 7F

The proposed Octorara Trail (SR 0010)/Lincoln Highway (Business US 30) Interchange project (US 30, Section 010) is being undertaken in conjunction with corridor wide improvements planned for the 14.5-mile US 30 Coatesville – Downingtown Bypass. The project extends along US 30 from approximately 1,250 feet west of SR 10 in West Sadsbury Township to approximately 1,500 feet east of the highway's bridge over Old Mill Road in Sadsbury Township. Planned work will consist of the full reconstruction of US 30 to upgrade the existing roadway which is approaching the end of its serviceable life. Reconfiguration of the interchange with Business US 30 will be considered to address the existing nonconventional split of the two roadways. The project will also address deficient median conditions, shoulder widths and the functionally obsolete bridges (Business US 30 over EB US 30 and US 30 over Old Mill Road) within the project limits. The addition of turning lanes at the SR 10 intersection will be made to improve movement through the intersection.

This is a breakout of MPMS #84884

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
FD	NHPP	5,222											
FD	581	1,306											
ROW	NHPP		6,306										
ROW	581		1,577										
UTL	NHPP					2,128							
UTL	581					532							
CON	SPK-NHPP					20,000							
CON	581					5,000							
CON	SPK-NHPP						20,000						
CON	NHPP						9,501						
CON	581						2,375						
CON	581						5,000						
CON	NHPP							9,001					
CON	581							2,250					
CON	NHPP								9,001				
CON	581								2,250				
CON	NHPP									9,001			
CON	581									2,250			
CON	NHPP										9,001		
CON	581										2,250		
		6,528	**7,883**	**0**	**0**	**27,660**	**36,876**	**11,251**	**11,251**	**11,251**	**11,251**	**0**	**0**
		Total FY2025-2028		**14,411**		**Total FY2029-2032**		**87,038**		**Total FY2033-2036**		**22,502**	

Chester

MPMS# 107553 ***SR30 & Airport Rd Interchange Improvement***

LIMITS: 1,500' east of bridge o/ Old MillRd in Sadsbury to approx. 0.2 miles east of Wag

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: West Caln Township; Valley Township

PLAN CENTER:

PROJECT MANAGER: TSS/S. Fellin

CMP: Major SOV Capacity

NHPP:

FC:

Est Let Date: 1/29/2026

MRPID:48

AQ Code:2045M

IPD: 18

CMP Subcorridor(s): 7F

The planned Airport Road Interchange project (US 30, Section AIR) is being undertaken in conjunction with corridor wide improvements planned for the 14.5-mile US 30 Coatesville – Downingtown Bypass. The project extends along US 30 from approximately 1,500 feet east of the highway's bridge over Old Mill Road in Sadsbury Township to approximately 0.2 miles east of Wagontown Road in Valley Township. Planned work will consist of the full reconstruction of US 30 to upgrade the existing roadway which is approaching the end of its serviceable life. The Airport Road interchange will be reconfigured to address the short acceleration/deceleration ramp lengths and add the missing westbound entrance and eastbound exit ramps. As part of the interchange reconfiguration turning lanes will be added to Airport Road and West Highland Boulevard will be relocated to align with Highland Boulevard/Airport Road intersection. The project will also address deficient median conditions, shoulder widths and the functionally obsolete bridges (Airport Road over US 30 and US 30 over Wagontown Road) within the project limits. No additional travel lanes are proposed for any of the project roadways

This is a breakout of MPMS #84884

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
FD	NHPP	9,000											
FD	TOLL												
ROW	NHPP	5,979											
ROW	581	1,494											
ROW	NHPP		5,979										
UTL	NHPP			6,496									
UTL	581			1,624									
CON	581		1,494										
CON	STP			2,477									
CON	SPK-NHPP			10,000									
CON	NHPP			5,979									
CON	581			4,614									
CON	STP				3,019								
CON	NHPP				5,979								
CON	SPK-NHPP				15,000								
CON	581				3,750								
CON	581				1,494								
CON	SPK-NHPP					5,000							
CON	STP					4,367							
CON	581					1,250							
CON	STP						5,760						
CON	NHPP						9,873						
CON	581						3,908						
CON	STP							3,129					
CON	STU							7,873					
CON	581							1,968					
CON	STU								21,851				
CON	581								5,463				
CON	STU									3,199			
CON	581									4,706			
CON	STP										11,611		
CON	STU										27,000		
CON	581										2,902		
CON	581										7,500		

Chester

CON	STP												19,462		
CON	STU												2,000		
CON	581												4,865		
		16,473	**7,473**	**31,190**	**29,242**	**10,617**	**19,541**	**12,970**	**27,314**	**7,905**	**49,013**	**26,327**		**0**	
		Total FY2025-2028			**84,378**	**Total FY2029-2032**			**70,442**	**Total FY2033-2036**			**83,245**		

Chester

MPMS# 107554 ***US30 & PA82 Interchange Improvement***

LIMITS: 0.2 miles east of Wagontown Rd in Valley to 0.1 miles west of SR 340 bridge o/

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: West Caln Township; Valley Township

PLAN CENTER:

PROJECT MANAGER: TSS/S. Fellin

CMP: Minor SOV Capacity

NHPP:

FC:

Est Let Date: 12/9/2027

MRPID:48

AQ Code:R3

IPD: 18

CMP Subcorridor(s): 7F

The planned SR 82 Interchange project (US 30, Section 082) is being undertaken in conjunction with corridor wide improvements planned for the 14.5-mile US 30 Coatesville – Downingtown Bypass. The project extends along US 30 from approximately 0.2 miles east of Wagontown Road in Valley Township to 0.1 miles west of the SR 340 bridge over US 30 in Caln Township. Planned work will consist of the full reconstruction of US 30 to upgrade the existing roadway which is approaching the end of its serviceable life. Reconfiguration of the interchange with SR 82 will be undertaken to address substandard acceleration/deceleration ramp lengths and poor geometry of the westbound exit ramp. The project will also address deficient median conditions, shoulder widths and the functionally obsolete bridges (US 30 over W. Brandywine Creek, US 30 over SR 82, & US 30 over Moore Road) within the project limits. Reconfiguration of the SR 82/SR 340 intersection will also be undertaken as part of the project to improve movement through the intersection. No additional travel lanes are proposed on any of the roadways involved in the project.

This is a breakout of MPMS #84884.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
FD	NHPP	10,085											
FD	581	2,521											
ROW	NHPP					6,081							
ROW	581					1,520							
ROW	NHPP						6,081						
ROW	581						1,520						
UTL	581						4,697						
CON	SPK-NHPP						10,000						
CON	581						2,500						
CON	SPK-NHPP							10,000					
CON	NHPP							28,416					
CON	581							7,104					
CON	581							2,500					
CON	SPK-NHPP								10,000				
CON	581								2,500				
CON	STU									29,117			
CON	581									7,104			
CON	STP										2,000		
CON	STU										23,715		
CON	581										7,104		
CON	NHPP											10,613	
CON	STP											3,591	
CON	STU											14,212	
CON	581											7,104	
CON	STP												6,051
CON	NHPP												5,713
CON	STU												21,703
CON	STU												6,704
CON	581												7,104
CON	581												15,211
CON	581												7,104

Chester

12,606	0	0	0	7,601	24,798	48,020	12,500	36,221	32,819	35,520	69,590
Total FY2025-2028		12,606		Total FY2029-2032		92,919		Total FY2033-2036		174,150	

MPMS# 107945 ***Art School Rd O/ Br Pickering Creek (Bridge)***

LIMITS: West Pikeland Township

Est Let Date: 10/10/2024

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: West Pikeland Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 12

PROJECT MANAGER: Plans/S. Hasan

CMP: Not SOV Capacity Adding

The project involves replacing two bridges along Art School Road (SR 1024) over a branch of Pickering Creek, in West Pikeland Township, Chester County. The proposed work also includes resurfacing the pavement between the two bridges, guide rail, and drainage improvements. The existing structures, both of which were built in 1920, will be replaced on similar horizontal and vertical alignments.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	BOF	995											
CON	TOLL												
CON	BOF		995										
CON	TOLL												
CON	BOF			995									
CON	TOLL												
		995	**995**	**995**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**2,985**		**Total FY2029-2032**		**0**		**Total FY2033-2036**		**0**	

Chester

MPMS# 110311 ***PA 41 at State Road Intersection***

LIMITS: PA 41 at State Road

Est Let Date: 3/12/2026

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Avondale Borough

FC:

AQ Code:R1

PLAN CENTER:

IPD: 20

PROJECT MANAGER: TSS/M. Saintval

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5A

This project will address the geometry of the intersection, realign the intersection, improve sight distance, improve turning lanes, incorporate ITS, improve sidewalk and pedestrian access, and accommodate heavy vehicle traffic at the intersection.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
FD	581	563											
ROW	STU	120											
ROW	STU		120										
UTL	581		232										
CON	581		3,650										
CON	581			3,306									
		683	**4,002**	**3,306**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**7,991**		**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Chester

MPMS# 110312 ***Baltimore Pike/Newark Road Intersection Improvements***

LIMITS: Baltimore Pike at Newark Road

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: New Garden Township

FC:

AQ Code:R1

PLAN CENTER:

IPD: 22

PROJECT MANAGER: EE/J. Brown

CMP: Minor SOV Capacity

CMP Subcorridor(s): 5A

This project is located in the village of Toughkenamon in New Garden Township, Chester County. This project will improve safety by realigning the northern leg of Newark Road at Baltimore Pike and upgrading and modernizing the traffic signal, including pedestrian signals and emergency preemption. Dedicated left-turn lanes on all four approaches, as well as a right-turn lane from northbound Newark Road to eastbound Baltimore Pike will be installed. Turning radii will be widened to accommodate trucks and larger vehicles. Access management enhancements and driveway adjustments for homes and businesses will improve access management. New sidewalk connections and ADA compliant curb ramps will be installed.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
FD	STU	1,000											
FD	STU		1,000										
ROW	STU		1,353										
UTL	581					849							
UTL	581						764						
CON	581						5,469						
CON	581							4,397					
		1,000	**2,353**	**0**	**0**	**849**	**6,233**	**4,397**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**3,353**		**Total FY2029-2032**		**11,479**		**Total FY2033-2036**		**0**	

Chester

MPMS# 110765 ***Pickering Dam Road over Branch of Pickering Creek***

LIMITS: Charlestown Township

Est Let Date: 10/9/2025

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Charlestown Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: Plans/S. Hasan

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing the Bridge at Pickering Dam Road over Branch Pickering Creek in Charlestown Township.

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
ROW	185	82											
UTL	185		34										
CON	185		1,107										
CON	185			1,107									
		82	**1,141**	**1,107**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**2,330**		**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Chester

MPMS# 111572 ***St. Peter's Road Retaining Wall Project***

LIMITS: Chester County

No Let Date

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Warwick Township

FC:

AQ Code:S10

PLAN CENTER:

IPD:

PROJECT MANAGER: Gannett/M. Urban

CMP: Not SOV Capacity Adding

This project will address roadway structural deficiencies at 4041 St. Peters Road, 190 feet north of Rock Run Road, where half of the southbound lane is subsiding away from the roadbed for approximately 300 feet. The roadway is cut and benched into a hillside with steep slopes. The pavement currently exhibits longitudinal tension cracking along the inside curve of the southbound lane between the guiderail to more than halfway into the southbound lane. The southbound lane is closed and protected by a concrete barrier. Both directions of traffic use the northbound lane under stop/yield conditions.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
FD	581	350											
ROW	581	76											
UTL	581		79										
CON	581		1,712										
CON	581			1,785									
CON	581				1,639								
		426	**1,791**	**1,785**	**1,639**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028			**5,641**	**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 111761 ***Lincoln Highway Streetscape Improvements***

LIMITS: First Avenue to 4th Street

IMPROVEMENT Streetscape

MUNICIPALITIES: Coatesville City

PLAN CENTER:

PROJECT MANAGER: TSS/T. Stevenson

CMP: Not SOV Capacity Adding

NHPP:

FC:

No Let Date

AQ Code:A2

IPD:

This project is located on Lincoln Highway (Business Route US 30) between First Avenue (PA 82) and 4th Street in the City of Coatesville, Chester County. Lincoln Highway serves as the major east-west roadway in the City and First Avenue provides north-south connectivity. This project will improve pedestrian facilities between the recently completed intersection improvement at PA 82 and Lincoln Highway and the Third Street Streetscape, and will improve connectivity to AMTRAK's Coatesville Train Station. The City of Coatesville is continuing to advance projects to create opportunities for revitalization and redevelopment of the City core. This project is a continuation of the planned improvements and is intended to improve pedestrian facilities and refresh the appearance of the main street. This project was awarded TIIF(e581) funding previously.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
FD	LOC	95											
UTL	LOC		63										
CON	581		1,204										
		95	**1,267**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**1,362**		**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Chester

MPMS# 113307 ***US 1 Expressway Reconstruction: PA/MD Line to PA 472***

LIMITS: PA/MD Line to PA 472

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: West Nottingham Township; East Nottingham Township; Lower Oxfor

PLAN CENTER:

PROJECT MANAGER: EE/M. Holva

CMP: Minor SOV Capacity

NHPP:

FC:

Est Let Date: 8/15/2027

MRPID:3

AQ Code:S10

IPD:

CMP Subcorridor(s): 5A

The project consists of pavement rehabilitation and reconstruction; guiderail upgrades; vertical and lateral clearance compliance corrections of overhead structures; and interchange improvements such as length of acceleration and deceleration lanes and loop ramp radii. Interchanges included in the work are at Sylmar Road, Ridge Road, and PA 272. See also MPMS #14580, #14581, and #113312.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
FD	NHPP	5,304											
ROW	581		1,311										
UTL	STP								261				
UTL	581								65				
CON	STP			1,663									
CON	581			416									
CON	STP				2,748								
CON	STU				2,663								
CON	581				1,353								
CON	STP					2,663							
CON	581					666							
CON	STP						7,915						
CON	581						1,979						
CON	STP							8,663					
CON	581							2,166					
CON	STP								13,663				
CON	581								3,416				
CON	STP									6,663			
CON	581									1,666			
CON	STP										6,663		
CON	581										1,666		
CON	STP											6,663	
CON	581											1,666	
CON	STP												6,663
CON	581												1,666
		5,304	**1,311**	**2,079**	**6,764**	**3,329**	**9,894**	**10,829**	**17,405**	**8,329**	**8,329**	**8,329**	**8,329**
		Total FY2025-2028		**15,458**		**Total FY2029-2032**		**41,457**		**Total FY2033-2036**		**33,316**	

Chester

MPMS# 113312 ***US 1 Expressway Reconstruction: PA 41 to Schoolhouse Road***

LIMITS: PA 41 to Schoolhouse Road

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: East Marlborough Township; Kennett Township; London Grove Town

PLAN CENTER:

PROJECT MANAGER: EE/M. Holva

CMP: Minor SOV Capacity

NHPP:

FC:

Est Let Date: 11/4/2027

MRPID:3

AQ Code:S10

IPD:

CMP Subcorridor(s): 5A, 17A

The project consists of pavement rehabilitation and reconstruction; guiderail upgrades; vertical and lateral clearance compliance corrections of overhead structures; and interchange improvements such as length of acceleration and deceleration lanes and loop ramp radii. Interchanges included in the work are at Newark Road, PA 82, and Baltimore Pike. See also MPMS #14580, #14581, and #113307.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
FD	581	1,853											
FD	581		3,024										
FD	581			1,755									
ROW	581		2,289										
ROW	581			1,000									
ROW	581				3,485								
UTL	581					299							
CON	NHPP				2,274								
CON	581				2,319								
CON	BOF					3,000							
CON	NHPP					7,274							
CON	581					2,319							
CON	NHPP						6,274						
CON	581						1,569						
CON	STU							3,935					
CON	581							984					
CON	NHPP								10,274				
CON	581								2,319				
CON	NHPP									10,274			
CON	581									2,319			
CON	NHPP										10,274		
CON	581										2,319		
CON	NHPP											10,274	
CON	STU											6,339	
CON	581											4,153	
CON	NHPP												15,274
CON	581												3,819
		1,853	**5,313**	**2,755**	**8,078**	**12,892**	**7,843**	**4,919**	**12,593**	**12,593**	**12,593**	**20,766**	**19,093**
		Total FY2025-2028			**17,999**	**Total FY2029-2032**			**38,247**	**Total FY2033-2036**			**65,045**

Chester

MPMS# 114166 ***PA 401 & Valley Hill Rd Improvement (Competitive CMAQ)***

LIMITS: PA 401 (Conestoga Road) and Valley Hill Road

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Charlestown Township; East Whiteland Township

FC:

AQ Code:R1

PLAN CENTER:

IPD:

PROJECT MANAGER: HNTB/N. Velaga

CMP: Minor SOV Capacity

This project involves adding turn lanes with designated left turn phases for PA 401 in Charlestown Township.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	CAQ	1,365											
CON	TOLL												
CON	CAQ		757										
CON	TOLL												
		1,365	**757**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**2,122**		**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Chester

MPMS# 115423 ***Route 23 Corridor Safety Improvements***

LIMITS: From Ridge Road to Whitehorse Road

Est Let Date: 4/10/2025

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Phoenixville Borough; East Pikeland Township; Schuylkill Township

FC:

AQ Code:S6

PLAN CENTER:

IPD:

PROJECT MANAGER: Traff/A. Patel

CMP: Not SOV Capacity Adding

The proposed scope of this project include:
- Installation of retroreflective backplates on signals
- Addition of pedestrian countdown timers and pushbuttons at signalized intersections
- Modification of signal phasing to include a leading pedestrian interval at Rapps Dam Road/Mowere Road intersection
- Installation of a signal at Mason Street intersection
- Installation of intersection warning signage at Second Avenue/Buchanan Street intersection
- Installation of signal ahead signage at the following intersections:
  - o Bridge Street/Mellon Street
  - o Main Street/Manavon Street
- Eliminate passing lane on eastbound SR 0023 at Kimberton Road intersection

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	HSIP	3,000											
		3,000	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**3,000**		**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Chester

MPMS# 117999 ***Thomas Road over Trout Creek (CB #300)***

LIMITS: Thomas Road

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Tredyffrin Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/Gannett/A. Harper

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing the Bridge at Thomas Road over Trout Creek in Tredyffrin Township (CB #300).

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
FD	183	546											
ROW	183		56										
UTL	183									69			
CON	BRIP									3,820			
CON	183									955			
		546	**56**	**0**	**0**	**0**	**0**	**0**	**0**	**4,844**	**0**	**0**	**0**
		Total FY2025-2028			**602**	**Total FY2029-2032**			**0**	**Total FY2033-2036**			**4,844**

Chester

MPMS# 118024 ***US 202 and High Street Interchange***

LIMITS: US 202 Oakburne Road to Matlack Street

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Westtown Township; West Goshen Township

FC:

AQ Code:S2

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/M. Fausto

CMP: Minor SOV Capacity

CMP Subcorridor(s): 8A

The scope of the project has three major elements: (1) The addition of one lane inside of the US 202 NB ramp. US 202 NB traffic in the right lane is able to turn onto either ramp lane at the exit. Traffic merging from High Street is stop-controlled; (2) The addition of one lane on the inside of the US 202 SB ramp. The existing center median is converted to an auxiliary merge lane to Old Wilmington Pike so that traffic on SB High Street has more time to merge. The roadway is slightly realigned, but no additional right-of-way is needed; (3) The addition of a left turn lane (40 feet with a 145-foot taper) from EB Matlack Street to NB US 202.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
FD	581	1,591											
ROW	STU		109										
UTL	581				174								
CON	581				1,841								
CON	581					3,091							
CON	581						3,091						
CON	581							1,250					
		1,591	**109**	**0**	**2,015**	**3,091**	**3,091**	**1,250**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**3,715**		**Total FY2029-2032**		**7,432**		**Total FY2033-2036**		**0**	

Chester

MPMS# 118025 ***PA 100 Northbound at Exton Station***

LIMITS: PA 100 Northbound

No Let Date

IMPROVEMENT Roadway New Capacity

NHPP:

MUNICIPALITIES: West Whiteland Township

FC:

AQ Code:2035M

PLAN CENTER:

IPD:

PROJECT MANAGER: Gannett/P. Valliere

CMP: Minor SOV Capacity

CMP Subcorridor(s): 8B, 8C

The proposed improvements comprise four distinct elements: (1) Addition of a northbound through-lane from Pottstown Pike through the intersection with the US 30 Bypass ramps; (2) Shift the existing travel lanes and the center median to accommodate an additional through-lane, particularly under the Amtrak/SEPTA and Norfolk Southern railroad overpasses; (3) Modifications to Mountain View Drive intersection to retain right-in and right-out access to the Exton Train Station and Courts at Valley View neighborhood; (4) Modifications to Whiteland Woods Boulevard intersection to retain right-in and right-out access.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
FD	STU	601											
UTL	581									692			
CON	STP									4,516			
CON	581									1,129			
		601	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6,337**	**0**	**0**	**0**
		Total FY2025-2028			**601**	**Total FY2029-2032**			**0**	**Total FY2033-2036**			**6,337**

Chester

MPMS# 118183 ***Lake Road West Railroad Crossing***

LIMITS: Lake Road West Grade Crossing

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: London Grove Township

FC:

AQ Code:S8

PLAN CENTER:

IPD:

PROJECT MANAGER: MAL/M. Lang

CMP: Not SOV Capacity Adding

This project is for the installation of railroad warning devices on Lake Road West, in London Grove Township, Chester County.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	RRX		300										
CON	TOLL												
		0	**300**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028			**300**	**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Chester

MPMS# 118184 ***Lake Road East Railroad Crossing*** **New**

LIMITS: Lake Road East Grade Crossing — No Let Date

IMPROVEMENT Intersection/Interchange Improvements — NHPP:

MUNICIPALITIES: London Grove Township — FC: — AQ Code:S8

PLAN CENTER: — IPD:

PROJECT MANAGER: MAL/M. Lang — CMP: Not SOV Capacity Adding

This project is for the installation of railroad warning devices on Lake Road East, in London Grove Township, Chester County.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	RRX		300										
CON	TOLL												
		0	**300**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028			**300**	**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Chester

MPMS# 118185 ***Woodland Avenue Xing***

LIMITS: Woodland Avenue West Grove Borough

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: West Grove Borough

FC:

AQ Code:S8

PLAN CENTER:

IPD:

PROJECT MANAGER: MAL/M. Lang

CMP: Not SOV Capacity Adding

This project is for the installation of railroad warning devices on Woodland Ave, in Westgrove Borough, Chester County.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	RRX							300					
CON	TOLL												
		0	**0**	**0**	**0**	**0**	**0**	**300**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028			**0**	**Total FY2029-2032**			**300**	**Total FY2033-2036**			**0**

Chester

MPMS# 118186 ***Kimble Road Xing***

LIMITS: Kimble Road in Lower Oxford Township

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Lower Oxford Township

FC:

AQ Code:S8

PLAN CENTER:

IPD:

PROJECT MANAGER: MAL/M. Lang

CMP: Not SOV Capacity Adding

This project is for the installation of railroad warning devices on Kimble Road, in Lower Oxford Township, Chester County.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	RRX						305						
CON	TOLL												
		0	**0**	**0**	**0**	**0**	**305**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028			**0**	**Total FY2029-2032**			**305**	**Total FY2033-2036**			**0**

Chester

MPMS# 118188 ***Mt. Pleasant Grade Xing***

LIMITS: Mt. Pleasant Road in Ofxofd Borough

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Oxford Borough

FC:

AQ Code:S8

PLAN CENTER:

IPD:

PROJECT MANAGER: MAL/M. Lang

CMP: Not SOV Capacity Adding

This project is for the installation of railroad warning devices on Mt. Pleasant Road, in Oxford Borough, Chester County.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	RRX						315						
CON	TOLL												
		0	**0**	**0**	**0**	**0**	**315**	**0**	**0**	**0**	**0**	**0**	**0**

Total FY2025-2028 **0** | **Total FY2029-2032** **315** | **Total FY2033-2036** **0**

Chester

MPMS# 118189 ***Crowl Toot Road Railroad Xing***

LIMITS: Crowl Toot Road in Lower Oxford Township

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Lower Oxford Township

FC:

AQ Code:S8

PLAN CENTER:

IPD:

PROJECT MANAGER: MAL/M. Lang

CMP: Not SOV Capacity Adding

This project is for the installation of railroad warning devices on Crowl Toot Road, in Lower Oxford Township, Chester County.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	RRX	315											
CON	TOLL												
		315	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028			**315**	**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Chester

MPMS# 118552 ***Harvey's Bridge Road over West Bridge Brandywine Creek (CB#92)***

LIMITS: Newlin Township

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Newlin Township

FC:

AQ Code:2035M

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/Gannett/A. Harper

CMP: Not SOV Capacity Adding

This project will rehab or replace a bridge. Chester County Bridge #92 is a three-span, single lane, reinforced concrete through girder bridge supported by concrete abutments. Constructed in 1926, the bridge is weight restricted at 8 Tons. It is rated in poor condition due to advanced scour at the piers and is coded as Scour Critical Category B, requiring monitoring on a 12-hour interval during heavy rain of 2 or more in a 24-hour period. The concrete deck and girders are spalled with exposed and corroded steel reinforcement.
Harveys Bridge spans between two T intersections and constricts approaching two-lane, two-way traffic to one lane, resulting in a severely reduced Deck Geometry rating of 2- Basically intolerable condition requiring high priority of replacement, an indication of the bridges inability to meet current safety criteria.
The bridge provides the only crossing of a 3.5 mile stretch of the W. Branch of Brandywine Creek between PA State Route 162, Embreeville Road, and Strasburg Road in Newlin Township. Because of its limited load carrying capacity, routine services to local residents are restricted and fire response times are increased, presenting increased risk of property damage and injury for local residents. Harveys Bridge has experienced numerous overloads following closure of the PA Route 162 bridge due to damage sustained during Tropical Storm Ida.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
FD	BOF	820											
ROW	BOF		225										
UTL	BOF									208			
CON	BOF									9,344			
		820	**225**	**0**	**0**	**0**	**0**	**0**	**0**	**9,552**	**0**	**0**	**0**
		Total FY2025-2028		**1,045**		**Total FY2029-2032**			**0**	**Total FY2033-2036**		**9,552**	

Chester

MPMS# 119786 ***Unionville Road Grade Xing*** **New**

LIMITS: No Let Date

IMPROVEMENT Intersection/Interchange Improvements NHPP:

MUNICIPALITIES: Pocopson Township FC: AQ Code:S8

PLAN CENTER: IPD:

PROJECT MANAGER: MAL/M. Lang CMP: Not SOV Capacity Adding

Installation of new railroad warning devices on PA-842 in Pocopson Township.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	RRX	397											
CON	TOLL												
		397	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028			**397**	**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Chester

MPMS# 120957 ***North Caln Rd/Olive St and Lincoln Hwy*** **New**

LIMITS: North Caln Rd/Olive Streett and Lincoln Highway — No Let Date

IMPROVEMENT Intersection/Interchange Improvements — NHPP:

MUNICIPALITIES: Caln Township — FC: — AQ Code:R1

PLAN CENTER: — IPD:

PROJECT MANAGER: — CMP: Minor SOV Capacity — CMP Subcorridor(s): 7E, 7F

A previous study conducted by Caln Township have recommended realigning North Caln and Olive Street, as well as potentially prohibiting the northbound Olive Street left-turn movement, and to optimize traffic signal timing and phasing.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
PE	581	30											
FD	STP		70										
FD	TOLL												
ROW	STP		100										
ROW	TOLL												
UTL	STP			470									
UTL	TOLL												
CON	STP				747								
CON	TOLL												
		30	**170**	**470**	**747**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**1,417**		**Total FY2029-2032**		**0**		**Total FY2033-2036**		**0**	

Total For Chester	**2025**	**2026**	**2027**	**2028**	**2025-2028**	**2029-2032**	**2033-2036**
	$141,787	$91,224	$92,153	$127,175	$452,339	$661,059	$645,346

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

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

LIMITS: Over Chester Creek

Est Let Date: 6/20/2024

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Thornbury Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 12

PROJECT MANAGER: TSS/RKK/C. Carmichael

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing Station Road over Chester Creek in Thornbury Township, a single span bridge.

The Station Road bridge is a one lane, reinforced concrete T-beam bridge constructed in 1914 over Chester Creek in Thornbury Township. The width of the bridge is currently 18'-0" due to the numerous bituminous overlays which have concealed the original concrete curbing that previously provided a 16'-8" bridge width. It is currently posted for three tons. The purpose of the project is to correct the structural and safety deficiencies of the bridge to provide a safe and efficient crossing over Chester Creek. The bridge serves residents with local deliveries, school bus transportation, emergency services and access to the local post office located south of the crossing.

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
ROW	BOF	68											
ROW	179	12											
UTL	BOF		74										
UTL	179		19										
CON	BOF		1,000										
CON	179		250										
CON	BOF			1,032									
CON	179			258									
CON	BOF				1,290								
CON	179				323								
		80	**1,343**	**1,290**	**1,613**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028			**4,326**	**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Delaware

MPMS# 15251 ***US 1 and PA 352 Interchange, Intersection, and Roadway Improvements SR:0352***

LIMITS: At PA 352/Middletown Road

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Middletown Township

PLAN CENTER:

PROJECT MANAGER: TSS/M. Fausto

CMP: Minor SOV Capacity

NHPP: Y

FC: 12; 14

Est Let Date: 6/15/2029

MRPID:5

AQ Code:R3

IPD: 15

CMP Subcorridor(s): 5B

This project will entail the reconstruction and reconfiguration of this cloverleaf interchange, originally built in 1939.

This project involves reconstructing the US 1/PA 352 interchange at the terminus of the Media Bypass, upgrading roads and intersections, and traffic signals. Project includes improvements along US 1 beginning at the intersection with PA 452 to east of the Media Bypass, and along PA 352 beginning north of the Williamson Free School entrance drive to the intersection of PA 352 / PA 452. Local street improvements are included to improve circulation and provide access. Pedestrian facilities will be included in improvements.

This road segment is included in the Delaware County Bicycle Plan.SEPTA 110, 111, 114, and 117 bus routes use Routes 1 and 352.

$81.081M out of an estimated $427M (2023 CON estimate of $299M YOE'd to FY33) is programmed for construction beginning in FY33. The construction balance that is not shown in FY35-FY36 is in the Long-Range Plan.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
FD	STU		2,092										
FD	581		523										
FD	STU			2,092									
FD	581			523									
FD	STU				4,167								
FD	581				1,042								
FD	STU					6,925							
FD	581					1,731							
ROW	STU					4,866							
ROW	581					1,217							
ROW	STU						7,084						
ROW	581						1,771						
ROW	STU							5,552					
ROW	581							1,388					
ROW	STU								800				
ROW	581								4,388				
ROW	STU									12,319			
ROW	581									200			
ROW	581									7,030			
ROW	581										3,638		
ROW	581											5,407	
ROW	581												2,115
UTL	581					9,552							
CON	STU											29,341	
CON	581											8,100	
CON	STP												16,552
CON	BRIP												14,850
CON	581												4,138
CON	581												8,100
CON	NHPP												
CON	581												

Delaware

0	2,615	2,615	5,209	24,291	8,855	6,940	5,188	19,549	3,638	42,848	45,755
Total FY2025-2028		10,439		Total FY2029-2032		45,274		Total FY2033-2036		111,790	

MPMS# 15278 ***Chester Pike/9th Street Bridge over Darby Creek (CB #146)***

LIMITS: Chester Pike/9th Street Bridge over Darby Creek

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Collingdale Borough; Darby Borough

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/RKK/C. Carmichael

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing the Bridge at Chester Pike/9th Street Bridge over Darby Creek (CB #146).

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
FD	185	844											
ROW	185				154								
UTL	185					184							
CON	BRIP										12,483		
		844	**0**	**0**	**154**	**184**	**0**	**0**	**0**	**0**	**12,483**	**0**	**0**
		Total FY2025-2028		**998**		**Total FY2029-2032**		**184**		**Total FY2033-2036**		**12,483**	

Delaware

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

LIMITS: Over Broomall Lake/tributary to Ridley Creek

Est Let Date: 9/12/2025

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Media Borough

FC:

AQ Code:S19

PLAN CENTER: Town Center

IPD: 16

PROJECT MANAGER: TSS/RKK/C. Carmichael

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5D

This project will replace the partially breached Third Street Dam over Broomall's Run with a 150 ft pedestrian and bicycle bridge. The project also includes roadway drainage, stream restoration, stormwater management, and naturalized aesthetic improvements.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
FD	183	400											
FD	LOC	100											
CON	183	1,140											
CON	LOC	285											
CON	183		1,440										
CON	LOC		360										
CON	183			300									
CON	LOC			75									
		1,925	**1,800**	**375**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**4,100**		**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Delaware

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

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

Est Let Date: 3/14/2024

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Chester City

FC:

AQ Code:S19

PLAN CENTER:

IPD: 22

PROJECT MANAGER: TSS/RKK/C. Carmichael

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4D, 6A

The Lloyd Street Bridge, which was constructed in 1899, served the industrial waterfront, was in poor condition and removed. This project will replace the bridge with a single span composite weathering steel plate girder bridge accommodating two twelve foot lanes with six foot shoulders and seven foot sidewalks on both sides.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	BOF	1,757											
CON	183	329											
CON	LOC	110											
CON	BOF		1,757										
CON	183		329										
CON	LOC		110										
CON	BOF			1,757									
CON	183			329									
CON	LOC			110									
		2,196	**2,196**	**2,196**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**6,588**		**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Delaware

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

LIMITS: Over Brandywine Creek

Est Let Date: 9/14/2023

IMPROVEMENT Bridge Repair/Replacement

NHPP: N

MUNICIPALITIES: Chadds Ford Township; Pennsbury Township

FC: 17

AQ Code:S19

PLAN CENTER:

IPD: 14

PROJECT MANAGER: TSS/S. Fellin

CMP: Not SOV Capacity Adding

This project takes place on SR 3101, Section DRB, South Creek Road over Brandywine Creek in Chadds Ford Township, Delaware County and Pennsbury Township in Chester County. The project involves rehabilitating or replacing an existing poor condition and functionally obsolete C.I.P. Reinforced Concrete Arch Deck Closed Spandrel bridge. Also included are bridge approach roadway reconstruction and minor utility relocations. This road segment is included in the Delaware County Bicycle Plan, and is Bicycle PA Route L.

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

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	BRIP*	3,000											
CON	BRIP*		4,668										
CON	BRIP*			2,332									
		3,000	**4,668**	**2,332**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**10,000**		**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Delaware

MPMS# 69817 ***US 322, Featherbed Lane to Chelsea Parkway (Section 102) SR:0322***

LIMITS: Featherbed Lane to Chelsea Parkway

IMPROVEMENT Roadway New Capacity

MUNICIPALITIES: Upper Chichester Township; Bethel Township; Concord Township

PLAN CENTER:

PROJECT MANAGER: TSS/M. Saintval

NHPP: Y

FC: 14; 16

CMP: Major SOV Capacity

Est Let Date: 8/21/2025

MRPID:50

AQ Code:2045M

IPD: 17

CMP Subcorridor(s): 8A

This project section involves the widening and improving of SR 322 to a four-lane typical section with a grass median from east of Mattson Road/Featherbed Lane near Clayton Park and the Concord Township/Bethel Township line through Bethel Township to just east of Chelsea Parkway in Upper Chichester Township.

The following improvements will be implemented:

•The existing two-lane section of SR 322 will be widened to 4 lanes. A fifth center lane will accommodate left turns into and out of adjacent commercial properties.

•Limited widening to the north or about the center will be done at some locations to minimize sound barriers. Retaining walls will also be constructed in this section.

• A new traffic signal will be constructed at the intersection of Garnet Mine Road and the SR 322 eastbound ramps.

•Left turns from and into Colonial Drive will be eliminated.

•The existing traffic signal at the Bethel Road Connector and left turn lanes on SR 322 will be reconstructed.

•The total estimated cost for this project section is $184,752,570.

•The anticipated let date is August 21, 2025.

•The anticipated completion date is September 21, 2029.

See MPMS #14747 for design funding. MPMS #'s 69815, 69816, 69817, and 114034 contain construction phases for the US 322 project TEA-21 DEMO 0486 - PA ID #116 - $13,220,615

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

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Delaware

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	NHPP	15,954											
CON	581	3,988											
CON	NHPP		15,954										
CON	581		3,988										
CON	NHPP			15,954									
CON	581			3,988									
CON	STU				8,863								
CON	581				2,216								
CON	NHPP					4,863							
CON	581					1,216							
CON	NHPP						8,863						
CON	581						2,216						
CON	NHPP							4,863					
CON	581							1,216					
CON	NHPP								8,863				
CON	581								2,216				
CON	NHPP									12,863			
CON	581									3,216			
CON	NHPP										12,863		
CON	581										3,216		
CON	NHPP											8,863	
CON	581											2,216	
CON	NHPP												8,863
CON	581												2,216
		19,942	**19,942**	**19,942**	**11,079**	**6,079**	**11,079**	**6,079**	**11,079**	**16,079**	**16,079**	**11,079**	**11,079**
		Total FY2025-2028		**70,905**		**Total FY2029-2032**		**34,316**		**Total FY2033-2036**		**54,316**	

Delaware

MPMS# 79329 ***Bridgewater Road Extension***

LIMITS: Concord Road to PA 452/US 322

IMPROVEMENT Roadway New Capacity

NHPP: Y

MUNICIPALITIES: Upper Chichester Township; Aston Township; Chester City; Chester T

FC: 14; 17

PLAN CENTER:

PROJECT MANAGER: TSS/M. Saintval

CMP: Major SOV Capacity

No Let Date

MRPID:117

AQ Code:2035M

IPD: 16

CMP Subcorridor(s): 8A

This project will provide a more direct truck route between two industrial parks (Bridgewater Business Park and I-95 Industrial Park), I-95, and US 322. Currently, truck drivers must navigate a circuitous route (Concord and Bethel Roads) with difficult turns and drive through a low-income residential neighborhood and by a school. The residential community along Bethel Road in Chester City and Chester Township is subject to a heavy volume of truck traffic, which should be directed onto another route. The other potential truck route goes well to the north and involves an intersection which is physically constrained and difficult/impossible for truck turns. This project complements and was a breakout project of MPMS 15477 (I-95/US 322/Highland Avenue interchange).

This project has four breakout projects:

MPMS #119435 - SR 452/I-95 Improvements
MPMS #119917 - Concord Road / Bethel Road / Engle Street Intersection Improvement (Sec DBE)
MPMS #120374 - Concord Road / Bridgewater Road Intersection Improvement (Sec BWI)
MPMS #120688 - SR 3007 Sec DMB Preliminary Design for Concord Road / McDonald Blvd and Concord

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
PE	STU	1,200											
PE	581	300											
PE	STU		1,200										
PE	581		300										
		1,500	**1,500**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**3,000**		**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Delaware

MPMS# 82050 ***6th Street Bridge over Chester Creek*** **New**

LIMITS: Between Penn Street and Sproul Street — No Let Date

IMPROVEMENT Bridge Repair/Replacement — NHPP:

MUNICIPALITIES: Chester City — FC: — AQ Code:S19

PLAN CENTER: — IPD:

PROJECT MANAGER: — CMP: Not SOV Capacity Adding

This project will replace the 6th Street Bridge which is currently closed to traffic. It will restore a critical connection between the western part of the City of Chester to the Downtown area. This would allow SEPTA to restore a bus route along this roadway where Route 119 used to operate.

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
PE	185	500											
FD	STP		500										
FD	TOLL												
CON	STP				3,500								
CON	TOLL												
		500	**500**	**0**	**3,500**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028			**4,500**	**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Delaware

MPMS# 82069 ***PA 291 Complete Streets: Irving St to Ridley Ck*** **New**

LIMITS: SR13: Irving St to Ridley Creek

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Chester City

FC:

AQ Code:S6

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

To increase safety for all roadway users, including motorists, pedestrians, cyclists, and transit riders, by reconstructing the roadway into a more appropriate facility for Chester City while constructing a multi-use sidepath that will be designated as part of the East Coast Greenway. The current roadway cross-section is a wide and straight facility that results in excessive vehicular speeds with a high number of crashes causing a dangerous environment for residents. This project will address these issues by replacing the road with a safer and more equitable complete street that is conducive to an urbanized area and will accommodate pedestrian crossings by improving facilities at intersections along with other safety improvements.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
PE	581	1,400											
FD	581			900									
ROW	581				100								
UTL	581					1,900							
UTL	581						1,900						
CON	TOLL												
CON	STU					1,800							
CON	CRP						1,300						
CON	TOLL												
CON	CRPU						2,705						
CON	CRPU							5,000					
CON	CRP							2,668					
CON	TOLL												
CON	CRP								1,032				
CON	TOLL												
CON	CRPU								5,295				
CON	STU									500			
CON	TOLL												
CON	STU										500		
CON	TOLL												
CON	STU											500	
CON	TOLL												
CON	TOLL												
CON	STU												8,500
		1,400	**0**	**900**	**100**	**3,700**	**5,905**	**7,668**	**6,327**	**500**	**500**	**500**	**8,500**
		Total FY2025-2028		**2,400**		**Total FY2029-2032**		**23,600**		**Total FY2033-2036**		**10,000**	

Delaware

MPMS# 84269 ***Victory Avenue over SEPTA Norristown High Speed Line***

LIMITS: Victory Ave: West Chester Pike - Cobbs Creek

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Upper Darby Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: AECOM/K. Mathews

CMP: Not SOV Capacity Adding

This project will replace the bridge on Victory Avenue over SEPTA's Norristown High Speed Line in Delaware County. This road segment is included in the Delaware County Bicycle Plan.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
FD	BRIP		675										
ROW	STU			338									
UTL	185				580								
CON	BRIP						2,952						
CON	185						738						
		0	**675**	**338**	**580**	**0**	**3,690**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**1,593**		**Total FY2029-2032**		**3,690**		**Total FY2033-2036**		**0**	

Delaware

MPMS# 92323 ***Wanamaker Ave o/ Darby Ck (Bridge) SR:0420***

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

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Prospect Park Borough; Tinicum Township

PLAN CENTER: Town Center

PROJECT MANAGER: Harold Windisch ADE CONSTR

NHPP: Y

FC: 14

CMP: Not SOV Capacity Adding

Actl Let Date: 3/23/2023

MRPID:TBD

AQ Code:S19

IPD: 15

CMP Subcorridor(s): 6A

The project consists of the replacement of both the southbound bridge (BMS 23-0420-0031-0000) and the northbound bridge (BMS 23-0420-0030-0000) which carries S.R. 420 over Darby Creek between the Tinicum Township and Prospect Park Borough in Delaware County. Proposed work for the southbound structure includes full replacement of the structure (superstructure and substructure). The existing northbound bridge is a three span prestressed concrete composite adjacent box beam bridge carrying Northbound S.R. 0420 over Darby Creek. Proposed work for the northbound structure includes full replacement of the structure (superstructure and substructure). At the request of Delaware Valley Regional Planning Commission and the Clean Air Council, a Shared Use Path crossing will be constructed under the bridges adjacent to the southern abutments. This path will provide a connection to the adjacent John Heinz Wildlife Refuge. poor condition bridge breakout project from MPMS #88706. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical exclusion clearance. This road segment is included on the Delaware County Bicycle Plan.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	BRIP*	2,045											
CON	BRIP*		5,544										
CON	BRIP*			9,486									
		2,045	**5,544**	**9,486**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**17,075**		**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Delaware

MPMS# 92324 ***Gov Printz Blvd o/ Conrail (Bridge)***

LIMITS: Delaware County, Tinicum Township

Est Let Date: 10/19/2023

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Tinicum Township

FC: 16

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/M. Saintval

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing the Bridge at Gov Printz Blvd over Conrail. The improvement is a breakout of MPMS #88706 for Bridge Rehabilitation in order to process federal authorization.

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

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

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	BRIP	2,798											
CON	BRIP		3,849										
CON	BRIP			1,849									
CON	BRIP				1,825								
CON	BRIP					2,849							
CON	BRIP						2,024						
		2,798	**3,849**	**1,849**	**1,825**	**2,849**	**2,024**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028			**10,321**	**Total FY2029-2032**			**4,873**	**Total FY2033-2036**			**0**

Delaware

MPMS# 92808 ***Marshall Rd o/ Cobbs Crk (Bridge)***

LIMITS: Between Cobbs Creek Parkway and 69th Street

Est Let Date: 12/12/2024

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Philadelphia City; Upper Darby Township

FC: 16

AQ Code:S19

PLAN CENTER:

IPD: 26

PROJECT MANAGER: Gannett/B. Masi

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 10A

Bridge rehabilitation or replacement of state bridge over Cobbs Creek on Marshall Road between Cobbs Creek Parkway and 69th Street in Upper Darby Township and City of Philadelphia. poor condition bridge breakout project from MPMS #88706. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical exclusion clearance.

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

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
FD	STU	765											
FD	185	191											
ROW	STU		70										
ROW	185		17										
UTL	BRIP		19										
UTL	185		5										
CON	BRIP		4,544										
CON	185		1,137										
CON	BRIP			1,249									
CON	185			312									
CON	BRIP				3,200								
CON	185				800								
CON	BRIP					3,249							
CON	185					812							
		956	**5,792**	**1,561**	**4,000**	**4,061**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**12,309**		**Total FY2029-2032**		**4,061**		**Total FY2033-2036**		**0**	

Delaware

MPMS# 93105 ***State Rd o/Darby Creek (Bridge)***

LIMITS: State Road (SR 0001) between Rolling Road and State Road(SR 2026)

Est Let Date: 12/14/2023

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES: Springfield Township; Upper Darby Township

FC: 14

AQ Code:S19

PLAN CENTER:

IPD: 14

PROJECT MANAGER: EE/M. Holva

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5C

This project is a rehabilitation of State Road bridge over Darby Creek. Additionally, this structure should be able to accommodate a multi-use trail along the creek under the bridge. This road segment is included in the Delaware County Bicycle Plan.

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

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	185	1,528											
CON	581		2,041										
CON	581			3,271									
CON	581				2,280								
		1,528	**2,041**	**3,271**	**2,280**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028			**9,120**	**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Delaware

MPMS# 95429 ***US 202 and US 1 Intersection Area Improvements***

LIMITS: 202/1 Intersection and Looproad

IMPROVEMENT Roadway New Capacity

MUNICIPALITIES: Chadds Ford Township

PLAN CENTER:

PROJECT MANAGER: Gannett/P. Valliere

CMP: Major SOV Capacity

NHPP: Y

FC: 14

Est Let Date: 8/22/2024

MRPID:123

AQ Code:2030M

IPD: 17

CMP Subcorridor(s): 5B, 8A

This project is in Concord and Chadds Ford Townships and involves intersection improvements to ease congestion. Improvements include pavement widening, pavement reconstruction and signal upgrades to accommodate an additional northbound US 1 travel lane through the intersection and a double left turn lane for northbound US 202. Other roadway improvements will include landscaped medians throughout the project area; eastbound and westbound left turn lanes and a signalized US 202 pedestrian crossing at the US 202/State Farm Drive/Brandywine Drive intersections; signalized pedestrian crossings at the US 1/Applied Bank Boulevard/State Farm Drive intersection; and elimination of the southbound Route 1 left turn lane at Dickinson Drive. Project CMP commitments include sidewalks, crosswalks, and enhanced bus stop areas in consultation with SEPTA. See DVRPC's 2013-2014 memorandum on supplemental strategies for details related to this project.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	STP	833											
CON	581	208											
CON	STP		833										
CON	581		208										
CON	STU			833									
CON	581			208									
CON	STP				833								
CON	581				208								
		1,041	**1,041**	**1,041**	**1,041**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028			**4,164**	**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Delaware

MPMS# 98216 ***Michigan Ave over Little Crum Creek (CB# 210) (Bridge)***

LIMITS: Ridley Township

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Ridley Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 15

PROJECT MANAGER: TSS/RKK/C. Carmichael

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 6A

This project is a bridge rehabilitation/replacement of the County owned Michigan Avenue bridge over Little Crum Creek, which is poor condition. The bridge is posted with a 12 ton weight restriction and requires continual maintenance to remain open. Various elements of the bridge are in poor condition. The project needs are listed below: 1) Load Carrying Capacity - Eliminate the "poor condition" designation. - Accommodate school buses, local delivery vehicles and emergency vehicles. 2) Structure Integrity - - Bring the facility up to current design standards. The existing 12-ton carrying capacity restricts the type of traffic that can use the bridge. With an ADT of 6,583 vehicles per day, the bridge no longer provides the necessary community link that it once did. The bridge is a concrete slab that is in poor condition with heavy spalling revealing corroded reinforcement steel, especially near the deck drains. In addition, the substructure of the bridge is in poor condition with exposed, heavily scaled abutments. The channel rating is poor as a result of the alignment resulting in heavy scaling and pockets of undermining at the exposed north abutment. The existing safety features associated with the bridge do not meet PennDOT standards.

Funding for this project will be drawn down from the County Bridge Line Item (MPMS# 95447) at the appropriate time.

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	183												
UTL	LOC												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2025-2028			**0**	**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Delaware

MPMS# 98217 ***Hilldale Road over Darby Creek (CB# 149) (Bridge)***

LIMITS: Lansdowne Borough

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Upper Darby Township; Lansdowne Borough

FC:

AQ Code:S19

PLAN CENTER:

IPD: 18

PROJECT MANAGER: TSS/RKK/C. Carmichael

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5E

This project is a bridge rehabilitation/replacement of the County owned Hilldale Road bridge over Darby Creek in Lansdowne Borough and Upper Darby Township, Delaware County. Delaware County Bridge #149, originally built in 1928, is a 92 foot two-span reinforced concrete T-beam bridge. The County is taking proactive action by replacing Hilldale Road Bridge due to the rapid deterioration of T-beam bridges in recent years. A lightly vegetated island is located downstream of the pier, and the east downstream banks are lined with gabion baskets that extend approximately 300 feet downstream. The island is forcing the flow towards the adjacent embankment. A traffic count performed in 2009 indicates an average daily traffic (ADT) of 2,379 vehicles per day. The new structure should be able to accommodate the Darby Creek Trail. Funding for this project will be drawn down from the County Bridge Line Item (MPMS# 95447) at the appropriate time.

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	183												
		0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028			**0**	**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Delaware

MPMS# 98218 ***South Avenue over Muckinipattis Creek (Mulford Bridge) (CB# 142)***

LIMITS: Glenolden Borough

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Norwood Borough; Glenolden Borough

FC:

AQ Code:S19

PLAN CENTER:

IPD: 15

PROJECT MANAGER: TSS/RKK/C. Carmichael

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 6A

This project is a bridge rehabilitation/replacement of the County owned South Avenue Bridge over Muckinipattis Creek (Mulford Bridge) in Glenolden and Norwood Boroughs, Delaware County.

Built in 1927, the existing South Avenue Bridge is a single span reinforced concrete slab bridge. The parapets over the structure are forty-inch high pigeonhole parapets with forty-inch high solid concrete parapets over the wing walls. The concrete structure has an overall span length of 20 feet with a weight restriction of 13 tons, except combinations of 24 tons. The bridge carries two lanes of traffic over Muckinipattis Creek and has a curb-to-curb width of 32 feet with 7' sidewalks on both the upstream and downstream sides. South Avenue approaching the structure has a 32 foot wide cartway with 6-inch curb and 4-foot sidewalk between Ridgeway Ave and Chester Pike (SR 13). There is existing sidewalk along South Avenue on the downstream side of the structure providing pedestrian access to Chester Pike, the sidewalk on the upstream side of the structure ends at the limits of the parapet wall.

Funding for this project will be drawn down from the County Bridge Line Item (MPMS# 95447) at the appropriate time.

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	183												
CON	LOC												
		0	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028			**0**	**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Delaware

MPMS# 99668 ***PA 291 Drainage Improvement***

LIMITS: Between Crum Creek and Darby Creek

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Ridley Township

PLAN CENTER:

PROJECT MANAGER: Plans/S. Hasan

CMP: Not SOV Capacity Adding

Est Let Date: 10/24/2024

NHPP:

FC:

AQ Code:X13

IPD: 17

CMP Subcorridor(s): 2D, 4C, 6A

This project will fund drainage improvements on PA 291 from the bridge over Crum Creek to the bridge over Darby Creek, including the installation of new inlets and pipes, and construction of ditches to alleviate the existing flooding of the roadway. The existing pavement will be milled and overlaid. Base repairs will be completed as necessary to repair damage to the roadway from previous flooding.

PennDOT will acquire land in the project area for the future location of a multiuse trail for the East Coast Greenway and September 11th Memorial Trail.

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

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
FD	581	844											
ROW	581	90											
UTL	581		61										
CON	581		1,200										
CON	581			2,450									
CON	581				2,450								
CON	581					2,475							
		934	**1,261**	**2,450**	**2,450**	**2,475**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028			**7,095**	**Total FY2029-2032**			**2,475**	**Total FY2033-2036**			**0**

Delaware

MPMS# 103217 ***Main Street, 6th Street, and CSX Crossing Improvement***

LIMITS: Between 5th and 7th Streets

Est Let Date: 8/24/2023

IMPROVEMENT Intersection/Interchange Improvements

NHPP: N

MUNICIPALITIES: Darby Borough

FC:

AQ Code:S8

PLAN CENTER: Town Center

IPD: 25

PROJECT MANAGER: Gannett/A. Harper

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 6A

The Main Street-CSX rail line grade crossing (US DOT #140641S) in Darby Borough needs to be updated and may include improvements such as new gates, lights, traffic signals (if warranted), drainage, and improvements to the crossing surface and roadway for all users at and around the grade crossing. This grade crossing currently poses significant safety concerns as it accommodates train traffic from a major interstate freight line throughout the day, vehicular traffic from two roads (Main St. and Sixth St.), and pedestrian traffic from nearby schools and retail establishments. Adding to the crossing's complexity is SEPTA's trolley route 11 that operates within the Main St. cartway and bisects the freight rail line (with trolley stops located on both sides of the grade crossing). The grade crossing was the subject of a two phase study conducted by DVRPC and overseen by a broad-based steering committee (see DVRPC publication #11012 and #12014).

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	RRX					369							
CON	TOLL												
		0	**0**	**0**	**0**	**369**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028			**0**	**Total FY2029-2032**			**369**	**Total FY2033-2036**			**0**

Delaware

MPMS# 103521 ***Reed Road over Whetstone Run (CB #36)***

LIMITS: Marple Township

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Marple Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/RKK/C. Carmichael

CMP: Not SOV Capacity Adding

The project will involve the rehabilitation or replacement of the County-owned bridge that carries Reed Road over Whetstone Run, located in Marple Township, Delaware County. The bridge was constructed in 1962. It is anticipated that the bridge will be replaced on the existing alignment with minimal approach work to tie back into existing conditions. Pedestrian/Bike facilities on bridge to connect Darby Creek Trail with trail system proposed in County park on Don Guanella tract.

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
PE	185	492											
FD	185			394									
ROW	BRIP				87								
UTL	BRIP					60							
CON	185										5,648		
CON	185										1,412		
CON	185										506		
		492	**0**	**394**	**87**	**60**	**0**	**0**	**0**	**0**	**7,566**	**0**	**0**
		Total FY2025-2028			**973**	**Total FY2029-2032**			**60**	**Total FY2033-2036**		**7,566**	

Delaware

MPMS# 103528 ***Mattson Road over the West Branch of the Chester Creek***

LIMITS: Chester Heights Borough

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Chester Heights Borough

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/RKK/C. Carmichael

CMP: Not SOV Capacity Adding

This project is for the bridge rehabilitation or replacement of the County-owned Mattson Road bridge spanning over the West Branch of the Chester Creek in Chester Heights Borough, Delaware County.

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

This project is a $5 fee matching funds (sSTP) project.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
FD	sSTP	300											
FD	TOLL												
ROW	sSTP	20											
ROW	TOLL												
UTL	sSTP	15											
UTL	TOLL												
CON	sSTP		1,315										
CON	TOLL												
		335	**1,315**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**1,650**		**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Delaware

MPMS# 104343 ***US 322 over CSX (Bridge)***

LIMITS: I-95 Interchange to PA 452 Interchange

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Upper Chichester Township; Chester City

PLAN CENTER:

PROJECT MANAGER: Plans/S. Hasan

CMP: Not SOV Capacity Adding

NHPP:

FC:

Est Let Date: 11/2/2023

MRPID:50

AQ Code:S19

IPD: 16

CMP Subcorridor(s): 8A

Replacement of the bridge carrying SR 322 over CSX and Bethel Road as well as improvements to the Bethel Road Interchange.

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	STU	3,969											
CON	STU		6,798										
CON	BRIP			4,772									
CON	BRIP				8,144								
CON	BRIP					5,268							
CON	BRIP						1,776						
CON	BRIP							1,380					
CON	BRIP								6,898				
CON	BRIP									11,180			
CON	BRIP										2,334		
		3,969	**6,798**	**4,772**	**8,144**	**5,268**	**1,776**	**1,380**	**6,898**	**11,180**	**2,334**	**0**	**0**
		Total FY2025-2028		**23,683**		**Total FY2029-2032**		**15,322**		**Total FY2033-2036**		**13,514**	

Delaware

MPMS# 104879 ***Cheyney Road Bridge Replacement***

LIMITS: Thornbury Township

Est Let Date: 9/26/2024

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Thornbury Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: Plans/S. Hasan

CMP: Not SOV Capacity Adding

This project involves the replacement of the state-owned bridge located on Cheyney Road over a branch of the Chester Creek in Thornbury Township, Delaware County. The existing bridge, built in 1931, is a one-span reinforced concrete slab structure with a span length of 10 feet. The bridge is two lanes wide with no shoulders or sidewalk. The existing structure will be replaced, and guiderail, traffic signs, and delineators will be installed as required.

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

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
ROW	185	90											
UTL	185	48											
CON	STU	478											
CON	185	119											
		735	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028			**735**	**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Delaware

MPMS# 107642 ***Smithbridge Road Corridor***

LIMITS: Smithbridge Road in Concord Township

Est Let Date: 11/2/2023

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Concord Township

FC:

AQ Code:2035M

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/J. Natale

CMP: Minor SOV Capacity

CMP Subcorridor(s): 8A

Construction of 8 ft. multi-use trail along Smithbridge Rd. connecting residential neighborhoods and Garnet Valley School District campuses. Project includes intersection improvements at district campuses. A roundabout will be installed at Smithbridge Rd. and Temple Rd.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	CAQ	1,843											
CON	HSIP	1,055											
		2,898	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**2,898**		**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Delaware

MPMS# 108910 ***I-95 Noise Abatement (CNA)***

LIMITS: Highland Avenue to Ridley Creek (I-95 Corridor)

IMPROVEMENT Other

MUNICIPALITIES: Chester City; Chester Township

PLAN CENTER:

PROJECT MANAGER: Gannett/M. McGuire

CMP: Not SOV Capacity Adding

NHPP:

FC:

Est Let Date: 12/14/2028

MRPID:230

AQ Code:X6

IPD: 26

CMP Subcorridor(s): 4D

This project is located along I-95 between US 322 and I-476 in the City of Chester and Chester Township, Delaware County and involves the evaluation of potential noise abatement locations. The preliminary phase will include modeling to assess noise reduction benefits to residential areas, and coordination with the municipalities and residents to arrive at a list of priority recommendations for implementation. The selection of locations to receive noise abatement will be based on areas that will realize noise level reductions, benefit the most residents, and can be constructed within funding availability. Preliminary design and environmental evaluations will be completed for the selected locations.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
ROW	581		869										
UTL	STU			760									
CON	581			12,167									
CON	581				15,721								
CON	581					172							
		0	**869**	**12,927**	**15,721**	**172**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028			**29,517**	**Total FY2029-2032**			**172**	**Total FY2033-2036**			**0**

Delaware

MPMS# 110951 ***Macdade Blvd. Corridor Safety Improvements***

LIMITS: Fairview to Ashland

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Ridley Township; Glenolden Borough

FC:

AQ Code:2030M

PLAN CENTER:

IPD:

PROJECT MANAGER: Traff/A. Patel

CMP: Minor SOV Capacity

CMP Subcorridor(s): 6A

Road diet from Woodcrest Rd. to Grays Ave.; left turn lanes at Milmont, Swarthmore, Amosland, & Holmes; right turn lanes at Fairview, Morton, Monta Vista, Kedron, & South; modify left turn phases from Fairview to Ashland; modernize signals along corridor with interconnect & fiber optic.

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

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	sHSIP		2,796										
		0	**2,796**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**2,796**		**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Delaware

MPMS# 111022 ***Chichester Avenue Corridor Safety Improvements***

LIMITS: Laughead Ave. to Bethel/Thornton Rd.

Est Let Date: 11/5/2026

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Upper Chichester Township

FC:

AQ Code:2030M

PLAN CENTER:

IPD:

PROJECT MANAGER: Traff/A. Patel

CMP: Minor SOV Capacity

CMP Subcorridor(s): 8A

Chichester Avenue Corridor Safety Improvements include (1) the intersection of Bethel Road/Thornton Road – convert pedestal mounted signal to mast arm to improve visibility and (2) the intersections of Pleasant Ave./I-95 Ramp C and Johnson Ave./I-95 Ramp A/B – improve multimodal safety, using the Intersection Control Evaluation process, by converting the two-way stop controlled intersections to roundabouts pending the concurrence from the township.

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

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
FD	sHSIP	36											
CON	sHSIP		849										
		36	**849**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028			**885**	**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Delaware

MPMS# 113251 ***Highland Avenue Railroad Preemption***

LIMITS: State Route 291 and Highland Avenue

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Chester City

FC:

AQ Code:S1

PLAN CENTER:

IPD:

PROJECT MANAGER: MAL/M. Lang

CMP: Not SOV Capacity Adding

This project will install a preemption system between the traffic signal at PA 291 and Highland Avenue in the City of Chester. This project is part of the statewide Highway-Rail Grade Crossing Program.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	RRX					200							
CON	TOLL												
		0	**0**	**0**	**0**	**200**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028			**0**	**Total FY2029-2032**			**200**	**Total FY2033-2036**			**0**

Delaware

MPMS# 114034 ***US 322: Chelsea Parkway to Market St. Interchange (Section 103)***

LIMITS: Chelsea Parkway to Market St. Interchange

IMPROVEMENT Roadway New Capacity

MUNICIPALITIES:

PLAN CENTER:

PROJECT MANAGER: TSS/M. Saintval

CMP: Major SOV Capacity

NHPP:

FC:

Est Let Date: 10/19/2023

MRPID:50

AQ Code:2035M

IPD:

CMP Subcorridor(s): 8A

This project involves widening and improving SR 322 to a four lane typical section with a median from Chelsea Parkway to the Market Street Interchange in Upper Chichester Township. The existing two lane section of SR 322 will be widened to four lanes with exclusive left turn lanes to accommodate left turns at the Cherry Tree Road / SR 3016 intersection. Auxiliary right turn lanes will be provided at multiple intersections. The Cherry Tree Road / SR 3016 intersection will be reconfigured and reconstructed including a new traffic signal, turn lanes, and realignment of Bethel Avenue. The existing four lane section from Cherry Tree Road to the Market Street interchange will be improved. The Market Street interchange will be reconstructed to a partial cloverleaf interchange including two new traffic signals and improvements made to Market Street.

•The total estimated cost for this project section is $80,000,000 in 2019 dollars).

•To make use of the available right of way, the Market Street interchange will be reconfigured as a partial cloverleaf configuration, including two new traffic signals.

•The anticipated let date is February 2023

•The anticipated completion date is October 31, 2026.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	STU*	2,332											
CON	STP*	579											
CON	NHPP*		19,956										
CON	STU*		495										
CON	STU*			4,087									
CON	STU*				3,731								
CON	STU*					6,399							
CON	STU*						12,649						
CON	STU*							13,757					
CON	STU*								1,625				
		2,911	**20,451**	**4,087**	**3,731**	**6,399**	**12,649**	**13,757**	**1,625**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**31,180**		**Total FY2029-2032**		**34,430**		**Total FY2033-2036**		**0**	

Delaware

MPMS# 114102 ***West Chester Pk & 476 (Competitive CMAQ)***

LIMITS: West Chester Pike & I-476

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Marple Township; Haverford Township

FC:

AQ Code:2030M

PLAN CENTER:

IPD:

PROJECT MANAGER: Gannett/P. Valliere

CMP: Not SOV Capacity Adding

The improvements involve the delineation of an additional westbound lane on West Chester Pike that will carry traffic through the signalized intersection of South Lawrence Road. The lane will be separated from the other travel lanes such that it will not be controlled by the traffic signal, and will be free-flowing onto the I-476 Northbound On-Ramp.

Funding for this project will be drawn down from the Competitive CMAQ Line Item (MPMS# 48201) at the appropriate time.

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

TIP Program Years ($ 000)

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

Delaware

MPMS# 114112 ***Media Bypass ITS (Competitive CMAQ)***

LIMITS: Media bypass (Route 1) corridor in Delaware County

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Marple Township; Media Borough; Upper Providence Township; Middl FC:

AQ Code:2030M

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/M. Fausto

CMP: Minor SOV Capacity

CMP Subcorridor(s): 5C

The purpose of this project is to help reduce congestion, improve traffic flow and reduce emissions along the Route 1 corridor by adding ITS elements to the corridor. This project proposes the following work: equipping traffic signals with communication equipment to allow for Unified Command and Control, deployment of CCTV, DMS and Travel Time Detection and the installation of fiber optic cable to expand PennDOT's existing fiber communications network. The project proposes to install 19 CCTVs, 5 DMS, 10 Travel Time Detectors, 6.5 miles of fiber optic cable along with upgrading 33 signalized intersections to allow for unified command and control. The Section of PA Route 252 within the project area will equip 6 signalized traffic signals with hardware to allow for unified command and control and construct a dedicated left-turn lane from Route 252 onto the Media Bypass.

Funding for this project will be drawn down from the Competitive CMAQ Line Item (MPMS# 48201) at the appropriate time.

The Route 252 road segment is included in the Delaware County Bicycle Plan.

TIP Program Years ($ 000)

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

Delaware

MPMS# 115426 ***Haverford Road Corridor Safety Improvements***

LIMITS: Landover Road to County Line Road

Est Let Date: 1/16/2025

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Haverford Township

FC:

AQ Code:R1

PLAN CENTER:

IPD:

PROJECT MANAGER: Traff/A. Patel

CMP: Minor SOV Capacity

CMP Subcorridor(s): 7B

The proposed scope of this project include:
• Road Diet of Haverford Road from Landover Road (SR 1001) to Karakung Road/Winchester Road
• Addition of two-way left-turn lane from Landover Road (SR 1001) to Karakung Road/Winchester Road
• Addition of exclusive left-turn lane(s) on Haverford Road (SR 1001) at the following intersections:
o Landover Road (2 LTLs)
o Buck Lane (2 LTLs)
o Hathaway Lane (1 LTL)
o Loraine Street (1 LTL)
o Eagle Road (2 LTLs)
• Modification of left turn signal phasing at the following intersections:
o Landover Road (2 approaches)
o Buck Lane (2 approaches)
o College Avenue (2 approaches)
o Ardmore Avenue (1 approach)
o Eagle Road (2 approaches)
o Karakung Road (1 approach)
• Installation of dynamic signal warning flashers at the following intersections:
o Buck Lane (1 approach)
o College Avenue (1 approach)
o Ardmore Avenue (1 approach)
o Eagle Road (1 approach)
• Installation of actuated advance warning dilemma zone protection system for Haverford Road (SR 1001) at the following intersections:
o Landover Road
o Buck Lane
o College Avenue
o Ardmore Avenue
o Hathaway Lane
o Loraine Street
o Eagle Road
o Karakung Road

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

Delaware

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	HSIP	1,866											
		1,866	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**1,866**		**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Delaware

MPMS# 115427 ***Lansdowne Avenue Corridor Safety Improvements***

LIMITS: Darby Borough Line to Marshall Road

Est Let Date: 3/13/2025

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Yeadon Borough; Darby Borough; Lansdowne Borough

FC:

AQ Code:2030M

PLAN CENTER:

IPD:

PROJECT MANAGER: Traff/A. Patel

CMP: Minor SOV Capacity

CMP Subcorridor(s): 5E

The proposed scope of this project include:
• Installation of retroreflective backplates on signals
• Addition of pedestrian countdown timers at signalized intersections
• Installation of additional lighting at the following intersections:
o Mercy Fitzgerald Hospital
o Baily Road
o Providence Road
o Stewart Avenue
o Greenwood Avenue
o Essex Avenue
o Plumstead Avenue
o Marshall Road
• Coordination of arterial signals at the following intersections:
o Mercy Fitzgerald Hospital
o Baily Road
o Providence Road
o Baltimore Avenue
o Stewart Avenue
o Greenwood Avenue
o Essex Avenue
o Plumstead Avenue
o Marshall Road
• Installation of mast arms for each approach at the following intersections:
o Stewart Avenue
o Greenwood Avenue
o Marshall Road
• Installation of raised crosswalks at Stewart Avenue
• Installation of high visibility crosswalk and rapid flashing beacon at Lansdowne Theater

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	CRPU	1,300											
CON	HSIP	2,026											
CON	sHSIP	3,600											
		6,926	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**6,926**		**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Delaware

MPMS# 118006 ***Ridley Creek Road over Branch of Ridley Creek***

LIMITS: Delaware County

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Upper Providence Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: AECOM/K. Mathews

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing the Bridge at Ridley Creek Road over Branch of Ridley Creek.

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

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

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
FD	TOLL												
FD	BRIP		563										
ROW	BRIP				278								
ROW	183				70								
UTL	BRIP					478							
UTL	183					119							
CON	BRIP						984						
CON	183						246						
		0	**563**	**0**	**348**	**597**	**1,230**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028			**911**	**Total FY2029-2032**			**1,827**	**Total FY2033-2036**			**0**

Delaware

MPMS# 118029 ***Bethel Roundabout***

LIMITS: Concord and Foulk- Concord and Chelsea/Valleybrook

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Bethel Township

FC:

AQ Code:2035M

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/M. Saintval

CMP: Not SOV Capacity Adding

Reconfigure the intersection to accommodate a roundabout to address the congestion at the intersection of Concord/Chelsea/Valleybrook/Foulk Rd Intersection.

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

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
FD	STP		699										
FD	581		175										
ROW	STP				325								
ROW	581				81								
UTL	STP							101					
UTL	581							25					
CON	STP							4,054					
CON	581							1,013					
		0	**874**	**0**	**406**	**0**	**0**	**5,193**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**1,280**		**Total FY2029-2032**		**5,193**		**Total FY2033-2036**		**0**	

Delaware

MPMS# 118030 ***Bryn Mawr Ave Extension***

LIMITS: West Chester Pike/Bryn Mawr Avenue

IMPROVEMENT Roadway New Capacity

MUNICIPALITIES: Newtown Township

PLAN CENTER:

PROJECT MANAGER: Gannett/B. Masi

NHPP:

FC:

CMP: Major SOV Capacity

No Let Date

MRPID:101

AQ Code:A2

IPD:

CMP Subcorridor(s): 10C

The project is an important project for connection of pedestrians and bikers to the 104 Bus line. There are many residents and business employees who use the 104 bus line; the line runs along West Chester Pike. Those that work South on PA 252 currently walk up the shoulder of PA 252 between Troop Farm Road and West Chester Pike. Many areas along the road have little to no shoulder. The project will put in a pedestrian walkway connection through an easement the Township has on the Dunwoody property to connect PA 3 (West Chester Pike) to Cornerstone Drive (which Troop Farm Road becomes as it crosses PA 252). Much of Cornerstone Drive already has sidewalks, these would be extended. In addition the project will extend the bike lanes on Troop Farm Road on to Cornerstone Drive to and through the easement on Dunwoody to West Chester Pike. In addition, to connecting to the bus route. The project will connect approximately ¼ of the Township residents who can walk or bike to shopping and restaurants. This connection has the potential to reduce traffic on PA 252 and West Chester Pike as people use this connection to access a variety of needs.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
PE	STP	154											
PE	581	39											
FD	STU		77										
FD	581		19										
CON	581			1,928									
		193	**96**	**1,928**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**2,217**		**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Delaware

MPMS# 118494 ***Eastern Delaware County Bikeway Implementation Plan (TOP)***

LIMITS: Municipalities of Upper Darby, Lansdowne, East Lansdowne, and Yeadon

Est Let Date: 11/7/2024

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/J. Natale

CMP: Not SOV Capacity Adding

This project will implement concepts of The Eastern Delaware County Bikeway Prioritization Study, that was previously funded through a DVRPC TCDI grant. The project will also create a connected bicycle network through the four municipalities of Upper Darby, Lansdowne, East Lansdowne, and Yeadon. The network will connect neighborhoods to regional trails, such as the Darby Creek Trail, the Cobbs Creek Trail, and the Bike Baltimore Avenue Route, as well as schools, parks, transit stations, other areas of interest, and the established bicycle network in the City of Philadelphia.
This conceptual network was developed through a comprehensive stakeholder and public involvement process and will serve to encourage and promote bicycle usage throughout the region. A high-quality bicycle network will allow cyclists to use these routes for both recreational and commuting purposes, thus reducing their dependence on cars and single occupancy vehicle (SOV) trips. Furthermore, it will allow for connection opportunities to neighboring municipalities to the west including Aldan, Haverford, Clifton Heights, Darby, and Springfield and may encourage further investment in bicycle options in other areas of Delaware County.
This project includes investments in many heavily urbanized, dense, and economically distressed communities and will provide more affordable travel options for those with limited access to automobiles who may be dependent on non-motorized or public transportation. It will also provide another option for commuters who may decide to bike to work or to transit stations. Due to the connections to schools and parks, it will also provide safer opportunities for students to get to schools and recreational areas nearby. This may, in turn, take much of the burden off parents who may not be available to transport them nor the option to work from home.
The projects that will be completed as part of the TOP grant are as follows:
1) Bywood Road, Fairfield Ave and Connectors
2) Baltimore Ave to Philadelphia
3) Bywood, Stonehurst, and Beverly Hills Connectors
4) West Baltimore Ave and Gladstone Connectors
5) Chestnut St
6) Garrett Rd--Multi-Use Connector

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	CAQ	521											
CON	LOC	130											
		651	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028			**651**	**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Delaware

MPMS# 119435 ***SR 452/I-95 Improvements*** **New-B**

LIMITS: SR 452:Chestnut Street to Beech Street — No Let Date

IMPROVEMENT Other — NHPP:

MUNICIPALITIES: Upper Chichester Township — FC: — AQ Code:2035M

PLAN CENTER: — IPD:

PROJECT MANAGER: TSS/M. Saintval — CMP: Minor SOV Capacity — CMP Subcorridor(s): 4D, 8A

The I-95 interchange safety and traffic improvements at SR 452 includes converting the I-95 northbound ramp intersection from a two-way stop to a fully signalized intersection with pedestrian accommodations. A dedicated left-turn lane will be provided for southbound SR 452 traffic turning left onto the I-95 NB entrance ramp. Dual left-turn lanes will be provided for I-95 NB exit ramp onto northbound SR 452. Restriping and signal upgrades of the SR 452 intersection at Chestnut Street/I-95 southbound ramp intersections will shift the offset left turn lanes so they are aligned, and allow two SR 452 NB through-lanes to be carried through the entire interchange. A dedicated right-turn lane will be added to Chestnut Street. The project will involve minor roadway widening, traffic signal upgrades, right-of-way acquisition, stormwater management, and utility relocations.

This is a brekout of MPMS #79329 - Bridgewater Road Extension

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
FD	NHPP	361											
FD	581	90											
FD	NHPP		361										
FD	581		90										
ROW	NHPP					344							
ROW	581					86							
UTL	NHPP						101						
UTL	581						25						
CON	NHPP							3,851					
CON	581							963					
		451	**451**	**0**	**0**	**430**	**126**	**4,814**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028			**902**	**Total FY2029-2032**			**5,370**	**Total FY2033-2036**			**0**

Delaware

MPMS# 119917 ***Concord Road / Bethel Road / Engle Street Intersection Improvement (Sec DBE)*** **New-B**

LIMITS: Concord Road and Ramp Road at the interchange with 322 and 95 — No Let Date

IMPROVEMENT Intersection/Interchange Improvements — NHPP:

MUNICIPALITIES: Chester Township — FC: — AQ Code:2035M

PLAN CENTER: — IPD:

PROJECT MANAGER: TSS/M. Saintval — CMP: Minor SOV Capacity — CMP Subcorridor(s): 4D, 8A

The project includes intersection improvements at the Concord Road/Bethel Road intersection and Concord Road/Engle Street. A Roundabout is proposed at Concord/ Bethel Roads and stop-controlled intersection Improvements are proposed at Concord Road/ Engle Street. The project will involve minor roadway upgrades, right-of-way acquisition, and utility relocations.

This is a brekout of MPMS #79329 - Bridgewater Road Extension

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
FD	STU	628											
FD	581	157											
ROW	STU					478							
ROW	581					119							
UTL	STU						236						
UTL	581						59						
CON	STU							3,851					
CON	581							963					
		785	**0**	**0**	**0**	**597**	**295**	**4,814**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028			**785**	**Total FY2029-2032**			**5,706**	**Total FY2033-2036**			**0**

Delaware

MPMS# 120374 ***Concord Road / Bridgewater Road Intersection Improvement (Sec BWI)*** **New-B**

LIMITS: Aston and Chester Townships — No Let Date

IMPROVEMENT Intersection/Interchange Improvements — NHPP:

MUNICIPALITIES: Aston Township; Chester Township — FC: — AQ Code:R1

PLAN CENTER: — IPD:

PROJECT MANAGER: TSS/M. Saintval — CMP: Major SOV Capacity — CMP Subcorridor(s): 4D, 8A

The proposed project includes intersection improvements at the Concord Road/Bridgewater Road intersection consisting of roadway widening to accommodate new and longer turn lanes and upgraded traffic signal equipment. Designated right turn lanes will be added to both sides of Bridgewater Road and designated left turn lane queues will be lengthened. The project will also involve drainage upgrades, new signing and pavement markings, right-of-way acquisition, and utility relocations.

This is a brekout of MPMS #79329 - Bridgewater Road Extension

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
FD	STU		612										
FD	581		153										
ROW	STU					430							
ROW	581					107							
UTL	STU						359						
UTL	581						90						
CON	STU							3,040					
CON	581							760					
		0	**765**	**0**	**0**	**537**	**449**	**3,800**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028			**765**	**Total FY2029-2032**			**4,786**	**Total FY2033-2036**			**0**

Delaware

MPMS# 120688 ***SR 3007 Sec DMB Preliminary Design for Concord Road / McDonald Blvd and Concord Road/Sunfield Drive Intersection Improvements*** **New-B**

LIMITS: SR 3007 Concord Rd/T405 McDonald Blvd.

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Chester Township

FC:

AQ Code:2035M

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/M. Saintval

CMP: Minor SOV Capacity

CMP Subcorridor(s): 8A

The proposed project includes intersection improvements at the Concord Road/McDonald Blvd intersection and Concord Road/Sunfield Drive/WestRock driveway. The proposed improvement is paired roundabouts, one at each of the intersections, approximately 300 feet apart. The project will involve the construction of two roundabouts, right-of-way acquisition, and utility relocations.

This is a breakout of MPMS #79329 - Bridgewater Road Extension

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
FD	STU	594											
FD	581	149											
ROW	STU					478							
ROW	581					119							
UTL	STU						394						
UTL	581						98						
CON	581							3,808					
CON	581								2,588				
CON	581									571			
		743	**0**	**0**	**0**	**597**	**492**	**3,808**	**2,588**	**571**	**0**	**0**	**0**
		Total FY2025-2028			**743**	**Total FY2029-2032**			**7,485**	**Total FY2033-2036**			**571**

Delaware

MPMS# 120910 ***Kedron Avenue over Br. Stony Creek*** **New**

LIMITS: Between Melrose Terrace and 5th Avenue — No Let Date

IMPROVEMENT Bridge Repair/Replacement — NHPP:

MUNICIPALITIES: Ridley Township — FC: — AQ Code:S19

PLAN CENTER: — IPD:

PROJECT MANAGER: — CMP: Not SOV Capacity Adding

The existing bridge is a 19' long single span structure that was constructed in 1935. The existing bridge is in overall poor condition and posted with a 36 ton (40 ton combination) weight restrictions. The existing bridge is narrow and does not provide a safe walking space for pedestrians.

The proposed project will replace and widen the bridge on a similar alignment.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
PE	185	500											
FD	STU			500									
FD	TOLL												
ROW	STU			100									
ROW	TOLL												
UTL	185				100								
CON	185					1,500							
		500	**0**	**600**	**100**	**1,500**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**1,200**		**Total FY2029-2032**		**1,500**		**Total FY2033-2036**		**0**	

Total For Delaware	**2025**	**2026**	**2027**	**2028**	**2025-2028**	**2029-2032**	**2033-2036**
	$64,180	$90,594	$74,354	$62,368	$291,496	$200,893	$210,240

Montgomery

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

LIMITS: Over Tookany Creek

Est Let Date: 4/10/2025

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Cheltenham Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 16

PROJECT MANAGER: TSS/Gannett/A. Harper

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5G

This project involves rehabilitating or replacing the weight-limit posted Tookany Creek Parkway bridge over the tributary of the Tookany Creek in Cheltenham Township, just east of New 2nd Street (Bridge Bill 2). A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
FD	STU	382											
FD	183	72											
FD	LOC	24											
ROW	BOF				54								
ROW	183				10								
ROW	LOC				3								
UTL	BOF									70			
UTL	183									13			
UTL	LOC									4			
CON	BOF									2,419			
CON	183									454			
CON	LOC									152			
		478	**0**	**0**	**67**	**0**	**0**	**0**	**0**	**3,112**	**0**	**0**	**0**
		Total FY2025-2028			**545**	**Total FY2029-2032**			**0**	**Total FY2033-2036**		**3,112**	

Montgomery

MPMS# 16214 ***PA 611, Old York Road Over SEPTA West Trenton Line (Bridge) SR:0611***

LIMITS: Over SEPTA West Trenton Line (Noble Station)

Est Let Date: 6/22/2023

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES: Abington Township

FC: 14

AQ Code:S19

PLAN CENTER:

IPD: 20

PROJECT MANAGER: TSS/H. Freed

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14E

The Old York Road bridge is a three span, concrete-encased, I-beam structure supported by reinforced concrete abutments and column pier bents and must be replaced with a new structure. This structure carries five travel lanes (including one left turning lane) of PA Route 611 and two pedestrian sidewalks with a total structure width of 69 feet and structure length of approximately 113 feet. Pedestrian access will be provided to both sides of the bridge from the SEPTA Noble regional rail station. Signalized intersections are located at each approach to the bridge. The existing bridge was rated poor in an inspection report performed in 2019. The overall bridge is deteriorating. The abutment has wide cracks, severe scale and large spalls. The superstructure over the loading platforms are exhibiting spalls and heavy scale. There were two small holes noted in the sidewalk on the bridge

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	STU*	1,170											
CON	STU*		1,519										
CON	STU*			1,775									
CON	STU*				1,726								
CON	STU*					2,000							
		1,170	**1,519**	**1,775**	**1,726**	**2,000**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028			**6,190**	**Total FY2029-2032**			**2,000**	**Total FY2033-2036**			**0**

Montgomery

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

LIMITS: Over Perkiomen Creek

Est Let Date: 6/18/2026

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Upper Hanover Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 13

PROJECT MANAGER: TSS/Gannett/A. Harper

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing the existing structure that is comprised of a stone masonry viaduct with two, 3-span stone masonry arch spans and 110'-long steel, pin connected, Pratt thru truss span that carries Fruitville Road over the Perkiomen Creek and related flood plain. The bridge is currently closed to traffic.

The final alternative for bridge rehabilitation or replacement will be determined upon federal National 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
FD	BOF	628											
FD	183	118											
FD	LOC	39											
ROW	BOF	70											
ROW	183	14											
ROW	LOC	4											
CON	BOF			1,146									
CON	183			215									
CON	LOC			72									
CON	BOF				1,146								
CON	183				215								
CON	LOC				72								
CON	BOF					1,146							
CON	183					215							
CON	LOC					72							
CON	BOF						1,146						
CON	183						215						
CON	LOC						72						
CON	BOF							1,146					
CON	183							215					
CON	LOC							72					
		873	**0**	**1,433**	**1,433**	**1,433**	**1,433**	**1,433**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**3,739**		**Total FY2029-2032**		**4,299**		**Total FY2033-2036**		**0**	

Montgomery

MPMS# 16438 ***PA 309, Connector Project - Phase I SR:1058***

LIMITS: Allentown Road to PA 63/Sumneytown Pike

IMPROVEMENT Roadway New Capacity

NHPP: Y

MUNICIPALITIES: Franconia Township; Towamencin Township; Lower Salford Townshi

FC: 14; 16

PLAN CENTER:

PROJECT MANAGER: TSS/S. Hasan

CMP: Major SOV Capacity

No Let Date

MRPID:57

AQ Code:2045M

IPD:

CMP Subcorridor(s): 2A, 11A, 14C

Final Design funding in this project is for Phase 3 of the PA 309 Connector Project: Souderton Pike to PA 309 - MPMS #105803. This is for record keeping and the original timing of MPMS #16438 has not changed, as the physical work was completed in late 2012. See MPMS #77211 for description of project.

The overall effort is to provide an adequate two lane roadway connection by upgrading two existing two lane roads (Wambold Rd. and Township Line Rd.) and connecting them with a two lane roadway approximately one mile in length. This project will correct the disjointed and inadequate road system serving the north/south movement between PA 309 and the PA Turnpike Lansdale Interchange. This project will proceed in 2 phases.

The Right-Sized Phase 1 Project has been completed and features the realignment of Sumneytown Pike (PA 63) from Old Forty Foot Road to Freed Road and improvements to Wambold Road from Sumneytown Pike (PA 63) to Allentown Road. The work includes a three lane relocation of PA 63 with shoulders (11' lanes and 8' shoulders) on Wambold Road and a two lane runaround around Mainland Village.

Phase 2 will include the following improvements:
-Extend Wambold Road past its current end at Allentown Road up to the intersection of Cowpath Road and Township Line Road;
-Reconstruct and widen Township Line Road from Cowpath Road to Souderton Pike;
-Realign and signalize the intersection of Penn Street and Township Line Road;
-Signalize the intersection of Township Line Road and Souderton Pike.

Phase 3 includes the reconstruction and widening of Township Line Road between Souderton Pike and the Sellersville Bypass, making a physical connection to PA 309. This project is listed under MPMS #105803.

SAFETEA DEMO #613, PA ID# 338 - $1.280 MILLION, $0 available. DEMO PA ID #206 - $4,59,394, $0 available.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
FD	NHPP	3,000											
		3,000	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**3,000**		**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Montgomery

MPMS# 16577 ***Ridge Pike: Harmon Road to Crescent Avenue SR:0000***

LIMITS: Harmon Road to Crescent Avenue

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Springfield Township; Whitemarsh Township

PLAN CENTER:

PROJECT MANAGER: HNTB/N. Velaga

CMP: Major SOV Capacity

NHPP:

FC:

Est Let Date: 4/24/2025

MRPID:163

AQ Code:2035M

IPD: 16

CMP Subcorridor(s): 15B

This project involves full-depth reconstruction of the roadway and drainage system, upgrading and interconnecting traffic signals, new sidewalks, improved transit stops, and adding turn lanes at major intersections such as Butler Pike, Joshua Road, and Crescent Avenue. East of Crescent Avenue, Montgomery County has completed the reconstruction and widening of Ridge Pike as a separate County-funded project.

Project CMP (Congestion Management Process) commitments include signal upgrades, new sidewalk connections, turning movement enhancements, and emergency vehicle signal pre-emption. See DVRPC's 2010 memorandum on supplemental strategies for details related to this project.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
ROW	STU	2,122											
ROW	LOC	531											
ROW	STU		2,122										
ROW	LOC		531										
UTL	STU		1,748										
UTL	LOC		437										
CON	STU		1,121										
CON	LOC		280										
CON	STU			2,121									
CON	LOC			530									
CON	STU				2,116								
CON	LOC				529								
CON	STU					3,127							
CON	LOC					782							
CON	STU						4,121						
CON	LOC						1,030						
CON	STU							2,121					
CON	LOC							530					
CON	STU								5,121				
CON	LOC								1,280				
CON	STU									9,000			
CON	LOC									2,250			
		2,653	**6,239**	**2,651**	**2,645**	**3,909**	**5,151**	**2,651**	**6,401**	**11,250**	**0**	**0**	**0**
		Total FY2025-2028		**14,188**		**Total FY2029-2032**		**18,112**		**Total FY2033-2036**		**11,250**	

Montgomery

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

LIMITS: Main Street to Johnson Highway

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: East Norriton Township; Norristown Borough

PLAN CENTER: Town Center

PROJECT MANAGER: EE/J. Brown

CMP: Major SOV Capacity

NHPP: Y

FC: 14

No Let Date

MRPID:21

AQ Code:S10

IPD: 26

CMP Subcorridor(s): 8E, 9B

Funding in FY25 is specific for design activities for Section 540.

This project serves for the pre-construction phases of the Markley Street rehabilitation project for Section 500 of US 202 (SR 3020 and Norristown Borough Street); from approximately 700 feet south of Main Street (local street) to Johnson Highway (SR 3017) for a total length of approximately 8,500 linear feet; and on Johnson Highway (SR 3017) from Markley Street to Powell Street (local street) for a total length of approximately 2,200 feet. Between Main Street (local street) and Marshall Street (local street), Markley Street is a four-lane divided street with no parking permitted. Between Marshall Street and Johnson Highway (SR 3017), it is a two-lane street, with parking typically permitted on both sides. This parent project will incorporate all pre-construction phases (UTL and ROW) for MPMS# 80021 (Section 510) and 80022 (Section 520), 106068 (Section 530) and Section 540, which will be used for the respective construction contracts.

The project is the full structure replacement of the bridge that carries Airy Street over Markley Street (SR 3020), SEPTA railroad and Stony Creek in Norristown Municipality, Montgomery County. The existing bridge is a 5-span steel multi-beam bridge, approximately 530' long. The bridge includes a pedestrian bridge that ramps down to Markley Street on the northeast side.

The Airy Street Bridge Replacement is Section 540 of SR 202 Section 500 Project. Airy Street is owned by Norristown Municipality and the bridge is owned by PennDOT (SR 3009). Airy Street is one-way westbound. It is classified as an Urban Minor Arterial with a posted speed of 25 mph and an ADT of approximately 6,400. It is anticipated that the new bridge will generally follow the horizontal and vertical alignment of the existing bridge.

The project also includes minor roadway approach work on Airy Street extending to the intersection with Astor Street on the west side of the bridge, and the intersection of Barbadoes Street on the west side of the bridge. Pedestrian access improvements will also be provided along Airy Street.

A full detour of Airy Street is anticipated during construction.

The scope also includes some operational improvements instead of strict road reconstruction by adding an extension of Barbadoes Street, in Norristown, between Lafayette Street and Washington Street to provide an eastern connection to Water Street and alleviate truck turning conflicts, for the Norristown Transfer Station, at the intersection of Water Street and Main Street. There is also an upgrade to the railroad grade crossings at Main Street and Marshall Street by installing new gates, signals and crossing surfaces and replacing existing traffic signals on Markley Street at the intersections of Main Street, Marshall Street and Elm Street.

In the DVRPC region, US 202 covers 61 miles, traversing 27 municipalities. It serves as a major commuter route and is a vital link for business and industry. For planning purposes, US 202 has been divided into seven major sections (100 through 700), and some of those sections have been broken down further to simplify construction management.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2011 annual memoranda on supplemental strategies for details related to this project.

Montgomery

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
FD	581	750											
FD	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**

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 16738 ***US 422 Expressway Section M1B SR:0422***

LIMITS: Norfolk Southern RR to Park Rd.

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Lower Pottsgrove Township

PLAN CENTER:

PROJECT MANAGER: TSS/M. Fausto

CMP: Not SOV Capacity Adding

NHPP: Y

FC:

Est Let Date: 9/28/2023

MRPID:2

AQ Code:S10

IPD: 18

CMP Subcorridor(s): 9A

Reconstruct approximately 1.7 miles of expressway (from just west of Porter Road to just east of Park Road) including two (2) bridges carrying SR 0422 over Porter Road and Sanatoga Road and Creek, and two (2) bridges carrying Pleasantview Road and Park Road over SR 0422. Replace and extend one (1) culvert at Sprogels Run, located just east of Porter Road. The expressway will be reconstructed on existing alignment meeting current design standards for horizontal radii, shoulder widths, and vertical clearance.

Also see MPMS #s 14698, 64220, 64222, 84308, and 66986.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	NHPP	6,931											
CON	581	1,733											
CON	NHPP		6,931										
CON	581		1,733										
CON	NHPP			6,931									
CON	581			1,733									
CON	NHPP				6,931								
CON	581				1,733								
CON	NHPP					3,931							
CON	581					983							
CON	NHPP						5,290						
CON	581						1,323						
CON	STU							4,572					
CON	581							1,143					
CON	NHPP								9,931				
CON	581								2,483				
CON	NHPP									6,931			
CON	581									1,733			
CON	NHPP										168		
CON	STU										10,763		
CON	581										2,733		
CON	NHPP											6,931	
CON	581											1,733	
CON	NHPP												6,931
CON	581												1,733
		8,664	**8,664**	**8,664**	**8,664**	**4,914**	**6,613**	**5,715**	**12,414**	**8,664**	**13,664**	**8,664**	**8,664**
		Total FY2025-2028			**34,656**	**Total FY2029-2032**			**29,656**	**Total FY2033-2036**			**39,656**

Montgomery

MPMS# 48172 ***PA 23 Moore to Allendale and Trout Crk Rd Bridge SR:0023***

LIMITS: Moore Rd to Geerdes Blvd

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Upper Merion Township

PLAN CENTER: Metropolitan Subcenter

PROJECT MANAGER: TSS/L. Link

CMP: Major SOV Capacity

NHPP:

FC: 16

Est Let Date: 1/15/2026

MRPID:161

AQ Code:2035M

IPD: 21

CMP Subcorridor(s): 9B

Replace poor condition, functionally obsolete, weight restricted (26 tons) bridge on a new alignment to eliminate a 90 degree turn on the western end of the bridge and adjacent stop controlled intersection due to sight distance of Mancill Mill Road intersection. New bridge and roadway between Moore Road and Vandenberg Road will be two lanes westbound and one lane eastbound.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
FD	STU	1,013											
ROW	STU	405											
ROW	581	101											
UTL	581			658									
UTL	STU				526								
UTL	581				658								
CON	185						4,585						
CON	185							4,443					
CON	185								7,607				
CON	185									3,263			
		1,519	**0**	**658**	**1,184**	**0**	**4,585**	**4,443**	**7,607**	**3,263**	**0**	**0**	**0**
		Total FY2025-2028		**3,361**		**Total FY2029-2032**		**16,635**		**Total FY2033-2036**		**3,263**	

Montgomery

MPMS# 48174 ***PA 63, PA 152, Norristown Road at Maple Glen Triangle SR:0063***

LIMITS: at PA 152, Limekiln Pk. & Norristown Rd.

Est Let Date: 7/24/2025

IMPROVEMENT Roadway New Capacity

NHPP: Y

MRPID:TBD

MUNICIPALITIES: Upper Dublin Township; Horsham Township

FC: 14; 16

AQ Code:2035M

PLAN CENTER:

IPD: 15

PROJECT MANAGER: TSS/H. Freed

CMP: Minor SOV Capacity

CMP Subcorridor(s): 12A, 12B

The project involves roadway widening and capacity improvements along SR 63 (Welsh Road), SR 2007 (Norristown Road) and SR 152 (Limekiln Pike). Welsh Road and Norristown Road will be widened to a 5 lane section with center left turn lanes. The existing 3 lane section along Limekiln Pike will remain with some additional capacity improvements. The cross section will not provide shoulders. Concrete curbing will be installed. The intersections will be improved to include left turn lanes and some channelized right turn lanes. Some sidewalks are currently located within the project. 4' sidewalks with a 3' grass strip from face of curb are proposed through the project limits. New traffic signal upgrades are proposed for all three project intersections. Signalized intersections will include pushbuttons and hand/man indications.

SR 0063 is to be one lane in each direction with a 2-way center turn lane and added turn lanes at intersections. Norristown and Limekiln Roads are similar. The Townships involved expressed interest in bike lanes, which are not part of this project, but the shoulders were designed to be wide enough for them to be added later on if desired. New signalization and possible replacement of worn out road signage.

Signal Replacements will take place at the following intersections: SR 63 (Welsh Road) and SR 2007 (Norristown Road); SR 63 (Welsh Road) and SR 152 (Limekiln Pike); and SR 2007 (Norristown Road) and SR 152 (Limekiln Pike).

Project limits are as follows:
SR 63-1000' south of Norristown Road intersection to 1200' north of Limekiln Pike intersection
SR 2007-850' west of Limekiln Pike intersection to 850' east of Welsh Road intersection
SR 0152-800' south of Norristown Road intersection to 750' north of Welsh Road intersection

SR 63 (Welsh Road)
Existing - 2 -12' lanes (varies) with turn lanes at intersections, 0-4' Rt. Shldr. (varies); 24.0'-44.0' Total Pavement width
Proposed - 3 – 11' lanes, 2-13' lanes adjacent to curb; 24.0'-59.0' Total Pavement width.

SR 2007 (Norristown Road)
Existing - 2 -12' lanes (varies) with turn lanes at intersections, 0-4' Rt. Shldr. (varies); 24.0'-44.0' Total Pavement width
Proposed - 3 – 11' lanes, 2-13' lanes adjacent to curb; 24.0'-59.0' Total Pavement width.

SR 152 (Limekiln Pike)
Existing - 2 -12'-18' lanes (varies) with some turn lanes at intersections, 0-8' Rt. Shldr. (varies); 24.0'-51.0' Total Pavement width
Proposed - 1 – 11' lane, 2-13' lanes (lane widths vary based on existing edge of pavement to remain); 24.0'-55.0' Total Pavement width.

Montgomery

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
ROW	STU	2,971											
ROW	581	743											
CON	STU		2,805										
CON	581		701										
CON	STU			1,342									
CON	STP			463									
CON	581			451									
CON	STP				1,805								
CON	581				451								
CON	STP					1,805							
CON	581					451							
CON	STU						2,699						
CON	STP						106						
CON	581						701						
CON	STP							4,805					
CON	581							1,201					
CON	STU								1,000				
CON	581								250				
		3,714	**3,506**	**2,256**	**2,256**	**2,256**	**3,506**	**6,006**	**1,250**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**11,732**		**Total FY2029-2032**		**13,018**		**Total FY2033-2036**		**0**	

Montgomery

MPMS# 48175 ***Ridge Pike: Belvoir Road to Chemical Road SR:0000***

LIMITS: Belvoir Road to Chemical Road
IMPROVEMENT Roadway New Capacity
MUNICIPALITIES: Plymouth Township
PLAN CENTER: Suburban Center
PROJECT MANAGER: Harold Windisch ADE CONSTR
CMP: Minor SOV Capacity
NHPP: Y
FC: 14

Est Let Date: 4/27/2023
MRPID:64
AQ Code:2035M
IPD: 17
CMP Subcorridor(s): 1A, 9B

Ridge Pike is a Montgomery County owned principal arterial on the NHS. This project will reconstruct Ridge Pike to provide a center left turn lane to the existing four lane cross-section. Work includes full-depth pavement reconstruction and drainage replacement; upgrading and adding new traffic signals; fiber optic traffic signal interconnections; new sidewalks; and improved transit stops. The overall project extends from the Pennsylvania Turnpike to Chemical Road. Two new bridges over the Turnpike and Norfolk Southern Railroad tracks are proposed under companion projects, MPMS #92839 and #110444, which will be let and constructed concurrently with MPMS #48175.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	STU*	750											
CON	STU*		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**

Montgomery

MPMS# 48187 ***Henderson/Gulph Road Widen near I-76 Ramps SR:3029***

LIMITS: S Gulph to Queens Dr and Crooked Lane to PA320/I-76 Intersection

IMPROVEMENT Roadway New Capacity

MUNICIPALITIES: Upper Merion Township

PLAN CENTER:

PROJECT MANAGER: TSS/L. Link

NHPP: Y

FC: 14

CMP: Major SOV Capacity

No Let Date

MRPID:54

AQ Code:2035M

IPD: 16

CMP Subcorridor(s): 1A, 9B

This project includes construction for widening to four lanes along South Henderson Road from South Gulph Road to Queens Drive as well as widening to four lanes along South Gulph Road from the approach of Crooked Lane toPA 320-I-76 East Ramp Intersection.

This is Phase II of the project. See MPMS# 68064 for Phase I.

Project CMP (Congestion Management Process) commitments include ITS treatments, new and expanded park-and-ride facilities, and improvements for bicyclists, pedestrians, and transit users. See DVRPC's 2010 memorandum on supplemental strategies for details related to this project.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
FD	581				250								
ROW	STP						598						
ROW	581						149						
UTL	STP							947					
UTL	581							237					
CON	581						3,972						
CON	581							15,512					
		0	**0**	**0**	**250**	**0**	**4,719**	**16,696**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028			**250**	**Total FY2029-2032**		**21,415**		**Total FY2033-2036**			**0**

Montgomery

MPMS# 57176 ***PA 611 Bridge over PA Turnpike Willow Grove Interchange Ramps*** **New**

LIMITS: Home Depot Drive/I-276 Ramps to Maryland Road — No Let Date

IMPROVEMENT Intersection/Interchange Improvements — NHPP: — MRPID:110A

MUNICIPALITIES: Upper Moreland Township — FC: — AQ Code:2045M

PLAN CENTER: — IPD:

PROJECT MANAGER: — CMP: Major SOV Capacity — CMP Subcorridor(s): 1A, 14F

The project will replace a bridge on PA 611 over Pennsylvania Turnpike's Willow Grove interchange ramps (bridge key 27506) that currently has a fair rating. Replacement of the bridge is necessary to modernize the Willow Grove interchange with PA 611, allowing for additional traffic flow on southbound PA 611 to access the Turnpike, by replacing & lengthening the PA 611 bridge over I-276 Ramps to accommodate 2 lane ramp from SB 611 to I-276, among other improvements. These modernizations were discussed in the County's Turnpike Corridor Reinvestment Study. The project will continue the work performed by MPMS #118389 (Willow Grove Interchange), which was funded with a PennDOT multimodal fund grant.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
PE	185	1,000											
FD	TOLL												
FD	STP		2,000										
ROW	TOLL												
ROW	STP		200										
UTL	TOLL												
UTL	STP							1,000					
CON	TOLL												
CON	STU								4,825				
CON	TOLL												
CON	STU									5,350			
CON	STU										2,375		
CON	TOLL												
CON	TOLL												
CON	STU											1,000	
CON	STU												1,450
CON	TOLL												
		1,000	**2,200**	**0**	**0**	**0**	**0**	**1,000**	**4,825**	**5,350**	**2,375**	**1,000**	**1,450**
		Total FY2025-2028		**3,200**		**Total FY2029-2032**		**5,825**		**Total FY2033-2036**		**10,175**	

Montgomery

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

LIMITS: Johnson Highway to Township Line Road

IMPROVEMENT Roadway New Capacity

MUNICIPALITIES: Whitpain Township; East Norriton Township; Norristown Borough

PLAN CENTER:

PROJECT MANAGER: TSS/M. Fausto

CMP: Major SOV Capacity

NHPP: Y

FC: 14

Actl Let Date: 1/14/2021

MRPID:56

AQ Code:2035M

IPD: 21

CMP Subcorridor(s): 8F, 9B

This project provides for the widening of US 202 for approximately 1.8 miles from two lanes to five lanes including a center turn lane in this section of US 202 between Johnson Highway and Township Line Road in Norristown Borough, East Norriton & Whitpain Twps. One bridge and one culvert will be replaced in this portion of Section 600. Traffic signal equipment will be replaced at the intersections with Johnson Highway, Germantown Pike and Township Line Road. Bike lanes adjacent to the outside travel lane will be provided in both the northbound and southbound directions. This section is designed under Section 610. ITS elements are included in this project. MPMS #50364 (US 202 Sec 610) contains the final design funding for this project. See MPMS #'s 63491, 63486, and 63490 for construction sections.

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

Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 annual memoranda on supplemental strategies for details related to this project.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	NHPP*	1,168											
CON	STU*	1,132											
		2,300	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**2,300**		**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Montgomery

MPMS# 64795 ***Belmont Rd/Rock Hill Rd Widening: I-76 Ramps to Rock Hill Road SR:3045***

LIMITS: I-76 to Rock Hill Road

IMPROVEMENT Roadway New Capacity

MUNICIPALITIES: Lower Merion Township

PLAN CENTER:

PROJECT MANAGER: Gannett/B. Masi

NHPP:

FC: 16

CMP: Major SOV Capacity

Est Let Date: 2/15/2024

MRPID:120

AQ Code:2045M

IPD: 17

CMP Subcorridor(s): 3B, 7B

Widen Belmont Avenue to provide additional lanes, from two to four lanes, intersection improvements and streetscape improvements; replace railroad overpass from from I-76 to Rock Hill Road. This project will also include improvements at the adjacent intersection of Conshohocken State Road and Rock Hill Road.

Project CMP (Congestion Management Process) commitments include signal upgrades, safety treatments, improvements for bicyclists and pedestrians, and turning movement enhancements. See DVRPC's 2009 memorandum on supplemental strategies for details related to this project.

$21.214M out of an estimated $69M (2023 CON estimate of $46.739M) is programmed for construction in FY36. The construction balance that is not shown in FY36 is in the Long-Range Plan.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
ROW	STU	875											
CON	BRIP												21,214
CON	BRIP												
		875	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**21,214**
		Total FY2025-2028			**875**	**Total FY2029-2032**			**0**	**Total FY2033-2036**			**21,214**

Montgomery

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

LIMITS: Over Amtrak/SEPTA Paoli

Est Let Date: 1/11/2024

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Narberth Borough

FC:

AQ Code:S19

PLAN CENTER: Town Center

IPD: 16

PROJECT MANAGER: TSS/Gannett/A. Harper

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 7B

This project involves rehabilitating or replacing a borough owned, through girder type bridge. The bridge currently has one sidewalk. This project is subject to standard PENNDOT design procedures as defined in the Bicycle/Pedestrian Facilities checklist. The bicycle and pedestrian checklists will be incorporated into the project.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
UTL	BOF	4,984											
UTL	TOLL												
UTL	TOLL												
UTL	BOF		16										
CON	BOF	1,000											
CON	TOLL												
CON	BOF		2,155										
CON	TOLL												
CON	BOF			2,638									
CON	TOLL												
CON	BOF				2,000								
CON	TOLL												
CON	BOF					3,123							
CON	TOLL												
		5,984	**2,171**	**2,638**	**2,000**	**3,123**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028			**12,793**	**Total FY2029-2032**			**3,123**	**Total FY2033-2036**			**0**

Montgomery

MPMS# 66952 ***PA 23/Valley Forge Road and North Gulph Road Relocation (2NG) SR:0422***

LIMITS: US 422 to North Gulph Road

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Upper Merion Township

PLAN CENTER: Metropolitan Subcenter

PROJECT MANAGER: EE/M. Holva

NHPP: N

FC: 16

CMP: Minor SOV Capacity

Est Let Date: 5/23/2024

MRPID:96

AQ Code:R3

IPD: 21

CMP Subcorridor(s): 1A, 9B

This project will relocate PA 23 (Valley Forge Road) and SR 3039 (North Gulph Road) in the vicinity of the PA 23/US 422 interchange to improve operations and reduce traffic impacts within Valley Forge National Historic Park. In addition, relocation improvements will be made to North Gulph Road in order to provide the opportunity for a new “gateway” for the Valley Forge National Historic Park. The roadway will be moved approximately 300 feet to the east of the park entrance.

This project is part (1) of the "River Crossing Complex," which is a complex area of roadways, interchanges, intersections, and bridges in and around the Valley Forge National Historic Park. Environmental clearance for various components was undertaken through MPMS #46954, and individual projects have been broken out as follows:
1) PA 23/US 422 Interchange and North Gulph Road Improvements (MPMS #66952).
2) US 422/PA 363 Interchange, including providing movements to/from the west (MPMS #64796). Project is completed.
3) US 422 Exwy Bridge over the Schuylkill River, replacement of the existing bridge (MPMS #70197), and a new parallel four (4) lane bridge and relocation of PA 23 eastbound off-ramp as an expressway fly-over. Project is completed.
4) US 422 Widening for 1.8 miles from PA-363 interchange to the US-202 interchange. This project has not yet been broken out.
5) Old Betzwood Bridge Bike/Pedestrian Trail will be re-built as a bike/pedestrian bridge only, and will not re-instate vehicular traffic (MPMS# 16703). Project is completed.
6) An early action interim project to provide timely and effective relief to westbound afternoon congestion until the long range projects can fully advance was programmed and constructed as MPMS #74648. Project is completed.

The River Crossing complex projects have received the following Earmarks:
2008 Appropriation (PA ID# 711) -$735,000
SAFETEA-LU (FED ID# 0020/PA ID# 672) -Originally $20,000,000. Balance available $6,864,799
TEA-21 (FED ID# 0140/PA ID# 088) -No funds remain.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	STU	1,433											
CON	SXF	6,081											
CON	STU		2,000										
CON	STU			1,000									
CON	STU				1,200								
CON	STU					1,000							
		7,514	**2,000**	**1,000**	**1,200**	**1,000**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**11,714**		**Total FY2029-2032**		**1,000**		**Total FY2033-2036**		**0**	

Montgomery

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

LIMITS: Over Wissahickon Creek

Est Let Date: 9/26/2024

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Whitemarsh Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 15

PROJECT MANAGER: TSS/Gannett/A. Harper

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 15B

This project involves the rehabilitation or replacement of the existing bridge. Constructed in 1884, it is a 174' long, three-span, wrought iron, pin-connected Pratt pony truss. The bridge carries two lanes of traffic on a narrow 18'-8" curb-to-curb width. The bridge was determined eligible for the National Register of Historic Places for its technological significance. The county will provide pedestrian access on the bridge if replaced to provide a connection from the eastern side of the bridge to the Wissahickon Trail which runs along the creek on the westerly side of the bridge.

A final alternative for the bridge will rehabilitation or replacement will be 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
FD	STU	538											
FD	183	101											
FD	LOC	34											
ROW	STU	116											
ROW	183	21											
ROW	LOC	7											
CON	STP		1,113										
CON	183		209										
CON	LOC		70										
CON	STP			1,113									
CON	183			209									
CON	LOC			70									
CON	STP				557								
CON	183				104								
CON	LOC				35								
CON	STP					557							
CON	183					104							
CON	LOC					35							
		817	**1,392**	**1,392**	**696**	**696**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028			**4,297**	**Total FY2029-2032**			**696**	**Total FY2033-2036**			**0**

Montgomery

MPMS# 74813 ***Ambler Pedestrian Sidewalk Improvements***

LIMITS: Orange Avenue/Highland Avenue/Southern Park Avenue

Est Let Date: 6/1/2023

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Ambler Borough

FC:

AQ Code:A2

PLAN CENTER:

IPD: 3

PROJECT MANAGER: EE/DVRPC/J. Coscia

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14B

Ambler streetscape improvements including curb and sidewalk reconstruction along Orange, Highland, Southern, Park, and Spring Avenues.

Any additional funds required to complete the project will be provided locally.
SAFETEA DEMO #2058 - $520,000. PA ID #425. $354,000 DEMO applied to this project. Also see MPMS #48173.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	STP	375											
		375	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028			**375**	**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Montgomery

MPMS# 81785 ***Cross County Trail East - Section A*** **New**

LIMITS: Cross County Trail: Dryden Road to Maryland Road — No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement — NHPP:

MUNICIPALITIES: Upper Dublin Township; Upper Moreland Township — FC: — AQ Code:A2

PLAN CENTER: — IPD:

PROJECT MANAGER: — CMP: Not SOV Capacity Adding

To develop a multi-use trail from the existing Cross County Trail near Dryden Road in Upper Dublin Township to Maryland Road near Easton Road in Upper Moreland Township. The Cross County Trail is part of the Circuit Trails network and this segment will serve as an important local and regional transportation resource. 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-feet 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.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
PE	CRP	208											
PE	LOC	52											
FD	CRP		156										
FD	LOC		39										
FD	CRP			156									
FD	LOC			39									
ROW	CRP			480									
ROW	LOC			120									
CON	CRP				1,348								
CON	CRPU				82								
CON	LOC				358								
CON	CRP					358							
CON	CRPU					1,072							
CON	LOC					358							
		260	**195**	**795**	**1,788**	**1,788**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028			**3,038**	**Total FY2029-2032**			**1,788**	**Total FY2033-2036**			**0**

Montgomery

MPMS# 82083 ***Cross County Trail: WissahickonTrail - SEPTA's Fort Washington Station*** **New**

LIMITS: No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement NHPP:

MUNICIPALITIES: Whitemarsh Township FC: AQ Code:A2

PLAN CENTER: IPD:

PROJECT MANAGER: CMP:

To develop a multi-use trail from the existing Wissahickon Trail in Fort Washington State Park to the existing Cross County Trail near SEPTA's Fort Washington Station in Whitemarsh Township. The Cross County Trail is part of the Circuit Trails network and this segment will serve as an important local and regional transportation resource. 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-feet 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.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
PE	LOC	554											
FD	LOC		831										
ROW	LOC			300									
CON	TOLL												
CON	CRPU			1,904									
CON	TOLL												
CON	CRPU				1,809								
CON	TOLL												
CON	CRPU					3,904							
		554	**831**	**2,204**	**1,809**	**3,904**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028			**5,398**	**Total FY2029-2032**			**3,904**	**Total FY2033-2036**			**0**

Montgomery

MPMS# 82084 ***Cross County Trail East - Section B*** **New**

LIMITS: CCT: Maryland Rd to Willow Grove YMCA

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Upper Moreland Township

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

To develop a multi-use trail from near Maryland Road near Easton Road to the Willow Grove YMCA in Upper Moreland Township. The Cross County Trail is part of the Circuit Trails network and this segment will serve as an important local and regional transportation resource. 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-feet 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.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
PE	CRP	336											
PE	LOC	84											
FD	CRP		252										
FD	LOC		63										
FD	CRP			252									
FD	LOC			63									
ROW	CRP			480									
ROW	LOC			120									
CON	CRPU				919								
CON	LOC				231								
CON	CRP					2,310							
CON	LOC					578							
CON	CRPU						1,391						
CON	LOC						347						
		420	**315**	**915**	**1,150**	**2,888**	**1,738**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028			**2,800**	**Total FY2029-2032**			**4,626**	**Total FY2033-2036**			**0**

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 83742 ***Keim Street Bridge Over Schuylkill River***

LIMITS: Over Schuylkill River

Est Let Date: 9/14/2023

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Pottstown Borough; North Coventry Township

FC:

AQ Code:S19

PLAN CENTER: Town Center

IPD: 19

PROJECT MANAGER: TSS/Gannett/A. Harper

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 9A

This project is the replacement of the existing bridge carrying South Keim Street over the Schuylkill River with minor approach roadway work. Additionally, there will be widening of Industrial Highway, to accommodate a right lane along the eastbound side and a left turn lane along the westbound side. The project is located in the Borough of Pottstown in Montgomery County and North Coventry Township in Chester County. The bridge is currently closed to traffic. A programmatic agreement has been signed by all parties for the replacement of this structure.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	STP*	2,725											
CON	STP*		3,005										
CON	STP*			2,125									
CON	STP*				645								
		2,725	**3,005**	**2,125**	**645**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028			**8,500**	**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Montgomery

MPMS# 92637 ***Pleaant View Road Bridge over Sanatoga Creek***

LIMITS: North of Linfield Rd and South of Sanatoga Station Rd over Sanatago Crk on Ple

Est Let Date: 11/2/2023

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Lower Pottsgrove Township

FC: 19

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

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

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

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	BRIP	3,300											
		3,300	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**3,300**		**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Montgomery

MPMS# 92839 ***Ridge Pike over Norfolk Southern RR bridge (CB: #257)***

LIMITS: PA Turnpike to Carland Road

Est Let Date: 4/27/2023

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Plymouth Township

FC:

AQ Code:S19

PLAN CENTER: Suburban Center

IPD: 17

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 1A, 9B

This project will replace and widen county bridge #257 carrying Ridge Pike, a Montgomery County owned arterial, over Norfolk Southern railroad tracks in Plymouth Township between Belvoir Road and Carland Road. The existing bridge over the railroad is poor condition. This is a companion project to MPMS #48175 and #110444.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	STU*	1,250											
CON	STU*		625										
CON	STU*			625									
		1,250	**625**	**625**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**2,500**		**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Montgomery

MPMS# 98037 ***Niantic Road over Perkiomen Creek (Bridge)***

LIMITS: Douglass Township

Est Let Date: 12/7/2023

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Douglass Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 12

PROJECT MANAGER: Plans/S. Hasan

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 7E, 8C

This project will include the removal and replacement of an existing poor condition Bridge.

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

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
FD	185	179											
ROW	185	111											
CON	185		750										
CON	185			750									
		290	**750**	**750**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**1,790**		**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Montgomery

MPMS# 102273 ***Ridge/Germantown Intersection Realignment - Phase 1, Perkiomen Crossing***

LIMITS: PA 29 to Ridge/Germantown Pike

IMPROVEMENT Roadway New Capacity

MUNICIPALITIES: Collegeville Borough; Lower Providence Township

PLAN CENTER:

PROJECT MANAGER: HNTB/N. Velaga

CMP: Minor SOV Capacity

NHPP:

FC:

Est Let Date: 5/23/2024

MRPID:423

AQ Code:2035M

IPD: 14

CMP Subcorridor(s): 9B, 11A

This intersection realignment project will replace the intersection of Germantown Pike, Ridge Pike, and River Road—which currently sits near the Ridge Pike Bridge over Perkiomen Creek—with two separate intersections to the east in order to reduce congestion and improve traffic flow through this corridor . The first of these will relocate the River Road intersection with Germantown Pike utilizing a roundabout configuration. The second intersection will be signalized and will connect Ridge Pike with the re-aligned Germantown Pike south of the new roundabout. Reconfiguring these intersections will improve safety and mobility in the project area by increasing the spacing between the existing bridge and the new Ridge Pike and Germantown Pike intersection. The roundabout will direct traffic more efficiently to the new signal controlled intersection on Ridge Pike. In addition, a short new connector road will be built between Ridge Pike and Pechins Mill Road to provide access to residents along Pechins Mill Road, which is also being realigned to improve traffic flow. These advance operational improvements are considered Phase 1 of a future improved crossing of the Perkiomen Creek being proposed due to congestion and safety issues where Germantown Pike, Ridge Pike, Main Street, and Route 29 converge. The Ridge Pike Bridge over Perkiomen Creek was constructed in 1791 and is the second oldest stone arch structure in Pennsylvania. Additional improvements in Collegeville are currently being advanced as part of an HOP to realign First and Second Avenue and eliminate offset intersections.

A future Phase II Second Collegeville/Perkiomen Crossing south of the existing stone arch bridge is planned, but due to impacts to wetlands, floodplains, parks, threatened and endangered species, and archaeology, Phase I operational improvements will be constructed in advance of a new crossing and will be evaluated for traffic impacts. The Phase 1 improvements are required before a second bridge can be constructed as they will provide connectivity of the second bridge with the existing roadway network.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	CAQ	6,475											
CON	CAQ		7,832										
CON	CAQ			5,693									
		6,475	**7,832**	**5,693**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**20,000**		**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Montgomery

MPMS# 103371 ***Woodmont Road Bridge Replacement (CB #10)***

LIMITS: Woodmont Rd O/Arrowmink Creek, West Conshohocken Boro

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: West Conshohocken Borough

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/Gannett/A. Harper

CMP: Not SOV Capacity Adding

The project would involve the rehabilitation or replacement of the bridge that carries Woodmont Road over Arrowmink Creek, located in West Conshohocken Borough, Montgomery County. The bridge was constructed in 1932. It is anticipated that the proposed bridge will be replacement on the existing horizontal alignment with minimal approach work to tie back into existing conditions. To maintain access to properties, half width construction will be investigated.

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
FD	BRIP	437											
ROW	BRIP		225										
UTL	BRIP		124										
CON	BRIP					3,107							
CON	BRIP						2,427						
		437	**349**	**0**	**0**	**3,107**	**2,427**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028			**786**	**Total FY2029-2032**			**5,534**	**Total FY2033-2036**			**0**

Montgomery

MPMS# 103372 ***Waverly Road over Tacony Creek (County Bridge #275)***

LIMITS: Waverly Road over Tacony Creek

Est Let Date: 3/14/2024

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Cheltenham Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 15

PROJECT MANAGER: TSS/Gannett/A. Harper

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 14E

This project is for the replacement of the bridge that carries Waverly Road over Tacony Creek (County Bridge #275).

Montgomery County Bridge #275 is a 28-foot long single span steel I-beam bridge that carries approximately 2,400 vehicles per day. The bridge is poor condition and the superstructure is in poor condition. The superstructure exhibits significant paint loss with moderate to heavy rust, section loss and pitting. The substructure is exhibiting vertical cracks.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	sSTP	1,300											
CON	TOLL												
		1,300	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**1,300**		**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Montgomery

MPMS# 103440 ***Penllyn Pike Bridge Replacement (CB #289)***

LIMITS: Penllyn Blue Bell Pike O/ Wissahickon Creek

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Whitpain Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/Gannett/A. Harper

CMP: Not SOV Capacity Adding

The project would involve the rehabilitation or replacement of the bridge that carries Penllyn Pike (Penllyn Blue Bell Pike) over Wissahickon Creek, located in Whitpain Township, Montgomery County. The bridge was constructed in 1964. It is anticipated that the proposed bridge will be replacement on the existing horizontal alignment with minimal approach work to tie back into existing conditions.

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
FD	185	328											
ROW	185	82											
UTL	185					61							
CON	185					5,411							
		410	**0**	**0**	**0**	**5,472**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028			**410**	**Total FY2029-2032**			**5,472**	**Total FY2033-2036**			**0**

Montgomery

MPMS# 105803 ***PA 309 Connector: Souderton Pike to PA 309 (HT3)***

LIMITS: Souderton Pike to PA 309

IMPROVEMENT Roadway New Capacity

MUNICIPALITIES: Franconia Township; Hatfield Township; Hilltown Township

PLAN CENTER:

PROJECT MANAGER: Plans/S. Hasan

CMP: Major SOV Capacity

NHPP:

FC:

Est Let Date: 12/10/2026

MRPID:57

AQ Code:2045M

IPD: 19

CMP Subcorridor(s): 14C

The PA 309 Connector Project is intended to create an improved connection between PA 63 (near the Lansdale Interchange of I-476) and PA 309 (near the southern terminus of the Sellersville Bypass) in Bucks County. Phase 1, which created a bypass around Mainland village in Montgomery County and reconstructed/widened Wambold Road from PA 63 (Sumneytown Pike) to Allentown Road, was carried under MPMS #16438. Phase 2 is listed under MPMS #77211 and will extend Wambold Rd. on a new alignment and upgrade a portion of Township Line Rd.

Phase 3 will reconstruct and widen Township Line Road between Souderton Pike and the Sellersville Bypass, make a physical connection to PA 309, and is listed under MPMS #105803. Phase 3 will begin along Township Road just east of Hatfield Souderton Road, the terminus of Phase 2. Township Line Road will be widened and the intersection of Bethlehem Pike and Township Line Road will be totally reconstructed to include additional turn lanes. The proposed connector will continue after the intersection to follow existing Fairhill Road and the existing bridge over PA 309 will be reconstructed. The interchange will consist of two ramps, the northbound on ramp intersection will be a proposed roundabout with the proposed connector and existing Fairhill Road. Along Bethlehem Pike improvements will be made to the Bergey Road intersection to the south and Spur Road intersection and County Line Road intersection to the north. The intersection of Bethlehem Pike and County Line will be the location of a proposed roundabout to improve safety and traffic flow.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
FD	STU	3,016											
FD	581	754											
ROW	STU	3,000											
ROW	581	750											
ROW	STU		2,500										
ROW	581		625										
ROW	STU			4,500									
ROW	581			1,125									
ROW	STU				2,000								
ROW	581				500								
UTL	STU		1,390										
UTL	581		348										
UTL	STU			1,730									
UTL	581			433									
UTL	STU				2,730								
UTL	581				683								
CON	STU			1,652									
CON	581			413									
CON	STU				2,626								
CON	581				657								
CON	STU					4,626							
CON	581					1,174							
CON	STU						4,626						
CON	581						1,174						
CON	STU							3,626					
CON	581							907					
CON	STU								6,626				
CON	581								1,657				
CON	STU									6,626			
CON	581									1,657			
CON	STU										5,626		

Montgomery

CON	581												1,407		
CON	STU													4,626	
CON	581													1,174	
CON	STU														4,176
CON	STP														450
CON	581														1,174
		7,520	**4,863**	**9,853**	**9,196**	**5,800**	**5,800**	**4,533**	**8,283**	**8,283**	**7,033**	**5,800**	**5,800**		
		Total FY2025-2028			**31,432**	**Total FY2029-2032**			**24,416**	**Total FY2033-2036**			**26,916**		

Montgomery

MPMS# 110313 ***Belmont Avenue Bridge over Schuylkill River***

LIMITS: Belmont Avenue/Green Lane over Schuylkill River

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City; Lower Merion Township

PLAN CENTER:

PROJECT MANAGER: TSS/RKK/C. Carmichael

CMP: Not SOV Capacity Adding

NHPP: Y

FC: 14

Est Let Date: 9/3/2026

MRPID:175

AQ Code:S19

IPD: 10

CMP Subcorridor(s): 3B

This project will provide for the rehabilitation of the five-span concrete arch with a closed deck bridge on Belmont Avenue/Green Lane which connects Montgomery County and the City of Philadelphia over the Schuylkill River. The current structure is 564 feet long, has a bridge deck area of 32,260 SF, and serves an AADT of 22,891. At nearly 90 years old, it has a sufficiency rating of 38, while the substructure condition has been rated as 'poor.' Any weight restriction or closure would cause significant traffic disruption to the region. This bridge is Montgomery County bridge #200 and is also Philadelphia City Bridge #7 and is a jointly owned structure between the City of Philadelphia and 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
FD	BOF	1,910											
FD	183	358											
FD	LOC	119											
UTL	STP		594										
UTL	183		111										
UTL	LOC		37										
CON	BRIP		2,915										
CON	581		729										
CON	BRIP			1,915									
CON	581			479									
CON	BRIP				2,915								
CON	581				729								
CON	BRIP					3,915							
CON	581					979							
CON	BRIP						2,915						
CON	581						729						
CON	BRIP							2,915					
CON	581							729					
CON	BRIP								2,915				
CON	581								729				
		2,387	**4,386**	**2,394**	**3,644**	**4,894**	**3,644**	**3,644**	**3,644**	**0**	**0**	**0**	**0**
		Total FY2025-2028			**12,811**	**Total FY2029-2032**			**15,826**	**Total FY2033-2036**			**0**

Montgomery

MPMS# 110315 ***Philmont Avenue/Tomlinson Road/Pine Road Improvements - 6 Point Intersection***

LIMITS: Philmont Avenue/Tomlinson Road/Pine Road

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Lower Moreland Township

PLAN CENTER:

PROJECT MANAGER: Gannett/K.Caparra

CMP: Minor SOV Capacity

NHPP:

FC:

Est Let Date: 4/10/2025

MRPID:176

AQ Code:R3

IPD: 16

CMP Subcorridor(s): 12A

This project proposes to streamline the six-legged intersection of Philmont/Tomlinson/Pine Roads in two stages by removing both legs of Tomlinson Road from the intersection and relocating them. Stage 1 would realign the northern leg of Tomlinson Road into Pine Road, and straighten out both Pine Road approaches to Philmont. Stage 2 will realign the southern leg of Tomlinson Road into a new intersection with Philmont Avenue 700 feet east of the original location. Additional shoulder and turning lane improvements along Philmont Avenue and Pine Road are also proposed.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
UTL	581		1,311										
CON	581		1,755										
CON	581			1,755									
CON	581				1,752								
CON	581					2,755							
CON	581						3,758						
CON	581							3,755					
CON	581								3,755				
		0	**3,066**	**1,755**	**1,752**	**2,755**	**3,758**	**3,755**	**3,755**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**6,573**		**Total FY2029-2032**		**14,023**		**Total FY2033-2036**		**0**	

Montgomery

MPMS# 110444 ***Ridge Pike - School Lane to Belvoir Road (CB #0 and TPK Bridge DB-116)/Interchange Area Bridges***

LIMITS: School Lane to Belvoir Road

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Plymouth Township

PLAN CENTER:

PROJECT MANAGER: TSS/Gannett/A. Harper

CMP: Not SOV Capacity Adding

NHPP:

FC:

Est Let Date: 1/9/2025

MRPID:203

AQ Code:S19

IPD: 17

CMP Subcorridor(s): 1A

This project is the combined replacement of Montgomery County Bridge #0 and PA Turnpike Bridge DB-116. County Bridge #0 carries Ridge Pike over Norfolk Southern and is 200 feet east of PA Turnpike Bridge DB-116, which carries Ridge Pike over the I-276/Pa Turnpike. Both structures flank the Eastbound On and Eastbound Off Ramps of the future Lafayette Street Interchange, and are in poor condition. This is a companion project to MPMS #48175 and #92839.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
ROW	183	800											
ROW	LOC	200											
UTL	183	637											
UTL	LOC	159											
CON	STU	4,243											
CON	BRIP	8,982											
CON	183	2,479											
CON	TPK	33,677											
CON	LOC	1,388											
CON	STU		4,739										
CON	183		889										
CON	LOC		296										
		52,565	**5,924**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**58,489**		**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Montgomery

MPMS# 110761 ***Gilbertsvle Rd over Branch of Ministers Creek***

LIMITS: Douglass Township

Est Let Date: 10/10/2024

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Douglass Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: Plans/S. Hasan

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing the Bridge at Gilbertsville Road over Ministers Creek.

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

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
FD	185	137											
ROW	185	82											
UTL	185	55											
CON	185		146										
CON	581		585										
		274	**731**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**1,005**		**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Montgomery

MPMS# 110762 ***Perkiomenville Road over Sciota Creek Bridge Replacement***

LIMITS: Upper Frederick Township

Est Let Date: 9/26/2024

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Upper Frederick Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: Plans/S. Hasan

CMP: Not SOV Capacity Adding

This project involves the replacement of the state-owned bridge located on Perkiomenville Road over Sciota Creek in Upper Frederick Township, Montgomery County. The existing bridge, built in 1932, is a one-span concrete closed spandrel arch with a span length of 30 feet. The bridge is two lanes wide with no shoulders or sidewalk. The existing approach roadway is 21 feet wide with two lanes and no shoulders or sidewalk. The bridge is currently posted at 36 tons/40 tons for combination.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
FD	185	179											
ROW	185	119											
UTL	185		25										
CON	STU		960										
CON	185		240										
CON	STU			960									
CON	185			240									
		298	**1,225**	**1,200**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**2,723**		**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Montgomery

MPMS# 110971 ***Main Street Safety Improvements***

LIMITS: Main Street (SR 3009) corridor from Egypt Rd. to Airy St./Forrest Ave.

Est Let Date: 4/23/2026

IMPROVEMENT Intersection/Interchange Improvements

NHPP: N

MUNICIPALITIES: West Norriton Township

FC:

AQ Code:2035M

PLAN CENTER:

IPD:

PROJECT MANAGER: HNTB/N. Velaga

CMP: Minor SOV Capacity

CMP Subcorridor(s): 8E, 9B

The project will implement a 4-lane partial “road diet” configuration along Main Street (SR 3009) between Egypt Road (SR 4002) and Forest Avenue/West Airy Street. The existing four-lane undivided roadway will maintain two (2) through lanes in the westbound direction, one (1) lane eastbound, and a shared left-turn lane throughout the project limits with dedicated turn lanes at the signalized intersections. In addition to the improvements along Main Street, the intersection of Main Street & Egypt Road/Jefferson Avenue/Orchard Lane will be reconstructed as a 5-leg “hybrid roundabout”. The “hybrid roundabout” will include a 2-lane exit for Main Street and a single lane exit for Egypt Road. Temporary and permanent right-of-way acquisitions will be required in the area of the “hybrid roundabout”. The existing traffic signals at Schuylkill Avenue, Whitehall Road, and Forrest Avenue/West Airy Street will be modified, as necessary. The ADA and pedestrian facilities along the corridor will be evaluated and updated, as necessary, to meet current ADA standards.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
ROW	sHSIP	68											
UTL	sHSIP		34										
CON	sHSIP		4,774										
		68	**4,808**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**4,876**		**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Montgomery

MPMS# 114172 ***Dreshertown Rd CC Trl Ext (Competitive CMAQ)***

LIMITS: Upper Dublin Township

Est Let Date: 3/14/2024

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Upper Dublin Township

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/J. Coscia

CMP: Not SOV Capacity Adding

Upper Dublin Township (UDT) and Municipal Authority (MA) committed to construction of the regional Cross County Trail along 2.5 miles through the Fort Washington Office Park. UDT and the MA have received 13 grants for over $14.3 Million of the total $22.8 Million estimated cost to install the trail from Pennsylvania Avenue to Susquehanna Road. Three of the six projects are complete. UDT and MA are committed to extending this Circuit Trail to the municipal boundary at Welsh Road along Dreshertown Road. A Complete Streets approach is required to accommodate all transportation modes. The focus of this grant is Construction funding for the first phase of the overall program to extend the Cross County Trail 0.7 miles, which will serve borth recreational and non-recreational uses, between Susquehanna Road and Beacon Hill/Bantry Drives, construct missing segments of sidewalk, widen Dreshertown Road north of Limekiln Pike to provide a common center left turn lane to Beacon Hill/Bantry Drives, upgrade traffics signals and replace a culvert to accommodate the trail and three lane roadway.

TIP Program Years ($ 000)

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

Montgomery

MPMS# 114948 ***Lancaster Avenue and Remington Road Intersection Improvements***

LIMITS: Lancaster Ave and Remington Rd

Est Let Date: 1/15/2027

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Lower Merion Township

FC:

AQ Code:R1

PLAN CENTER:

IPD:

PROJECT MANAGER: Traff/A. Patel

CMP: Minor SOV Capacity

CMP Subcorridor(s): 7B

The scope of this project entails safety countermeasures which include:
1) Expanding from a four lane to five lane section along Lancaster Ave to add left turn lanes.
2) Install pedestrian countdown timers
3) Add signal (additional primary head) on the mast arms along Remington Road.
4) Provide ADA ramps
5) Upgrade existing mast arms

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
FD	sHSIP	90											
ROW	sHSIP	100											
UTL	sHSIP	50											
CON	sHSIP			1,202									
		240	**0**	**1,202**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**1,442**		**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Montgomery

MPMS# 115428 ***Sumneytown Pike Intersections Safety Improvements***

LIMITS: Intersections of Sumneytown Pk and Barndt Rd, Ridge Rd/Skippack Rd

Est Let Date: 1/15/2027

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Salford Township

FC:

AQ Code:R1

PLAN CENTER:

IPD:

PROJECT MANAGER: Traff/A. Patel

CMP: Minor SOV Capacity

Construction of left-turn lanes on PA 63 at 2 intersections.

Install exclusive left turn lanes to make traffic flow improvements at Barndt Road (2 left turn lanes), Ridge Road/Skippack Road (2 left turn lanes), geometric improvement to remove skew angle of Ridge Road at Sumneytown Pike.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
FD	HSIP	650											
ROW	HSIP		500										
UTL	HSIP		719										
CON	HSIP			4,750									
		650	**1,219**	**4,750**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**6,619**		**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Montgomery

MPMS# 115429 ***Belmont Avenue and St. Asaphs Road Roundabout***

LIMITS: Belmont Avenue (SR 3045) and St Asaphs Road intersection

Est Let Date: 1/15/2027

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Lower Merion Township

FC:

AQ Code:2035M

PLAN CENTER:

IPD:

PROJECT MANAGER: Traff/A. Patel

CMP: Minor SOV Capacity

CMP Subcorridor(s): 5F

This project will implement a roundabout at the intersection of Belmont Avenue and St. Asaphs Road in Lower Merion Township, Montgomery County.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
FD	HSIP	220											
ROW	HSIP	427											
UTL	HSIP		41										
CON	HSIP			2,119									
		647	**41**	**2,119**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**2,807**		**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Montgomery

MPMS# 117963 ***Old Allentown Road over Branch Towamencin Creek***

LIMITS: Montgomery County

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Upper Gwynedd Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing the Bridge at Old Allentown Road over Branch Towamencin Creek.

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

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
FD	TOLL												
FD	BRIP	318											
ROW	BRIP		109										
ROW	TOLL												
UTL	BRIP			113									
UTL	TOLL												
CON	TOLL												
CON	BRIP			281									
CON	BRIP				676								
CON	TOLL												
CON	BRIP					395							
CON	TOLL												
		318	**109**	**394**	**676**	**395**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**1,497**		**Total FY2029-2032**		**395**		**Total FY2033-2036**		**0**	

Montgomery

MPMS# 117965 ***Liberty Bell Trail P3***

LIMITS: Between 9th Street and Tremont Drive

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Lansdale Borough

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/M. Meraz

CMP:

This project involves the construction of an off-road trail between 9th Street and Tremont Drive in Lansdale Borough.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	TAP						600						
		0	**0**	**0**	**0**	**0**	**600**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028			**0**	**Total FY2029-2032**			**600**	**Total FY2033-2036**			**0**

Montgomery

MPMS# 118005 ***Black Rock Road over Tributary of Schuylkill River***

LIMITS: Montgomery County

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Upper Providence Township

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/T. Stevenson

CMP: Not SOV Capacity Adding

This project involves rehabilitating or replacing the Bridge at Black Rock Road over Tributary of Schuylkill River.

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

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	BRIP	874											
CON	183	219											
		1,093	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**1,093**		**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Montgomery

MPMS# 118031 ***PA 29 & PA 113***

LIMITS: Perkiomen Township

Est Let Date: 9/17/2025

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Perkiomen Township

FC:

AQ Code:R1

PLAN CENTER:

IPD:

PROJECT MANAGER: HNTB/N. Velaga

CMP: Minor SOV Capacity

CMP Subcorridor(s): 11A

This project will provide left turn lanes at all four approaches, a right turn lane on the southbound approach of SR 113, update signals and ADA ramps, and provide crosswalks

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
FD	STP	764											
FD	581	191											
ROW	STP		1,311										
ROW	581		328										
UTL	581					239							
CON	581					1,791							
CON	581						1,791						
		955	**1,639**	**0**	**0**	**2,030**	**1,791**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**2,594**		**Total FY2029-2032**		**3,821**		**Total FY2033-2036**		**0**	

Montgomery

MPMS# 118032 ***Dekalb Street Two-Way Reconstruction***

LIMITS: Lafayette Street to Johnson Highway

No Let Date

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Norristown Borough

FC:

AQ Code:2035M

PLAN CENTER:

IPD:

PROJECT MANAGER: Gannett/A. Harper

CMP: Minor SOV Capacity

CMP Subcorridor(s): 8E

The project will fund full-depth reconstruction of the final remaining segment of US 202 in Montgomery County, along with restriping and traffic signal installation to permit two-way traffic along DeKalb Street in the Municipality of Norristown.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
FD	STP	1,273											
FD	581	318											
ROW	STP		219										
ROW	581		55										
UTL	STP			450									
UTL	581			113									
CON	STU			1,080									
CON	581			270									
CON	STP				1,080								
CON	581				270								
CON	STP					1,080							
CON	581					270							
CON	STP						1,080						
CON	581						270						
CON	STP							1,080					
CON	581							270					
		1,591	**274**	**1,913**	**1,350**	**1,350**	**1,350**	**1,350**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**5,128**		**Total FY2029-2032**		**4,050**		**Total FY2033-2036**		**0**	

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 118033 ***PA 309 Connector HT4***

LIMITS: PA 63 Sumneytown Pike/Mainland Rd/Old Forty Foot Rd

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Towamencin Township

FC:

AQ Code:R3

PLAN CENTER:

IPD:

PROJECT MANAGER: Plans/S. Hasan

CMP: Minor SOV Capacity

CMP Subcorridor(s): 2A, 12B

Improvements will take place at PA 63 Sumneytown Pike/Mainland Rd./Old Forty Foot Rd. to improve traffic flow through the eastern edge of the previously completed Section HAT (16438). The scope includes reconfiguring access from Mainland Rd. onto PA 63 and increasing left turn lane capacity along PA 63 onto the PA Turnpike Northeast Extension (I-476) southbound slip ramp at Forty Foot Road.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
FD	STP	350											
FD	581	87											
ROW	STP		270										
ROW	581		68										
UTL	STP			93									
UTL	581			23									
CON	STP				860								
CON	581				215								
CON	STP					860							
CON	581					215							
CON	STP						860						
CON	581						215						
CON	STP							860					
CON	581							215					
		437	**338**	**116**	**1,075**	**1,075**	**1,075**	**1,075**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028			**1,966**	**Total FY2029-2032**			**3,225**	**Total FY2033-2036**			**0**

Montgomery

MPMS# 118187 ***Central Avenue Xing***

LIMITS: Central Avenue in Souderton Borough

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Souderton Borough

FC:

AQ Code:S8

PLAN CENTER:

IPD:

PROJECT MANAGER: MAL/M. Lang

CMP: Not SOV Capacity Adding

This project is for the installation of railroad warning devices on Central Avenue, in Souderton Borough, Mountgomery County.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	RRX	325											
CON	TOLL												
		325	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028			**325**	**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Montgomery

MPMS# 119481 ***Cross County Trail Extension***

LIMITS: Germantown Pike Bridge & Trail to Joshua Rd

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Plymouth Township; Whitemarsh Township

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/J. Natale

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 15B

Federal earmark funds were awarded to this project under the Consolidated Appropriations Act of 2023 in the amount of $2,500,000. The project will extend the Cross County Trail from its current terminus at the Germantown Pike/Chemical Road intersection in Plymouth Township east to Joshua Road in Whitemarsh Township. It will include a new pedestrian-only bridge over Germantown Pike and a 1.9-mile trail segment. To the maximum extent feasible, the trail will be designed and constructed to meet multi-use Circuit Trail standards, including an off-road alignment and a paved width of 10-12'. This trail extension will be multi-use and not strictly for recreational purposes. The Cross County Trail is part of The Circuit Trails network and this segment will serve as an important local and regional transportation resource.

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-feet 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.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
PE	SXF	1,650											
PE	LOC	413											
FD	SXF		850										
FD	LOC		213										
CON	CAQ			1,917									
CON	CAQ				5,436								
CON	CAQ					8,345							
CON	CAQ						4,652						
		2,063	**1,063**	**1,917**	**5,436**	**8,345**	**4,652**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**10,479**		**Total FY2029-2032**		**12,997**		**Total FY2033-2036**		**0**	

Montgomery

MPMS# 120911 ***Dreshertown Road over Br. Sandy Run*** **New**

LIMITS: Dreshertown Rd between Aidenn Lair Rd and Nicole Dr — No Let Date

IMPROVEMENT Bridge Repair/Replacement — NHPP:

MUNICIPALITIES: Upper Dublin Township — FC: — AQ Code:S19

PLAN CENTER: — IPD:

PROJECT MANAGER: — CMP: Not SOV Capacity Adding

The existing bridge is a 18' long, single span bridge that was last rehabilitated in 1982. The bridge is in overall poor condition and posted with a 26 ton (35 ton combination) weight restriction. The bridge is narrow and does not provide a safe crossing for pedestrians.

It is anticipated that this project will rehabilitate or replace the existing bridge on a similar alignment.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
PE	185	400											
FD	TOLL												
FD	STP			400									
ROW	TOLL												
ROW	STP			200									
UTL	STP				100								
UTL	TOLL												
CON	BRIP					1,400							
CON	TOLL												
		400	**0**	**600**	**100**	**1,400**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**1,100**		**Total FY2029-2032**		**1,400**		**Total FY2033-2036**		**0**	

Total For Montgomery	**2025**	**2026**	**2027**	**2028**	**2025-2028**	**2029-2032**	**2033-2036**
	$131,688	$72,779	$63,787	$50,742	$318,996	$217,856	$115,586

Philadelphia

MPMS# 17215 ***70th, 71st, 72nd Streets over Amtrak***

LIMITS: over Amtrak

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP: N

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/RKK/C. Carmichael

CMP: Not SOV Capacity Adding

Rehabilitation of 70th, 71st and 72nd Street Bridges over rail facilities and upgrades of adjacent intersections.

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

The 71st and 72nd St. bridges were previously determined eligible for listing on the National Register of Historic Places.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
FD	183						7,379						
UTL	183						3,262						
UTL	183							3,262					
UTL	183								3,262				
UTL	183									3,262			
CON	BRIP						1,000						
CON	BRIP							1,000					
CON	BRIP								1,655				
CON	BRIP									3,964			
CON	BRIP										15,099		
CON	BRIP											6,222	
CON	BRIP												8,116
		0	**0**	**0**	**0**	**0**	**11,641**	**4,262**	**4,917**	**7,226**	**15,099**	**6,222**	**8,116**
		Total FY2025-2028			**0**	**Total FY2029-2032**		**20,820**		**Total FY2033-2036**		**36,663**	

Philadelphia

MPMS# 17678 ***Spring Garden over Amtrak***

LIMITS: over Amtrak

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

PLAN CENTER:

PROJECT MANAGER: TSS/RKK/C. Carmichael

CMP: Not SOV Capacity Adding

NHPP: N

FC:

No Let Date

MRPID:425

AQ Code:S19

IPD:

This project will rehabilitate or replace the Spring Garden Street Bridges over rail facilities, north of 30th St. Station..

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
FD	BRIP					5,015							
FD	185					1,254							
ROW	BRIP					19							
ROW	185					5							
UTL	BRIP						6,979						
UTL	BRIP							4,705					
CON	BRIP							10,472					
CON	185							2,618					
CON	BRIP								10,472				
CON	185								2,618				
CON	BRIP									10,472			
CON	185									2,618			
		0	**0**	**0**	**0**	**6,293**	**6,979**	**17,795**	**13,090**	**13,090**	**0**	**0**	**0**
		Total FY2025-2028			**0**	**Total FY2029-2032**		**44,157**		**Total FY2033-2036**		**13,090**	

Philadelphia

MPMS# 57902 ***City Wide 3R Betterments Line Item***

LIMITS: City-wide

No Let Date

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLAN CENTER:

IPD:

PROJECT MANAGER: J. Korus

CMP: Not SOV Capacity Adding

Typical components of a '3R' project include base repair, milling, overlay, resurfacing, drainage improvements, signal modernization, and guiderail improvements. The intent of a '3R' project is to make whatever improvements are necessary to bring the road up to current standards. Bike lanes will be included as the road widths allow.

See MPMS #112500 (CW110)
See MPMS #112525 (CW111)
See MPMS #112527 (CW ADA 3)
See MPMS #116807 (CW ADA 4)

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**

Philadelphia

MPMS# 69828 ***Market Street Bridges (3) Over Schuylkill River and CSX Railroad (MSB) SR:3010***

LIMITS: Over Schuylkill River and CSX Railroad

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: West Philadelphia; Center City Philadelphia

PLAN CENTER: Metropolitan Center

PROJECT MANAGER: AECOM/P. Shultes

NHPP: Y

FC: 14

CMP: Not SOV Capacity Adding

Est Let Date: 8/22/2024

MRPID:245

AQ Code:S19

IPD: 14

CMP Subcorridor(s): 3A, 7A, 10A

This project involves the rehabilitation of the 2-span bridge carrying Market Street over the Schuylkill River , the replacement of the bridge carrying Market Street over the Schuylkill River Park and CSX railroad from a 4-span bridge to a 1-span bridge, and replacement of the 3-span Market Street bridge over I-76 at the Schuylkill Avenue West intersection in the City of Philadelphia.

The 2 span, 361'-long concrete encased steel arch bridge over the Schuylkill River was built in 1932 and is finished with limestone spandrel walls and fascia rings. Concrete urn-shaped balustrades and statues decorate the structure, although a quadrant of the balustrade has been filled with concrete. The bridge is significant as a contributing resource to the 30th Street Station Historic District. This bridge was previously determined eligible for listing in the National Register. The project includes the repairing and patching of the parapets and sidewalks as needed, replacement/repair of the deck and beams, and replacement of cobrahead lighting. The bridge is poor condition due to severe rust in in the substructure and spalling in the superstructure.

The 4 span, 216' long built up deck girder bridge over CSX railroad, built in 1932, is supported on concrete abutments and three steel pier bents, of which two are encased in concrete. This bridge was previously determined ineligible for listing in the National Register. This bridge will be replaced with a 1 span bridge with wider sidewalks.

The 3 span bridge over I-76 at the Schuylkill Avenue West intersection was built in 1932 and significantly modified in the late 1950s when I-76 was constructed. The bridge has significantly deteriorated and will be replaced.

Pedestrian and bicycle improvements are being coordinated with the City of Philadelphia throughout the project.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
UTL	185	2,814											
CON	BRIP	10,749											
CON	185	1,041											
CON	BRIP		1,940										
CON	STU		3,153										
CON	185		1,273										
CON	STU			4,263									
CON	BRIP			7,967									
CON	185			3,058									
CON	STU				2,344								
CON	BRIP				12,409								
CON	185				3,688								
CON	BRIP					1,600							
CON	185					400							
CON	BRIP						8,635						
CON	185						2,159						
CON	BRIP							16,170					
CON	185							4,043					
CON	BRIP								14,170				
CON	185								3,543				
CON	BRIP									12,170			
CON	185									3,043			
CON	BRIP										14,378		
CON	185										3,594		
CON	BRIP											38,072	
CON	185											9,518	

Philadelphia

14,604	6,366	15,288	18,441	2,000	10,794	20,213	17,713	15,213	17,972	47,590	0
Total FY2025-2028	54,699			Total FY2029-2032	50,720			Total FY2033-2036	80,775		

MPMS# 69909 ***Willits Road Bridge Over Wooden Bridge Run SR:1011***

LIMITS: Over Wooden Bridge Run

Est Let Date: 2/13/2025

IMPROVEMENT Bridge Repair/Replacement

NHPP: N

MUNICIPALITIES: Philadelphia City

FC: 17

AQ Code:S19

PLAN CENTER:

IPD: 20

PROJECT MANAGER: AECOM/K. Caparra

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5H

This project involves rehabilitating or replacing the bridge carrying Willits Road (S.R. 1011) over Wooden Bridge Run in the City of Philadelphia. The purpose of the project is to extend the service life of the existing structure. The existing structure has severely rusted components, large open spalls exposing rusted reinforced steel, and cracks with efflorescence. Work will include replacing or rehabilitating the existing superstructure and reinforced concrete overlay. The project could also include upgrades to the guiderail approaches.

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

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
FD	185	1,061											
ROW	185	338											
UTL	185		580										
CON	185		1,631										
CON	185			1,000									
CON	185				2,517								
CON	185					1,716							
CON	185						1,716						
		1,399	**2,211**	**1,000**	**2,517**	**1,716**	**1,716**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**7,127**		**Total FY2029-2032**		**3,432**		**Total FY2033-2036**		**0**	

Philadelphia

MPMS# 70231 ***Swanson Street Reconstruction***

LIMITS: Delaware Avenue to Oregon Avenue

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Philadelphia City

PLAN CENTER:

PROJECT MANAGER: PWB/M. Washington

CMP: Not SOV Capacity Adding

NHPP:

FC:

Est Let Date: 1/15/2026

MRPID:266

AQ Code:S10

IPD: 22

CMP Subcorridor(s): 4B

Reconstruction of the existing roadway to provide a new roadway surface, including footway, medians and curbs, a new high-qulaity bicycle facility, new drainage and stormwater improvements (including GSI where appropriate), street lighting, pavement markings, landscaping and a new signal at the Snyder Avenue intersection.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	STP		3,945										
CON	LOC		986										
CON	STP			2,945									
CON	LOC			736									
CON	STU				1,945								
CON	LOC				486								
CON	STP					1,945							
CON	LOC					486							
CON	STU						5,000						
CON	LOC						1,250						
		0	**4,931**	**3,681**	**2,431**	**2,431**	**6,250**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**11,043**		**Total FY2029-2032**		**8,681**		**Total FY2033-2036**		**0**	

Philadelphia

MPMS# 72597 ***Benjamin Franklin Bridge Safety Improvements***

LIMITS: Benjamin Franklin Bridge

Est Let Date: 8/26/2024

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S19

PLAN CENTER: Metropolitan Center

IPD: 13

PROJECT MANAGER: HNTB/G. Gumas

CMP: Minor SOV Capacity

CMP Subcorridor(s): 3A, 10A, 15A

This project will resurface and rehabilitate the pavement on the bridge and all approach roadways. The project will also reconstruct and rehabilitate the bridge expansion joints on the suspension spans and approach spans. The project will also replace existing overhead guide signs on the bridge for eastbound traffic, and repair deteriorated concrete on the ceiling and walls of the 5th Street Pedestrian Tunnel.

The Benjamin Franklin Bridge (BFB) is a long span suspension bridge across the Delaware River that connects Philadelphia, Pennsylvania and Camden, New Jersey. The overall length of the structure from end to end is approximately 8,240 feet, and the roadway width is 77'-10". The bridge roadway carries seven lanes and the total average daily traffic is approximately 100,000 vehicles per day. The bridge was last resurfaced in 2004.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
FD	STU	530											
FD	STU		530										
CON	STU		1,093										
CON	STU			1,000									
CON	STU				1,093								
CON	STU					2,093							
CON	STU						2,372						
		530	**1,623**	**1,000**	**1,093**	**2,093**	**2,372**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**4,246**		**Total FY2029-2032**		**4,465**		**Total FY2033-2036**		**0**	

Philadelphia

MPMS# 78757 ***JFK Blvd @ 32nd St. o/ SEPTA (30th Street Station) (Bridge)***

LIMITS: Between Market Street and 30th Street at 32nd Street over SEPTA double track

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

PLAN CENTER: Metropolitan Center

PROJECT MANAGER: AECOM/P. Shultes

NHPP: Y

FC:

CMP: Not SOV Capacity Adding

Est Let Date: 1/16/2025

MRPID:245

AQ Code:S19

IPD: 15

Rehabilitation of the poor condition; load posted bridge on John F. Kennedy (JFK) Boulevard between Market Street and 30th Street at 32nd Street over SEPTA double track (West Branch).

The current structure is posted for 15 tons based on the substructure condition. The proposed work includes deck and sidewalk repairs/replacement, joint replacement, steel superstructure and substructure repairs/replacement, zone painting of superstructure and substructure, possible bearing replacement, drainage upgrades, and concrete substructure repairs. The project will also include streetscape improvements such as bike lanes and street lighting upgrades. A feasibility study will be undertaken to examine relocation of the I-76 on/off ramps and traffic/pedestrian/transit circulation around 30th Street Station.

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

This is a breakout from MPMS #69828.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
UTL	185	5,002											
UTL	185		7,776										
UTL	185			10,085									
UTL	185				2,069								
CON	NHPP		5,565										
CON	185		1,391										
CON	BRIP			2,188									
CON	185			547									
CON	BRIP				2,942								
CON	185				736								
CON	BRIP					6,000							
CON	185					1,500							
		5,002	**14,732**	**12,820**	**5,747**	**7,500**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**38,301**		**Total FY2029-2032**		**7,500**		**Total FY2033-2036**		**0**	

Philadelphia

MPMS# 79832 ***North Delaware Riverfront Greenway project, Sec 3***

LIMITS: Milnor/Disston Sts. to Pennpack Cr

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City

PLAN CENTER:

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP: Not SOV Capacity Adding

NHPP:

FC:

Est Let Date: 10/10/2024

MRPID:97

AQ Code:A2

IPD: 21

CMP Subcorridor(s): 4B

The City of Philadelphia Parks and Recreation and Riverfront North Partnership (formerly known as Delaware River City Corporation (DRCC)) are working together to complete the multi-use trail network known as the North Delaware River East Coast Greenway. The bike/pedestrian trail covers the North Delaware riverfront consists of four sections. The Tacony Holmesburg Trail, Section 3, is approximately two miles long and begins at Princeton Avenue and runs north along the river's edge into the existing Pennpack Park trail.

BREAK INTO 4 SEPARATE PROJECTS
MPMS #79830 - Section 1/N Del Riverfront Greenway/K&T Trail Phase 2
MPMS #61712 - Section 2/N Del Riverfront Greenway/Kensington & Tacony
MPMS #79832 - Section 3/N Del Riverfront Greenway/Tacony Holmesburg Trail
MPMS #79833 - Section 4/N Del Riverfront Greenway/Baxter Trail

-PA ID #242 - $471,425 remains of the original $546,425 from 2003 Appropriations Bill.
-PA ID #262 - $183,994 remains of the original $750,000 from 2004 Appropriations Bill.
-PA ID# 464 - $0 remains of the original $8,000,000 from SAFETEA DEMO #2649.
-PA ID# 615 - $1,907,557 remains of the original $3,000,000 from SAFETEA DEMO #4805.
-PA ID# 671 - $6 remains of the original $500,000 from SAFETEA DEMO #363.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	STU		62										
CON	SXF		2,669										
CON	TOLL												
		0	**2,731**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**2,731**		**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Philadelphia

MPMS# 81219 ***25th St: Washington Ave to Passyunk Ave*** **New**

LIMITS: 25th St: Washington Ave to Passyunk Ave

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

Restore 25th Street under the railroad viaduct and provide street lighting, intersection improvements, and bicycle infrastructure improvements, to improve roadway conditions and safety.

Design and construction of roadway improvements including milling and paving, line painting, and street lighting.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
PE	581	900											
FD	STP			600									
FD	TOLL												
CON	STP									16,500			
CON	TOLL												
		900	**0**	**600**	**0**	**0**	**0**	**0**	**0**	**16,500**	**0**	**0**	**0**
		Total FY2025-2028		**1,500**		**Total FY2029-2032**			**0**	**Total FY2033-2036**		**16,500**	

Philadelphia

MPMS# 81292 ***Frankford Av/Frankford Ck (Bridge)***

LIMITS: Between Torresdale Avenue and Castor Avenue

Est Let Date: 1/25/2024

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Philadelphia City

FC: 16

AQ Code:S19

PLAN CENTER:

IPD: 28

PROJECT MANAGER: HNTB/N. Velaga

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 4B

Bridge rehabilitation or replacement of state bridge over Frankford Creek on Frankford Avenue between Torresdale Avenue and Castor Avenue in Philadelphia. Poor condition bridge breakout project from MPMS #88706.

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

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	TOLL												
CON	BRIP	2,158											
CON	BRIP		2,158										
CON	TOLL												
CON	TOLL												
CON	BRIP			750									
CON	TOLL												
CON	BRIP				1,500								
CON	BRIP					750							
CON	TOLL												
		2,158	**2,158**	**750**	**1,500**	**750**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**6,566**		**Total FY2029-2032**		**750**		**Total FY2033-2036**		**0**	

Philadelphia

MPMS# 87784 ***Aramingo/Harbison: Church Street to Amtrak (Section BS3)***

LIMITS: Aramingo Ave from Duncan S to Tacony St; Harbison Ave from Tacony St to the

IMPROVEMENT Intersection/Interchange Improvements NHPP: Y

MUNICIPALITIES: FC: 14

PLAN CENTER:

PROJECT MANAGER: AECOM/P. Shultes CMP: Major SOV Capacity

Est Let Date: 1/28/2027

MRPID:65

AQ Code:2045M

IPD:

CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout from Section BSR (MPMS #47811).

This phase of SR 95 Section BSR covers the reconstruction of Aramingo Avenue from Church Street to Tacony Street, and the reconstruction of Harbison Avenue from Tacony Street to Torresdale Avenue, including traffic signal modifications at the following intersections:

-Aramingo Avenue at Orthodox Street
-Aramingo Avenue at Margaret Street
-Aramingo/Harbison Avenues at Tacony Street
-Harbison Avenue at Tacony Street/Wakeling Street
-Harbison Avenue at Tacony Street/Wakeling Street
-Harbison Avenue at Bridge Street
-Harbison Avenue at Torresdale Avenue

This project will construct a multi-use sidepath on the east side of Aramingo Avenue from Church Street to Orthodox Street and Margaret Street. The existing bicycle lanes and the sidewalk on the east side of Aramingo Avenue will be removed. Also, the area vacated by the removal of the southbound I-95 on-ramp in the BR4 project (MPMS #103559) will be converted to a community amenity. The existing veterans' memorial will be preserved. For an overall description of the SR 95 Section BSR section see MPMS #47811.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than $2.7 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 30 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, 102309, and 103553 through 103564. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance. Related sections of I-95 Reconstruction: MPMS #'s 47811, 79908, 79910, 87784, 103562, 103563 and 103564.

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
ROW	NHPP	1,273											
ROW	TOLL												
UTL	NHPP				6,260								
UTL	581				696								
CON	NHPP			3,000									
CON	185			750									
CON	NHPP				3,605								
CON	581				901								
CON	NHPP					2,477							
CON	581					619							
CON	NHPP						5,477						
CON	581						1,369						
CON	NHPP							3,477					
CON	185							869					
CON	NHPP								5,477				
CON	581								1,369				
CON	NHPP									7,477			
CON	581									1,869			
CON	NHPP										5,477		
CON	581										1,369		
CON	NHPP											5,477	
CON	581											1,369	
CON	NHPP												8,477
CON	581												2,119
		1,273	**0**	**3,750**	**11,462**	**3,096**	**6,846**	**4,346**	**6,846**	**9,346**	**6,846**	**6,846**	**10,596**
		Total FY2025-2028		**16,485**		**Total FY2029-2032**		**21,134**		**Total FY2033-2036**		**33,634**	

Philadelphia

MPMS# 91490 ***Expressway Service Patrol - Philadelphia***

LIMITS: I-76, I-95, and I-676 in Philadelphia

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S2

PLAN CENTER:

IPD: 25

PROJECT MANAGER: Gannett/B. Masi

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 3A, 4B, 4C

This project is a breakout of MPMS #69801, and will provide for the operation of emergency service patrols on congested state highways to detect and clear incidents rapidly by providing emergency assistance to stranded motorists. Approximately half of all delays experienced by highway users in congested areas are caused by traffic accidents, vehicle breakdowns, and other incidents. Prompt incident management programs such as this, can reduce delays significantly. Service will be provided on 30 linear miles including: I-76, I-95, and I-676 in Philadelphia.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	NHPP*	1,350											
CON	NHPP*		1,350										
		1,350	**1,350**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**2,700**		**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Philadelphia

MPMS# 92554 ***Ridge Ave Over Amtrak (Bridge)***

LIMITS: 0.1 mile SE 29th Street, Philadelphia

Est Let Date: 6/18/2026

IMPROVEMENT Bridge Repair/Replacement

NHPP: N

MUNICIPALITIES:

FC: 17

AQ Code:S19

PLAN CENTER:

IPD: 26

PROJECT MANAGER: EE/J. Arena

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 15A

This project invoves rehabiltating or replacing Ridge Avenue (.1 mile SE 29th Street;) over AMTRAK in Philadelphia. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
FD	STP	1,358											
FD	185	339											
ROW	STP	694											
ROW	185	174											
UTL	BRIP			1,291									
UTL	185			323									
CON	BRIP			1,278									
CON	185			320									
CON	BRIP				2,278								
CON	185				570								
CON	BRIP					2,427							
CON	185					607							
CON	BRIP						2,278						
CON	185						570						
CON	BRIP							3,129					
CON	185							782					
		2,565	**0**	**3,212**	**2,848**	**3,034**	**2,848**	**3,911**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**8,625**		**Total FY2029-2032**		**9,793**		**Total FY2033-2036**		**0**	

Philadelphia

MPMS# 96223 ***Philadelphia Signal Retiming***

LIMITS: City of Philadelphia

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2035M

PLAN CENTER:

IPD:

PROJECT MANAGER: HNTB/N. Velaga

CMP: Minor SOV Capacity

This project is a congestion reduction and traffic flow improvement program. This project will continue the corridor timing program launched by the Philadelphia Streets Department in 2011. Starting with nine key corridors, the City has now advanced the retiming of over 30 corridors with local, state and federal funding, with at least 4 more currently pending.

The City will continue to conduct signal retiming along corridors throughout Philadelphia as funding allows, with the following sub corridors currently being advanced as part of this project:

Adams Ave - Tookany Creek Parkway to Whitaker – 4 intersections – Excluding Tabor Ave
Cecil B Moore Ave - 32nd to 8th. – 21 intersections – excluding Ridge Ave and Broad St
Cedar Ave - 52nd to Cobbs Creek. – 11 intersections – excluding 52nd St
Diamond St - 31st to 5th. – 21 intersections – excluding Ridge Ave and Broad St
Elmwood Ave - 73rd to 57th. – 14 intersections – excluding 70th St
Front St - Berks to York. – 6 intersections
Kingsessing Ave - 46th to 65th.- 16 intersections – excluding 58th St
Monument Ave - Ford to Target. – 3 intersections
Oxford Ave - Frankford to Sanger. – 9 intersections
Washington Ln - Morton to Limekiln. – 13 Intersections
Wayne Ave - Windrim to Walnut. – 13 intersections – excluding Chelten Ave
Girard Avenue – Lancaster Ave to 33rd St – 14 Intersections
Market Street – 63rd St to 39th St – 24 intersections
Packer Ave – 10th St to 7th St – 3 intersections
Pattison Ave – 11th St to Front St – 6 intersections
Darien Street – Hartranft St – 1 intersection
Broad Street – Oregon Ave to 11st St – 11 intersections
Front St – Oregon Ave to Pattison – 5 Intersections

Additional corridors may be added as funding allows and as new priorities are identified.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
PRA	CAQ												
		0	0	0	0	0	0	0	0	0	0	0	0
		Total FY2025-2028			0	**Total FY2029-2032**			0	**Total FY2033-2036**			0

Philadelphia

MPMS# 98229 ***59th Street over AMTRAK (Bridge)***

LIMITS: 59th Street over AMTRAK

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

PLAN CENTER:

PROJECT MANAGER: TSS/RKK/C. Carmichael

CMP: Not SOV Capacity Adding

NHPP:

FC:

Est Let Date: 4/24/2025

MRPID:201

AQ Code:S19

IPD: 23

CMP Subcorridor(s): 7A

This project is a bridge replacement of 59th Street over AMTRAK in the City of Philadelpia.

The current structure was built in 1926, and consists of a four simple-span, partially concrete-encased-steel girder/floorbeam/jackarch superstructure atop reinforced concrete abutment and pier substructures. The anticipated work includes demolition and removal of the existing superstructure and portions of the existing reinforced concrete abutments & piers and construction of a new steel multi-girder bridge with reinforced concrete composite deck atop reinforced concrete abutments and piers; as well as roadway approach reconstruction and repaving, curb and sidewalk reconstruction, a new high-quality bicycle facility, streetlighting improvements, ADA accessibility improvements, railroad electric traction (ET) system modification and utility relocations, and other related work.

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

This project is a component of the County Bridge Line Item (MPMS #95447).

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
UTL	BOF	1,906											
UTL	LOC	477											
UTL	BOF		4,578										
UTL	LOC		1,145										
CON	BOF	1,918											
CON	183	360											
CON	LOC	120											
CON	BOF		2,973										
CON	183		557										
CON	LOC		186										
CON	BOF			5,192									
CON	183			973									
CON	LOC			324									
CON	BOF				7,954								
CON	183				1,491								
CON	LOC				497								
CON	BOF					8,850							
CON	183					1,659							
CON	LOC					553							
CON	BOF						6,624						
CON	183						1,242						
CON	LOC						414						
		4,781	**9,439**	**6,489**	**9,942**	**11,062**	**8,280**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028			**30,651**	**Total FY2029-2032**			**19,342**	**Total FY2033-2036**			**0**

Philadelphia

MPMS# 98230 ***Tabor Road over Tacony Creek (Bridge)***

LIMITS: Tabor Road over Tacony Creek

Est Let Date: 4/25/2024

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S19

PLAN CENTER:

IPD: 29

PROJECT MANAGER: TSS/RKK/C. Carmichael

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5G

This project is a bridge rehabilitation/replacement of Tabor Road over Tacony Creek in the City of Philadelphia.

The bridge carrying Tabor Road over Tacony Creek is a three span, non-composite, adjacent box beam bridge that was built in 1957. Anticipated work includes demolition and replacement of the superstructure; rehabilitation of the existing reinforced concrete abutments, wingwalls, and piers; full depth pavement reconstruction of the bridge approaches; replacement of the parapet, railing, curb and sidewalk; reconstruction of ADA curb ramps; coordinated relocation of utility facilities; and other miscellaneous construction. Construction will be staged, allowing the bridge to remain open for traffic and avoiding the need for a lengthy detour. Temporary pedestrian and multi-use trail detours may be required.

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

This project is a component of the County Bridge Line Item (MPMS #95447).

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	STP	2,215											
CON	183	554											
CON	LOC	138											
CON	STP		1,634										
CON	183		409										
CON	LOC		102										
CON	BRIP			1,634									
CON	183			409									
CON	LOC			102									
CON	STP				1,234								
CON	183				308								
CON	LOC				77								
CON	STP					2,000							
CON	183					375							
CON	LOC					125							
CON	STU						1,934						
CON	183						484						
CON	LOC						121						
CON	STU							1,234					
CON	183							309					
CON	LOC							77					
		2,907	**2,145**	**2,145**	**1,619**	**2,500**	**2,539**	**1,620**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028			**8,816**	**Total FY2029-2032**			**6,659**	**Total FY2033-2036**			**0**

Philadelphia

MPMS# 103563 ***I-95: Delaware Avenue Extension (BS5)***

LIMITS: N. Delaware Ave. Extension from Buckius St. to Tacony St.

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Philadelphia City

PLAN CENTER:

PROJECT MANAGER: AECOM/P. Shultes

CMP: Major SOV Capacity

NHPP:

FC:

Est Let Date: 1/30/2025

MRPID:65

AQ Code:2045M

IPD: 21

CMP Subcorridor(s): 4B

The BS5 section is a part of the I-95 Reconstruction, SR 0095 Section BSR, also known as the Bridge Street Ramps section. This phase of SR 95 Section BSR covers the 1.3 mile extension of North Delaware Avenue from Buckius Street to Tacony Street. The project includes a new bridge over Old Frankford Creek. A roadway connection from the North Delaware Avenue Extension to the vicinity of the Richmond Street/Bridge Street intersection will be investigated. Also included is a section of the East Coast Greenway multi-use trail from Buckius Street to the K&T Trail on the north side of Old Frankford Creek.

The northern terminus of the Delaware Avenue Extension is Tacony Street at the location of two relocated ramps from the I-95 Bridge Street Interchange. There will be a southbound off-ramp to Tacony Street/North Delaware Avenue and a companion on ramp to I-95 northbound.

For an overall description of the SR 95 Section BSR section, see MPMS #47811.

I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than $2.7 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various “sections” (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 30 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, 102309, and 103553 through 103564. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#’s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC’s 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. Related sections of I-95 Reconstruction: MPMS #'s 47811, 79908, 79910, 87784, 103562, 103563 and 103564.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
ROW	NHPP*	5,347											
ROW	NHPP*		3,753										
UTL	STU		2,150										
UTL	STU			4,390									
UTL	STU				5,760								
CON	NHPP		2,000										
CON	581		500										
CON	NHPP			4,000									
CON	581			1,000									
CON	NHPP				6,000								
CON	581				1,500								
CON	NHPP					8,000							
CON	581					2,000							
CON	NHPP						6,000						
CON	581						1,500						
CON	NHPP							6,000					
CON	581							1,500					
CON	NHPP								14,000				
CON	581								3,500				

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CON	STU											261			
CON	STP											1,787			
CON	NHPP											5,952			
CON	581											2,000			
CON	STU												7,994		
CON	581												1,998		
CON	STU													17,006	
CON	581													4,501	
CON	STU														8,000
CON	581														2,000
		5,347	**8,403**	**9,390**	**13,260**	**10,000**	**7,500**	**7,500**	**17,500**	**10,000**	**9,992**	**21,507**	**10,000**
		Total FY2025-2028			**36,400**	**Total FY2029-2032**			**42,500**	**Total FY2033-2036**			**51,499**

Philadelphia

MPMS# 105290 ***Ben Franklin Bridge Eastbound Operational Improvements***

LIMITS: Eastbound approach to the Ben Franklin Bridge; vicinity of 5th St & 6th St

Est Let Date: 10/9/2025

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:R3

PLAN CENTER: Metropolitan Center

IPD: 13

PROJECT MANAGER: HNTB/G. Gumas

CMP: Minor SOV Capacity

CMP Subcorridor(s): 3A, 10A, 14A

This project will improve traffic operations on the eastbound approaches to the Benjamin Franklin Bridge, and improve the safety and connectivity of the pedestrian and bicycle facilities within the approach areas.

Currently, eastbound traffic enters onto the bridge from three local streets; Sixth Street, Race Street (SR 3032) and Fifth Street, Three or four lanes are provided on the bridge in the eastbound direction, depending on the configuration of the movable barrier. Three travel lanes are available during the morning peak period and four travel lanes during the evening peak period. Existing operations create vehicular conflicts, reduced speeds and congestion created by high volumes.

Pedestrians and bicycles within the vicinity of the eastbound approach are confronted with several, uninterrupted traffic streams and a lack of clearly defined crossings. Pedestrians and bicycles destined for the bridge or the Philadelphia Plaza use inappropriate routes, creating conflicts with vehicular traffic.

Proposed improvements include realigning the Fifth Street approach north of Race Street to intersect with the Race Street approach at a new, signalized intersection. Shifting the Fifth Street intersection to the west can improve the turning radius for larger vehicles, and eliminate the need to dedicate Lane 7 on the Bridge for the exclusive use of the Fifth Street approach. A mountable concrete island is proposed to separate the Fifth Street/Race Street approach from the Sixth Street approach. Proposed improvements also include signage to direct pedestrians and bicycles to appropriate routes, and barriers to reduce potential conflicts with vehicular traffic.

Related to MPMS #72597

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
FD	STU		1,049										
FD	581		262										
ROW	STP		55										
ROW	TOLL												
CON	581										1,502		
CON	581											13,725	
		0	**1,366**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1,502**	**13,725**	**0**
		Total FY2025-2028		**1,366**		**Total FY2029-2032**			**0**	**Total FY2033-2036**		**15,227**	

Philadelphia

MPMS# 106264 ***I-95 Central Access Philadelphia (CAP) / Waterfront Access***

LIMITS: I-676 Interchange to south of Washington Ave

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City

PLAN CENTER:

PROJECT MANAGER: Harold Windisch ADE CONSTR

CMP: Not SOV Capacity Adding

NHPP: Y

FC:

Actl Let Date: 12/16/2022

MRPID:164

AQ Code:A2

IPD: 17

CMP Subcorridor(s): 4B, 10A

This project creates an innovative complex of a cap structure, viaduct, road, and trail structures that re-establish a strong connection between central Philadelphia and its waterfront, while making multi-modal enhancements that improve the transportation experience for pedestrians, cyclists, and vehicles. The new cap/bridge structure will span both I-95 and Christopher Columbus Boulevard between Chestnut and Walnut Streets, providing more direct access to the waterfront.

The scope of this project includes 5 major components: 1) replacing and expanding the existing cap/bridge structure near Penn's Landing and constructing a new, extended cap/bridge structure which will span both I-95 and Christopher Columbus Boulevard between Chestnut and Walnut Streets for pedestrian and vehicular use (note the current cap extends from Chestnut Street to Sansom Walk, and only Chestnut Street and Walnut Street span Columbus Boulevard); 2) extending the South Street pedestrian bridge from the east edge of I-95 northbound over Columbus Boulevard to Penn's Landing; 3) reconstructing the viaduct connection between Chestnut and Market Streets at Penn's Landing; 4) constructing a section of the Delaware River Trail along Christopher Columbus Boulevard; and 5) inspection and repairs of underwater concrete piles located in the Penn's Landing area.

Note that $60 million local funds will be provided by the City of Philadelphia via bonding for structure construction, and a series of private contributions will be made available for the project: $25 million for amenities; and $20 million for reconstructing the viaduct connection between Chestnut and Market Streets at Penn's Landing.

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
FD	STP*	2,500											
CON	SPK-STP	20,093											
CON	NHPP*	8,850											
CON	STU*	2,625											
CON	SPK-STP		2,908										
CON	NHPP*		3,568										
CON	NHPP*			18,299									
CON	NHPP*				10,084								
CON	NHPP*					16,924							
CON	NHPP*						10,000						
CON	NHPP*							10,000					
		34,068	**6,476**	**18,299**	**10,084**	**16,924**	**10,000**	**10,000**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028			**68,927**	**Total FY2029-2032**			**36,924**	**Total FY2033-2036**			**0**

Philadelphia

MPMS# 107648 ***N. 5th Street Reformatting Signals***

LIMITS: Rising Sun Ave to US 1

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES:

FC:

AQ Code:2035M

PLAN CENTER:

IPD:

PROJECT MANAGER: HNTB/N.Velaga

CMP:

Reformatting N. 5th St. Philadelphia Signal upgrades and fiber interconnection

Signal upgrades, fiber interconnection, geometric improvements, and traffic calming for a 1 mile corridor along N. 5th St. from Rising Sun Ave. to US 1.

2016 CMAQ award of $2,020,000

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	CAQ	2,020											
CON	STU	1,400											
CON	STU		1,000										
		3,420	**1,000**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**4,420**		**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Philadelphia

MPMS# 108099 ***Falls Road Bridge***

LIMITS: Falls Road Bridge
IMPROVEMENT Bridge Repair/Replacement
MUNICIPALITIES: Philadelphia City
PLAN CENTER:
PROJECT MANAGER: TSS/RKK/C. Carmichael

NHPP:
FC: 16
CMP: Not SOV Capacity Adding

Est Let Date: 8/22/2024
MRPID:TBD
AQ Code:S19
IPD: 14
CMP Subcorridor(s): 3A, 5G, 15A

This project is for improvements to the Falls Road Bridge in Philadelphia to extend its useful life. The bridge is currently considered in poor condition, with a five-ton posted weight limit and a sufficiency rating of 13, and will continue to deteriorate without rehabilitation. Anticipated work includes demolition and replacement of the existing deck and floorbeams, bearing replacement, repairs to existing stone abutments, repairs to select steel truss members and pins, repainting of existing superstructure steel, full depth roadway reconstruction & limited repaving, curb & sidewalk reconstruction (including ADA curb ramp construction), street lighting improvements, and other miscellaneous construction. The current cross-section will be maintained, as will the significant character-defining features of this National Register-eligible structure.

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

This project is a component of the County Bridge Line Item (MPMS #95447).

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
UTL	183	67											
UTL	LOC	17											
CON	STU	2,263											
CON	STP	2,195											
CON	183	836											
CON	LOC	279											
CON	STU		2,184										
CON	183		410										
CON	LOC		137										
CON	STU			2,184									
CON	183			410									
CON	LOC			137									
CON	STU				2,184								
CON	183				410								
CON	LOC				137								
CON	STP					2,184							
CON	183					410							
CON	LOC					137							
CON	BRIP						2,784						
CON	STU						1,400						
CON	183						785						
CON	LOC						262						
CON	BRIP							1,184					
CON	183							222					
CON	LOC							74					
CON	BRIP								5,184				
CON	BRIP								3,000				
CON	183								1,535				
CON	LOC								512				
		5,657	**2,731**	**2,731**	**2,731**	**2,731**	**5,231**	**1,480**	**10,231**	**0**	**0**	**0**	**0**
		Total FY2025-2028			**13,850**	**Total FY2029-2032**			**19,673**	**Total FY2033-2036**			**0**

Philadelphia

MPMS# 108129 ***MLK Drive over Schuylkill River (Bridge)***

LIMITS: MLK Drive

Actl Let Date: 9/29/2022

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S19

PLAN CENTER:

IPD: 14

PROJECT MANAGER: Harold Windisch ADE CONSTR

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 3A

The purpose of this project is to rehabilitate the MLK Drive (formerly West River Drive/Spring Garden St. Lower) Bridge over the Schuylkill River near Center City Philadelphia. Work will include complete bridge deck replacement, new expansion joints, new scuppers and down spouting, new bearings, bridge painting, and limited substructure repair. The single 5 ft. sidewalk, used by both pedestrians and bicycles, will be widened to accommodate a normal width, multi-use bike path. The bridge is currently posted for 33 tons with a sufficiency rating of 48. This work is necessary to remove the current posting and prevent continued deterioration that could lead to further restrictions.

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*	2,708											
CON	BRIP*		4,292										
		2,708	**4,292**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**7,000**		**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Philadelphia

MPMS# 110314 ***30th Street Viaduct over 30th Street Lower (Bridge)***

LIMITS: Market Street and Walnut Street

Est Let Date: 7/16/2025

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S19

PLAN CENTER:

IPD: 14

PROJECT MANAGER: TSS/RKK/C. Carmichael

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 3A, 10A

The purpose of the project is to rehabilitate the 30th Street Viaduct over 30th Street Lower between Market Street and Walnut Street to extend the useful life of the bridge. Work is planned to include deck replacement, superstructure and substructure cleaning & repair, and possible further rehabilitation. The underside of the bridge superstructure will be cleaned and repainted, with steel repairs as necessary. The bridge's drainage system will also be replaced and upgraded as needed. Recent bridge repairs have revealed accelerated deterioration of the structure, which will continue to worsen without rehabilitation, and could result in eventual weight restrictions or closure. Recent high-density development in the area has increased use of the viaduct, and pending future developments in the 30th Street Station area will further increase its importance, making future restrictions or closures highly disruptive.

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
FD	BOF	1,600											
FD	183	300											
FD	LOC	100											
UTL	BOF	68											
UTL	183	12											
UTL	LOC	5											
CON	BOF		2,712										
CON	183		509										
CON	LOC		170										
CON	BOF			3,210									
CON	183			602									
CON	LOC			201									
CON	BOF				4,116								
CON	183				772								
CON	LOC				62								
CON	BOF					1,000							
CON	183					187							
CON	LOC					655							
CON	BOF						7,403						
CON	183						1,388						
CON	LOC						462						
CON	BOF							9,620					
CON	183							1,803					
CON	LOC							601					
		2,085	**3,391**	**4,013**	**4,950**	**1,842**	**9,253**	**12,024**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028			**14,439**	**Total FY2029-2032**			**23,119**	**Total FY2033-2036**			**0**

Philadelphia

MPMS# 110958 ***Castor Avenue Roundabout***

LIMITS: Castor Avneue (SR 1005) and Wyoming Avenue

Est Let Date: 9/12/2024

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2035M

PLAN CENTER:

IPD:

PROJECT MANAGER: HNTB/N. Velaga

CMP: Minor SOV Capacity

CMP Subcorridor(s): 5G

The project involves the reconstruction of the intersection of Castor Avenue (SR 1005) and Wyoming Avenue in the City of Philadelphia, PA from a rotary to a modern roundabout. This includes retrofitting the approach geometry and narrowing the circulatory roadway to slow the speeds of vehicles navigating the roundabout. Sidewalks and crossings will be upgraded for ADA compliance and bicycle ramps will also be installed to allow cyclists to navigate the roundabout as pedestrians. Trackless trolley poles will be relocated as needed and transit stops upgraded to accommodate transit users. Where possible the intersection will be milled/overlaid to avoid full depth reconstruction.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	sHSIP	5,072											
		5,072	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**5,072**		**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Philadelphia

MPMS# 111194 ***Castor Avenue Corridor Safety Improvements***

LIMITS: Castor Ave from Comly to Rhawn Ave

Est Let Date: 10/10/2024

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S6

PLAN CENTER:

IPD:

PROJECT MANAGER: Traff/A. Patel

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 5G

This project will implement a road diet, upgrade signals, and add left turn lanes to the project area.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	HSIP	6,048											
CON	TOLL												
CON	TOLL												
CON	HSIP		921										
		6,048	**921**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**6,969**		**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Philadelphia

MPMS# 111515 ***Cherokee Street Bridge over Valley Green Road***

LIMITS: Cherokee Street Bridge over Valley Green Road

Est Let Date: 10/10/2024

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/RKK/C. Carmichael

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 15A

Built in 1960, the Cherokee Street Bridge over Valley Green Road is not currently posted, but is considered to be in poor condition due to substructure issues, and requires rehabilitation to remove its poor condition status and extend its useful life. Proposed construction includes demolition of the superstructure and portions of the existing abutments, substructure spall and crack repairs, partial abutment reconstruction, installation of new elastomeric bearings, construction of a new prestressed concrete multi-girder superstructure, installation of a new cast-in-place concrete deck and approach slabs, new sidewalks and parapets, stormwater improvements, approach roadway & sidewalk improvements, repairs to the adjacent stone stairway, and related construction.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	STP	3,890											
CON	sSTP	1,660											
CON	TOLL												
		5,550	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028			**5,550**	**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Philadelphia

MPMS# 112500 ***Citywide 3R 110***

LIMITS: City of Philadelphia

Est Let Date: 6/15/2023

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLAN CENTER:

IPD:

PROJECT MANAGER: PWB/M. Washington

CMP: Not SOV Capacity Adding

The intent of a '3R' project is to restore roadway surfaces to fully functional and optimal conditions while making whatever improvements are necessary to bring the roadway up to current standards. Typical components include base repair, milling & overlay, drainage improvements, signal modernization, and guiderail improvements. All street segments except Barnett Street and Elbridge Street will be resurfaced with bituminous material and restriped. Barnett and Elbridge, currently existing concrete roadways, will receive base repair and will be considered for a possible asphalt overlay. All ground disturbance will occur within the existing right-of-way. This project will provide smoother riding surfaces for enhanced traffic movement; install pavement markings for better direction for motorists, bicyclists, and pedestrians, and upgrade non-compliant ADA ramps to current standards. Bike lanes will be included as the road widths allow. Broad Street, Front Street, and portions of Belfield & Gray's Ferry Avenues are part of the National Highway System (NHS).

Streets included in this package include:

North 2nd Street (G168) Old 2nd Street to Cheltenham Avenue (Minor Arterial)
North 5th Street (G001) Luzerne Street to Roosevelt Boulevard (Minor Arterial)
North 5th Street (G001) Spring Garden Street to Lehigh Avenue (Minor Arterial)
61st Street (G095) Passyunk Avenue to Lindbergh (Minor Arterial)
70th Street (G069) Essington Avenue to Cobbs Creek Parkway (City Limit) (Minor Arterial)
Algon Avenue (G123) from Levick Street to Cottman Avenue (Minor Arterial)
Barnett St (G060) from Tacony Street to Levick Street (Minor Arterial)
Belfield Avenue (G248) from Old York Road to Baynton Street (Principal Arterial/Collector)
North Broad Street (G703) Old York Road to Cheltenham Avenue (Principal Arterial)
Byberry Road (G193/G197) Philmont Avenue to Roosevelt Boulevard (Minor Arterial)
Elbridge Street (G060) Levick Street to New State Road (Minor Arterial)
Front Street (G005) Oregon Avenue to Pattison Avenue (Principal Arterial)
G Street (G495) from Hunting Park Avenue to Wyoming Avenue (Collector)
Grays Ferry Avenue (G016/G021) South St. to 34th St. (Principal Arterial/Minor Arterial)
Haldeman Avenue (G200) Red Lion Road to Bustleton Avenue (Collector)
Lansdowne Avenue (G064) Cobbs Creek (City Limit) to Lancaster Avenue (Minor Arterial)
Montgomery Drive (G082) Martin Luther King Jr. Dr. to Belmont Ave. (Minor Arterial)
Powelton Avenue (G020) Market Street to 31st Street (Collector)
Race Street (G010) from Broad Street to 8th Street (Minor Arterial)
Rising Sun Avenue (G056/G003) from Broad Street to Luzerne Street (Collector)
Rowland Avenue (G496) Cottman Avenue to Solly Avenue (Minor Arterial/Collector)
South Street (G018) 27th Street to Broad Street (Minor Arterial)
Woodland Ave. (G726/G097) Baltimore Ave to Grays Ferry Ave (Principal/Minor Arterial)
Woodland Avenue (G097) South 49th Street to Island Avenue (Minor Arterial)

Philadelphia

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	STU*	1,000											
CON	STU*		2,000										
CON	STU*			2,000									
CON	STU*				3,940								
CON	STU*					3,036							
CON	STU*						6,024						
		1,000	**2,000**	**2,000**	**3,940**	**3,036**	**6,024**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028			**8,940**	**Total FY2029-2032**			**9,060**	**Total FY2033-2036**			**0**

Philadelphia

MPMS# 112525 ***Citywide 3R 111***

LIMITS: City of Philadelphia

Est Let Date: 1/30/2025

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S10

PLAN CENTER:

IPD:

PROJECT MANAGER: PWB/M. Washington

CMP: Not SOV Capacity Adding

The intent of a '3R' project is to restore roadway surfaces to fully functional and optimal conditions while making whatever improvements are necessary to bring the roadway up to current standards. Typical components include base repair, milling & overlay, drainage improvements, signal modernization, and guiderail improvements. All street segments will be milled and resurfaced with bituminous material and restriped. All ground disturbance will occur within the existing right-of-way. This project will provide smoother riding surfaces for enhanced traffic movement; install pavement markings for better direction for motorists, bicyclists, and pedestrians, and upgrade non-compliant ADA ramps to current standards. Bike lanes will be included as the road widths allow. All roadway segments will be evaluated for low-cost safety improvements to reduce the risk of crashes; the segments on 21st, 58th, Cecil B. Moore, Diamond, Ford, Front, Packer, Tabor, Wyncote, and Wyoming are part of the Vision Zero High Injury Network, a network of Philadelphia streets with the highest rates of fatalities and severe injuries per mile, and will receive particular attention.

34th, Poplar, Red Lion, Sedgley, and Warfield are all part of the National Highway System (NHS).

Potential Street Segments include:
21st St (G013) MARKET ST to OREGON AVE (Minor Arterial)
22nd St (G031/ G108) RIDGE AVE to W ERIE AVE (Collector/Minor Arterial
34th St (G051) Walnut St to Market St; LANCASTER AVE to MANTUA AVE (Principal Arterial)
49th St (G520) Baltimore Ave to WOODLAND AVE (Collector)
58th St (G065) HOFFMAN AVE to LINDBERGH BLVD (Collector)
59th St (G230) LANSDOWNE AVE to LANCASTER AVE (Collector)
6th St (G002) WASHINGTON AVE to OREGON AVE (Collector)
7th St (G003) OREGON AVE to PATTISON AVE (Minor Arterial)
Arch St (G711) N 16TH ST to N 23RD ST (Collector)
Ashburner St (G118) FRANKFORD AVE to STATE RD (Minor Arterial)
Ashton Rd (G205) HOLME CIR to GRANT AVE (Minor Arterial)
Bells Mill Rd (G181) RIDGE AVE to GERMANTOWN AVE (Minor Arterial)
Bloomfield Ave (G158) PINE RD to KREWSTOWN RD (Collector)
Cecil B Moore Ave (G036) RIDGE AVE to N 33RD ST (Collector)
Cemetery/Chester Ave (G086/G527) 65TH ST to WOODLAND AVE (Minor Arterial)
Diamond St (G032) N 5TH ST to N 33RD ST (Minor Arterial)
Ford Rd (G152) GREENLAND DR to MONUMENT RD (Minor Arterial)
Front St (G005) E VENANGO ST to E ROOSEVELT BLVD (Collector)
Greenland Dr (G152) MARTIN LUTHER KING DR RAMP N to FORD RD (Minor Arterial)
Hagys Mill Rd (G182) PORT ROYAL AVE to SPRING LN (Minor Arterial)
Ivy Hill Rd (G499) STENTON AVE to CHELTENHAM AVE (Collector)
Lefevre/ Margaret St (G104) ARAMINGO AVE to RICHMOND ST (Minor Arterial)
Locust St (G709) W WASHINGTON SQ to S 18TH ST (Collector)
Manayunk Ave (G526) RIDGE AVE to ROXBOROUGH AVE (Collector)
Orthodox St (G102) ARAMINGO AVE to RICHMOND ST (Minor Arterial)
Oxford Ave (G121) FRANKFORD AVE to OXFORD CIR (Minor Arterial)
Packer Ave (G042) S FRONT ST to S BROAD ST (Minor Arterial)
Poplar Dr (G029) SEDGELEY DR to W GIRARD AVE (Principal Arterial)
Red Lion Rd (G164) CITY BOUNDARY to BUSTLETON AVE (Principal Arterial)
School House Ln (G105) GERMANTOWN AVE to RIDGE AVE (Minor Arterial)
Sedgeley Dr (G029) KELLY DR to LEMON HILL DR (Principal Arterial)
Spring Ln (G181) HAGYS MILL RD to Ridge Ave (Minor Arterial)
Strawberry Mansion Brg (G152) MARTIN LUTHER KING DR RAMP N to STRAWBERRY MANSION DR (Minor Arterial)
Susquehanna Ave (G572) N Front St to N BROAD ST (Collector)
Tabor Rd (G083) RISING SUN AVE to ADAMS AVE (Minor Arterial)
Warfield St (G734) WHARTON ST to MOORE ST (Collector)
Wyncote Ave (G137) E CHELTEN AVE to OGONTZ AVE (Minor Arterial)
Wyoming Ave (G054) N BROAD ST to CASTOR AVE (Collector/ Minor Arterial)

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	STU	5,069											
CON	LOC	1,267											
CON	STU		2,069										
CON	LOC		517										
CON	STU			2,069									
CON	LOC			517									
CON	STU				1,069								
CON	LOC				267								
CON	STU					5,069							
CON	LOC					1,267							
CON	STU						4,917						
CON	LOC						1,229						
CON	STU							4,069					
CON	LOC							1,017					
CON	STU								16,221				
CON	LOC								4,055				
		6,336	**2,586**	**2,586**	**1,336**	**6,336**	**6,146**	**5,086**	**20,276**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**12,844**		**Total FY2029-2032**		**37,844**		**Total FY2033-2036**		**0**	

Philadelphia

MPMS# 112527 ***Citywide ADA Ramps 3***

LIMITS: City of Philadelphia

Est Let Date: 2/15/2024

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: PWB/M. Washington

CMP: Not SOV Capacity Adding

This "Transition List" project will include the design and construction of ADA ramps that were originally included in the scope of other federal aid projects – primarily Center City Signals NE Quad (MPMS# 70014), completed in 2017, and the cancelled Citywide Bumpouts project (MPMS# 64805) – as well as various streetscape projects and ramps located on select Federal Aid routes that were repaved with local funding. These ramps typically would be included as design build items in the original project contracts, however, in some instances, the urban context of the ADA ramp locations warrants further coordination or study. To allow the original construction projects to proceed in a timely fashion, these ramps were pulled from the original construction contracts and will now be addressed as part of this transition list package. This will allow the City to design and construct the ramps to meet current ADA requirements while properly providing for stairs, cellar doors, unique paving materials, adjacent historic properties and other considerations as necessary.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
FD	STP	1,384											
FD	LOC	347											
CON	STP		1,880										
CON	LOC		470										
CON	STU			1,880									
CON	LOC			470									
CON	STP				880								
CON	LOC				220								
CON	STP					2,880							
CON	LOC					720							
CON	STP						1,880						
CON	LOC						470						
		1,731	**2,350**	**2,350**	**1,100**	**3,600**	**2,350**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028			**7,531**	**Total FY2029-2032**			**5,950**	**Total FY2033-2036**			**0**

Philadelphia

MPMS# 114173 ***Roosevelt Blvd Crossover Lanes (Competitive CMAQ)***

LIMITS: Roosevelt Blvd

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:R1

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/J. Arena

CMP: Minor SOV Capacity

CMP Subcorridor(s): 5H

Roosevelt Blvd Crossover Lanes
Philadelphia
Modification of crossover lanes

This project will aim to improve traffic flow and reduce congestion for vehicles and buses along Roosevelt Boulevard. This will be accomplished through modifying crossovers at six locations, offsetting left hand turns at Grant Avenue, and intersection improvements at Woodhaven Road off ramp to Roosevelt Boulevard Northbound. Crossover locations include:

1) Revere Street, includes mid-block pedestrian crossing and pedestrian signal
2) Winchester Avenue
3) Fulmer Street
4) Michener Street
5) Strahle Street
6) Faunce Street

TIP Program Years ($ 000)

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

Philadelphia

MPMS# 115434 ***Frankford Avenue Corridor Safety Improvements***

LIMITS: Oxford St to Convent Lane

Est Let Date: 3/13/2025

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2035M

PLAN CENTER:

IPD:

PROJECT MANAGER: Traff/A. Patel

CMP: Minor SOV Capacity

CMP Subcorridor(s): 4B

The proposed scope of this project include:
Convert signals from pedestal-mounted to mast arm
Add pedestrian countdown timers
Install retroreflective backplates
Upgrade signal cabinets
Coordinate arterial signals at the following intersections:
Berks St
Norris St
Susquehanna Ave
Dauphin St
Cumberland St
Huntingdon St
Somerset St
Cambria St
Orleans St
Ann St
Westmoreland St
Venango St
Glenwood Ave
Pike St
Torresdale Ave
Convert minor road stop control to all-way stop control at Palmer St
Install curb extensions
Install ADA ramps
Install intersection lighting over crossings

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
FD	TOLL												
FD	HSIP	313											
CON	HSIP	2,376											
CON	TOLL												
CON	HSIP		2,375										
CON	TOLL												
		2,689	**2,375**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028			**5,064**	**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Philadelphia

MPMS# 115435 ***63rd Street Corridor Safety Improvements***

LIMITS: 63rd Street/Cobbs Creek Parkway corridor from Lancaster Ave (SR 0030) to 62n

Est Let Date: 1/25/2024

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2045M

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/L. Fullard

CMP: Minor SOV Capacity

CMP Subcorridor(s): 5F, 7A, 10A

The proposed scope of this project include:
• Adding lane lines on corridor – the corridor is two lanes in each direction for the majority of the length but pavement markings are not currently visible to drivers.
• Upgrading signal equipment by replacing 8” signal heads with 12” signal heads, installing retroflective back plates, adding additional signal heads (one for each lane, currently only one head per approach), installing countdown pedestrian signal heads.
• Evaluating and updating left-turn phasing at several intersections with a high number of angle crashes for left-turning vehicles.
• Evaluating and updating vehicle and pedestrian clearance timings.
• Convert the signalized intersection of Cobbs Creek Parkway (SR 3015) and Spruce Street/Marshall Road (SR 3031) to a single-lane roundabout.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
FD	HSIP	1,500											
FD	TOLL												
FD	TOLL												
FD	HSIP		1,500										
UTL	HSIP		500										
UTL	TOLL												
CON	581					488							
CON	STU						3,571						
CON	581						738						
CON	581							1,421					
CON	581								15,427				
CON	581									4,793			
CON	581										3,729		
CON	581											3,255	
		1,500	**2,000**	**0**	**0**	**488**	**4,309**	**1,421**	**15,427**	**4,793**	**3,729**	**3,255**	**0**
		Total FY2025-2028		**3,500**		**Total FY2029-2032**		**21,645**		**Total FY2033-2036**		**11,777**	

Philadelphia

MPMS# 115440 ***Washington Lane Corridor Safety Improvements***

LIMITS: Stenton Ave to Cheltenham Ave

Est Let Date: 5/7/2026

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2035M

PLAN CENTER:

IPD:

PROJECT MANAGER: Traff/A. Patel

CMP: Minor SOV Capacity

CMP Subcorridor(s): 14A, 15A

This project will implement countermeasures to improve safety along Washington Ln (SR 4019) from Stenton Ave (SR 4002) to Cheltenham Ave (SR 0309) in the City of Philadelphia. Pedestal mounted signal head will be converted to overhead mast arms including the installation of retroreflective back plates and coordination of signals along the corridor. Pedestrian safety improvements include the installation of pedestrian countdown signals at signalized intersections and the installation of curb bump outs at high pedestrian volume intersections. The installation of raised crosswalks and flashing beacons at the 76th St/Briar Road intersection is also planned as part of this project.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	HSIP		3,450										
		0	**3,450**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**3,450**		**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Philadelphia

MPMS# 115442 ***Vine Street Corridor Safety Improvements***

LIMITS: 7th Street to Broad Street

Est Let Date: 12/11/2026

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S6

PLAN CENTER:

IPD:

PROJECT MANAGER: Traff/A. Patel

CMP: Not SOV Capacity Adding

The proposed scope of this project include:
• Road Diet of Vine Street between 8th Street and Broad Street (SR 0611)
• Install a curb protected bike lane in each the eastbound and westbound directions
• Remove on-street parking
• Update signal equipment where necessary

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
FD	TOLL												
FD	HSIP	352											
UTL	HSIP		50										
UTL	TOLL												
CON	sHVRU			7,000									
CON	TOLL												
CON	HSIP			3,893									
		352	**50**	**10,893**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**11,295**		**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Philadelphia

MPMS# 115444 ***Wyoming Avenue Corridor Safety Improvements***

LIMITS: Roosevelt Boulevard to Whitaker Avenue

Est Let Date: 3/12/2026

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S6

PLAN CENTER:

IPD:

PROJECT MANAGER: Traff/A. Patel

CMP: Not SOV Capacity Adding

This project will implement countermeasures to improve safety along local route Wyoming Ave from Roosevelt Blvd to Whitaker Ave in the City of Philadelphia. Pedestal mounted signal heads will be converted to overhead mast arms throughout the corridor to improve visibility of the signal heads. Flashing beacons will be installed at the three unsignalized intersections: 3rd St, A St, and B St.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	HSIP		3,600										
		0	**3,600**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**3,600**		**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Philadelphia

MPMS# 115445 ***5th Street Corridor Safety Improvements***

LIMITS: Spring Garden Street to Erie Avenue

Est Let Date: 2/12/2026

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S6

PLAN CENTER:

IPD:

PROJECT MANAGER: Traff/A. Patel

CMP: Not SOV Capacity Adding

This project will implement countermeasures to improve safety along local route 5th St from Spring Garden St to Erie Ave in the City of Philadelphia. Pedestal mounted signal heads will be converted to overhead mast arms to improve visibility of signal heads at intersections. Pedestrian safety improvements include the addition of pedestrian countdown signals as part of the intersection improvements.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	HSIP		7,500										
		0	**7,500**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**7,500**		**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 116807 ***Citywide ADA Ramps 4***

LIMITS: City of Philadelphia
IMPROVEMENT Roadway Rehabilitation
MUNICIPALITIES: Philadelphia City
PLAN CENTER:
PROJECT MANAGER: PWB/M. Washington
CMP: Not SOV Capacity Adding

Est Let Date: 3/13/2025
NHPP:
FC:
AQ Code:A2
IPD:

This "Transition List" project will include the design and construction of ADA ramps that were originally included in the scope of other federal aid projects as well as various streetscape projects and ramps located on select Federal Aid routes that were repaved with local funding. These ramps typically would be included as design build items in the original project contracts, however, in some instances, the urban context of the ADA ramp locations warrants further coordination or study. To allow the original construction projects to proceed in a timely fashion, these ramps were pulled from the original construction contracts and will now be addressed as part of this transition list package. This will allow the City to design and construct the ramps to meet current ADA requirements while properly providing for stairs, cellar doors, unique paving materials, adjacent historic properties and other considerations as necessary.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
FD	STP	720											
FD	LOC	180											
CON	STP		1,855										
CON	LOC		464										
CON	STP			1,000									
CON	LOC			250									
CON	STP				2,005								
CON	LOC				501								
CON	STP					3,722							
CON	LOC					931							
CON	STP						693						
CON	LOC						173						
		900	**2,319**	**1,250**	**2,506**	**4,653**	**866**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028			**6,975**	**Total FY2029-2032**			**5,519**	**Total FY2033-2036**			**0**

Philadelphia

MPMS# 117341 ***Penn's Landing Project Development - Local***
DEVELOPMENT - LOCAL

LIMITS: Spans both I-95 and Christopher Columbus Boulevard between Chestnut and W

IMPROVEMENT Other

MUNICIPALITIES: Philadelphia City

PLAN CENTER:

PROJECT MANAGER: EE/E. Elbich

CMP: Not SOV Capacity Adding

NHPP:

FC:

No Let Date
MRPID:164
AQ Code:X9
IPD:

This project will involve the landscaping, building and amenities portion of the I-95 CAP project being paid for by local and private dollars.

12/3/2021--This project has been created for the items that are essential for functioning of the public spaces but not eligible for transportation funding. The funding for this portion of the work is City of Philadelphia bond and private.
This second contract will be let under an open bid by the Delaware River Waterfront Corporation, a registered 501(c)3 nonprofit corporation that acts as the steward of the waterfront and funded in part by the City. The parameters for the ownership, responsibility, and maintenance of all the cap components listed above are identified in a license agreement with the City that is currently in the process of execution. The Department will only be responsible for the heavy infrastructure with all landscape, building and amenities being the responsibility of the City and DRWC. Agreement language has been developed by the Office of Chief Counsel, Counsel for Department of General Services, and the office of the City Solicitor.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	PRIV	25,000											
CON	LOC	80,000											
		105,000	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**105,000**		**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Philadelphia

MPMS# 117966 ***Overbrook Education Center Slow Zone***

LIMITS: Overbrook Education Center

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/M. Meraz

CMP: Not SOV Capacity Adding

2021 Regional TASA award for $985,000.

Traffic calming devices

Installation of speed cushions, bump outs and other traffic calming devices surrounding Overbrook Educational Center.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	TAU	985											
		985	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**985**		**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Philadelphia

MPMS# 118014 ***2023 Bridge Painting Pkge***

LIMITS: Philadelphia

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/RKK/C. Carmichael

CMP: Not SOV Capacity Adding

This bridge painting project will prevent, delay, or reduce deterioration of bridge elements by painting exposed steel in order to restore the function of several existing bridges, keep them in good or fair condition, thereby extending their service lives without costly rehabilitation projects. Painting steel bridge elements, replacing bridge joints, bearing repairs, and related select steel repairs, all necessitated by failing paint systems.

67730102300033 Northwestern Avenue over Wissahickon Creek;
67730101900042 Southampton Road over Conrail;
67730100200079 Calumet Street over SEPTA;
67730102500094 Red Lion Road over Conrail;
67730100180103 18th Street over Conrail;
67730100900124 49th Street over SEPTA;
67730102700125 42nd Street over AMTRAK and Conrail;
67730100100135 Front Street over Conrail;
67730100100136 Front Street over AMTRAK;
67730100500145 Glenwood Avenue over SEPTA;
67730100600166 Kensington Avenue over Frankford Creek;
67730100300180 McCallum Street over Cresheim Creek;
67730100170234 17th Street over Conrail;
67730100170235 17th Street over SEPTA;
67730100200252 Scotts Lane over Roosevelt Boulevard;
67730100200268 20th Street over Conrail;
67730101300292 Wyoming Avenue over Tacony Creek and Fishers Lane (I Street);
67730100170309 17th Street over Penn Center Underground Street System

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
FD	185		437										
UTL	TOLL												
UTL	BRIP		874										
CON	TOLL												
CON	BRIP						3,502						
CON	BRIP							3,339					
CON	TOLL												
CON	BOF								3,900				
		0	**1,311**		**0**	**0**	**3,502**	**3,339**	**3,900**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**1,311**		**Total FY2029-2032**		**10,741**		**Total FY2033-2036**		**0**	

Philadelphia

MPMS# 118034 ***Spring Garden Connector***

LIMITS: Pennsylvania Ave to N. Christopher Columbus Blvd.

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City

PLAN CENTER:

PROJECT MANAGER: EE/DVRPC/J. Banks

NHPP: Y

FC:

CMP: Not SOV Capacity Adding

No Let Date

MRPID:261

AQ Code:A2

IPD:

CMP Subcorridor(s): 3A

To develop a complete street design for Spring Garden Street, in order to better and more safely accommodate all road users, contribute to the sense of place on the corridor, advance the city's green stormwater management and traffic safety goals, and complete the Center City section of the East Coast Greenway

Spring Garden Street's current configuration and state of repair does not provide adequate access or safety, resulting in decreased levels of service as well as conflicts and unsafe conditions for all road users.

Design is funded locally with $500,000 of Automated Speed Enforcement (ASE) funds, $1,000,000 City Capital, $1,000,000 PA DCNR Funds, and $2,000,000 of private funds.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
FD	OTH	500											
FD	LOC	1,000											
CON	TOLL												
CON	STU		2,660										
CON	TOLL												
CON	STU			2,660									
CON	CRP			1,300									
CON	CRPU			8,822									
CON	TOLL												
CON	CRP				1,320								
CON	STU				2,660								
CON	STU					5,320							
CON	TOLL												
CON	CRPU					280							
CON	TOLL												
CON	CRP						1,368						
CON	STU						5,320						
CON	CRPU						6,006						
CON	CRPU							5,000					
CON	TOLL												
CON	STU							5,320					
CON	TOLL												
CON	STU								1,000				
CON	TOLL												
CON	CRPU									1,904			
CON	STU										1,110		
CON	TOLL												
		1,500	**2,660**	**12,782**	**3,980**	**5,600**	**12,694**	**10,320**	**1,000**	**1,904**	**1,110**	**0**	**0**
		Total FY2025-2028		**20,922**		**Total FY2029-2032**		**29,614**		**Total FY2033-2036**		**3,014**	

Philadelphia

MPMS# 118035 ***5th Street Improvements***

LIMITS: Roosevelt Blvd. to Godfrey Ave.

No Let Date

IMPROVEMENT Streetscape

NHPP: N

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2035M

PLAN CENTER:

IPD:

PROJECT MANAGER: PWB/M. Washington

CMP: Not SOV Capacity Adding

To design and construct complete street improvements on 5th Street between Roosevelt Boulevard and Godfrey Avenue. Improvements inlcude signal modernization, interconnect, resurfacing, channelization, ADA ramps, safety improvements, and streetlighting

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
FD	581		705										
CON	STP			1,000									
CON	581			250									
CON	STU				2,576								
CON	581				644								
CON	STP					1,566							
CON	581					391							
CON	STP						556						
CON	581						139						
CON	STP							2,132					
CON	581							533					
CON	STP								1,566				
CON	581								391				
		0	**705**	**1,250**	**3,220**	**1,957**	**695**	**2,665**	**1,957**	**0**	**0**	**0**	**0**
		Total FY2025-2028			**5,175**	**Total FY2029-2032**			**7,274**	**Total FY2033-2036**			**0**

Philadelphia

MPMS# 118359 ***Logan Square Sidewalk***

LIMITS: Logan Square

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Center City Philadelphia

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP: Not SOV Capacity Adding

This project will construct ADA ramps, concrete sidewalk replacement and granite curb along the inner circle of Logan Square roadway matching work surrounding the improved areas of the Benjamin Franklin Parkway.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	TAP	1,000											
		1,000	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**1,000**		**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Philadelphia

MPMS# 118496 ***The Woodland Avenue Trolley Portal Complete Streets Project (TOP)***

LIMITS: City of Philadelphia

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: West Philadelphia

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP: Not SOV Capacity Adding

The project will improve traffic safety for all users and enhance transit service performance and reliability along Woodland Avenue in West Philadelphia.

TOP funding will support purchasing traffic signal equipment and materials as well as bicycle infrastructure materials in the project area. The proposed improvements will include transit priority capabilities and protected bike lane infrastructure on Woodland Avenue.

Traffic Signal Equipment TOP funding will be used to purchase new traffic signal materials and equipment. Specific materials and equipment will be identified after final design is completed. The signal will include transit priority capabilities and allow for the completion of a pedestrian crosswalk between the 40th Street Trolley Portal and Woodland Avenue. In the installation of the signal equipment purchased by the TOP grant, the City will also install the pedestrian crosswalk and ADA curb ramps at the appropriate locations. This new signal will: (1) allow pedestrians to cross to the Woodlands, (2) allow trolleys to safely and reliably, (3) include emergency vehicle preemption, and (4) calm vehicle speeds on Woodland Avenue.

The protected bike lanes will connect West and Southwest Philadelphia with University City via Woodland Walk, a popular bike/pedestrian only facility through the University of Pennsylvania. The bike lanes also connect to the Woodlands, a popular park in the neighborhood. Safe bike and pedestrian connections to the Woodlands have been a long-standing community request, and this project will allow for improved access to the Woodlands while also greatly improving transit operations.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	CAQ	592											
CON	LOC	147											
		739	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028			**739**	**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Philadelphia

MPMS# 119437 ***Great Streets Philadelphia RAISE 22***

LIMITS: Philadelphia

Est Let Date: 3/12/2026

IMPROVEMENT Streetscape

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S6

PLAN CENTER:

IPD:

PROJECT MANAGER: AECOM/P. Shultes

CMP: Not SOV Capacity Adding

The City of Philadelphia's capital project will implement critically needed transportation safety improvements, accessibility enhancements, and state of good repair upgrades along seven high crash corridors totaling nearly five miles located in historically disadvantaged communities and areas of persistent poverty. Proposed improvements include traffic safety treatments based on FHWAs Proven Safety Countermeasures, signal modernization, ADA ramps, curb extensions and corner bumpouts, raised crosswalks, RRFB's, resurfacing, and sidewalk upgrades.

Locations include: 57th Street (Upland Way to Wynnefield Avenue); Westminster Avenue (40th to 52nd Streets); Springfield Avenue (51st to 57th Streets); Limekiln Pike (Medary Avenue to Haines Street); Tioga Street (5th to 15th Streets); 11th Street (Master Street to Diamond Street); and Longshore Avenue (Roosevelt Boulevard to Frontenac Street)

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
FD	LOC	2,468											
CON	RAISE		25,000										
CON	LOC		652										
		2,468	**25,652**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**28,120**		**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Philadelphia

MPMS# 119480 ***Roosevelt Boulevard Study***

LIMITS: From SR 611 (Broad Street) in North Philadelphia to the Pennsylvania Turnpike (

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Bensalem Township

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/T. Stevenson

CMP: Not SOV Capacity Adding

This project is a study of the SR 1 (Roosevelt Blvd.) corridor. SR 1 is a high traffic roadway with significant crash history. The study will include traffic operations, transit operations, safety analysis, right-of-way utilization, economic analysis and identification of legal issues.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
STUD	581	500											
STUD	581		500										
		500	**500**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**1,000**		**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Philadelphia

MPMS# 119822 ***US 1: Broad Street - Adams Avenue***

LIMITS: Broad Street(SR 611) to Adams Avenue

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City

PLAN CENTER:

PROJECT MANAGER: Gannett/A. Harper

CMP: Minor SOV Capacity

NHPP:

FC:

No Let Date

MRPID:188A

AQ Code:2035M

IPD:

CMP Subcorridor(s): 5G

Intersection and roadway improvements along US 1 from Broad Street to Adams Avenue in the City of Philadelphia. The design of the project will be funded by ARLE funding and CON will be partially funded by the MEGA grant. Improvements include curb extensions to shorten crossing distances, realigned crosswalks, realigned lane configurations and turn lanes, upgrades to traffic signals and timing, changes to traffic movements, and new or upgraded transit shelters and stations.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	MEGA		11,100										
CON	STU		3,833										
CON	LOC		4,227										
CON	MEGA			11,100									
CON	STU			3,833									
CON	LOC			4,227									
CON	STU				3,833								
CON	MEGA				11,100								
CON	LOC				4,227								
		0	**19,160**	**19,160**	**19,160**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**57,480**		**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Philadelphia

MPMS# 119836 ***US 1: Adams Avenue - Old Lincoln Highway***

LIMITS: Adams Ave to Old Lincoln Highway

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Philadelphia City; Bensalem Township

PLAN CENTER:

PROJECT MANAGER: Gannett/A. Harper

CMP: Minor SOV Capacity

NHPP:

FC:

No Let Date

MRPID:188A

AQ Code:2035M

IPD:

CMP Subcorridor(s): 5H, 5I

Intersection improvements along US 1 from Adams Avenue to Old Lincoln Highway, City of Philadelphia, and Bensalem Township, Bucks County. The design of the project will be funded by ARLE funding and CON will be partially funded by the MEGA grant. Improvements include curb extensions to shorten crossing distances, realigned crosswalks, realigned lane configurations and turn lanes, upgrades to traffic signals and timing, changes to traffic movements, and new or upgraded transit shelters and stations.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	MEGA		14,900										
CON	STU		5,140										
CON	LOC		5,667										
CON	MEGA			14,900									
CON	STU			5,140									
CON	LOC			5,667									
CON	MEGA				14,900								
CON	STU				5,140								
CON	LOC				5,667								
		0	**25,707**	**25,707**	**25,707**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**77,121**		**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Philadelphia

MPMS# 120762 ***Cobbs Creek Parkway: Market - Woodland*** **New-B**

LIMITS: Cobbs Creek Parkway: Market Street to Woodland Avenue

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S6

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/L. Fullard

CMP: Not SOV Capacity Adding

This project will construct safety improvements on Cobbs Creek Parkway for the first phase of the 6.9 mile corridor. Improvements include pedestrian crossings, full signal upgrades, a modified road diet, and curb bump outs in various locations between Market Street and Church Street. The project area involves coordination with various City of Philadelphia departments including Philadelphia Water Department, Rebuild, and SEPTA.

Design activities will be completed under the parent project, 63rd Street Corridor Safety Improvements (MPMS #115435).

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	TOLL												
CON	HSIP	1,700											
		1,700	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**1,700**		**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Philadelphia

MPMS# 120940 ***Philadelphia County ADA Ramps*** **New**

LIMITS: Various locations in the City of Philadelphia

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Philadelphia City

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 Philadelphia County.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
PE	TOLL												
PE	CRPU	400											
FD	TOLL												
FD	CRPU		300										
CON	TOLL												
CON	CRPU				2,346								
CON	TOLl												
CON	CRPU					2,654							
		400	**300**	**0**	**2,346**	**2,654**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028			**3,046**	**Total FY2029-2032**			**2,654**	**Total FY2033-2036**			**0**

Philadelphia

MPMS# 120993 ***North Philadelphia School Zones RAISE 23*** **New**

LIMITS: Philadelphia

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: CH2MHill/P. Conti

CMP: Not SOV Capacity Adding

This project will construct multimodal, accessibility, and mobility improvements around six schools and on adjacent high injury corridors. The work includes raised crosswalks at Slow Zone gateways, Slow Zone advisory signage for drivers, curb extensions at key community locations and hazardous crossings, installation of continental crosswalks, ADA ramps, pavement resurfacing, and traffic signals and communications upgrades.

Four (4) project zones encompass six (6) schools along high injury corridors, all in close proximity, and all within Area of Persistent Poverty and Historically Disadvantaged Communities.

The project is located in North Philadelphia, including the Fairhill and Tioga sections, in the vicinity of six schools: Mary McLeod Bethune, Kenderton, Kipp Elementary, Julia DeBurgos Elementary, Pan-American, and Potter-Thomas.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
FD	LOC	1,119											
CON	RAISE		25,000										
CON	LOC		1,762										
		1,119	**26,762**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**27,881**		**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Total For Philadelphia	**2025**	**2026**	**2027**	**2028**	**2025-2028**	**2029-2032**	**2033-2036**
	$237,343	$207,253	$163,146	$151,920	$759,662	$449,970	$262,179

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

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**

Various

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

LIMITS: Region-wide
IMPROVEMENT Other
MUNICIPALITIES: Various
PLAN CENTER:
PROJECT MANAGER: J. Korus
CMP: Not SOV Capacity Adding
NHPP:
FC:

No Let Date
AQ Code:NRS
IPD:

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/ $100,994Matching funds)
8) MPMS# 107650 - Easton Road Traffic Signal System Project -$975,244 ($780,195 CMAQ/ $195,049Matching 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 - $1,3000,856 ($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)

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
		5,730	**2,922**	**4,856**	**4,295**	**0**	**6,734**	**7,342**	**5,000**	**0**	**5,000**	**0**	**5,000**
		Total FY2025-2028		**17,803**		**Total FY2029-2032**		**19,076**		**Total FY2033-2036**		**10,000**	

Various

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

LIMITS: Districtwide ITS Program

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Various

PLAN CENTER:

PROJECT MANAGER: Gannett/B. Masi

CMP: Minor SOV Capacity

NHPP:

FC:

No Let Date

MRPID:236

AQ Code:S7

IPD:

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**
		Total FY2025-2028			**500**	**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

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

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**	

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**
		Total FY2025-2028		**600**		**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

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-a-Side 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

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 – Chetlen-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	
CON	TAU												8,762
		7,598	**8,762**	**8,762**	**8,762**	**8,762**	**8,762**	**8,762**	**8,762**	**8,762**	**8,762**	**8,762**	**8,762**
		Total FY2025-2028		**33,884**		**Total FY2029-2032**		**35,048**		**Total FY2033-2036**		**35,048**	

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	
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**

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**

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										
		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**

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**

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**	

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
		6,751	**2,123**	**760**	**2,240**	**0**	**0**	**0**	**0**	**106**	**0**	**2,516**	**17,550**
		Total FY2025-2028		**11,874**		**Total FY2029-2032**			**0**	**Total FY2033-2036**		**20,172**	

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											
		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**

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										
		1,000	**3,000**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**4,000**		**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Various

MPMS# 82089 ***Systemic Improvements: Wrong Way Countermesasures*** **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											
		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**

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**

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**

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**

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**

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**

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												
CON	CAQ					808							
CON	CAQ												
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**	

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									
		350	**0**	**350**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028			**700**	**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

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 assitance 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**
		Total FY2025-2028		**3,800**		**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

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.

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), Perkasie 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.

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	
		4,260	**4,165**	**3,694**	**2,102**	**4,496**	**4,683**	**4,481**	**4,481**	**11,696**	**0**	**532**	**0**
		Total FY2025-2028		**14,221**		**Total FY2029-2032**		**18,141**		**Total FY2033-2036**		**12,228**	

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								
		200	**1,750**	**1,000**	**750**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028			**3,700**	**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

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 Whitpain 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

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**
		Total FY2025-2028			**15,171**	**Total FY2029-2032**			**32,151**	**Total FY2033-2036**			**29,303**

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**

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**

Various

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

LIMITS: Districtwide

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Various

PLAN CENTER:

PROJECT MANAGER: J. Korus

CMP: Not SOV Capacity Adding

NHPP:

FC:

No Let Date

MRPID:97

AQ Code:A2

IPD: 23

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 eligilbe 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-feet 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 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**
		Total FY2025-2028		**5,000**		**Total FY2029-2032**		**7,437**		**Total FY2033-2036**		**57,608**	

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**

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**

Various

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

LIMITS: Philadelphia
IMPROVEMENT Other
MUNICIPALITIES: Various
PLAN CENTER:

NHPP:
FC:

No Let Date
MRPID:65
AQ Code:NRS
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.

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**	

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**

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 be 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										
		300	**300**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028			**600**	**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Various

MPMS# 113416 ***Concrete Arch Bridges Rehabilitation (US 1)*** **New**

LIMITS: No Let Date

IMPROVEMENT Bridge Repair/Replacement NHPP:

MUNICIPALITIES: Philadelphia City; Collegeville 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**
		Total FY2025-2028		**3,100**		**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

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: TSS/V. 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 Trevose 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						
		2,428	**2,125**	**1,775**	**1,950**	**1,950**	**1,950**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028			**8,278**	**Total FY2029-2032**			**3,900**	**Total FY2033-2036**			**0**

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 DVRPCs 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.

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.

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

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										
		260	**260**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028			**520**	**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

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

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**
		Total FY2025-2028		**1,780**		**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

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.

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**

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

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**

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**

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**
		Total FY2025-2028			**250**	**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

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

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											
		468	**388**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028			**856**	**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

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.

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**

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-theart 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**
		Total FY2025-2028		**908**		**Total FY2029-2032**		**0**		**Total FY2033-2036**		**0**	

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

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**
		Total FY2025-2028			**920**	**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

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**
		Total FY2025-2028		**1,200**		**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 117912 ***PA SHRPP***

LIMITS: District Wide
IMPROVEMENT Other
MUNICIPALITIES: Various
PLAN CENTER:
PROJECT MANAGER: David Alas

NHPP:
FC:
CMP:

No Let Date
AQ Code:X1
IPD:

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**

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

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**

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**

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**
		Total FY2025-2028		**650**		**Total FY2029-2032**		**0**		**Total FY2033-2036**		**0**	

Various

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.

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**

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**

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	
		20,613	**23,049**	**30,221**	**30,630**	**33,884**	**31,651**	**30,630**	**30,630**	**33,884**	**30,272**	**30,000**	**0**
		Total FY2025-2028			**104,513**	**Total FY2029-2032**			**126,795**	**Total FY2033-2036**			**94,156**

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**

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 souce 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**	

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**	

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**
		Total FY2025-2028			**2,410**	**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

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**

Various

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

FTA-funded Projects for the Draft FY2025 TIP for Pennsylvania

DELAWARE VALLEY
dvrpc
REGIONAL
PLANNING COMMISSION

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PennDOT

MPMS# 87534 ***Coatesville Train Station SR:0030***

Return

LIMITS: North Third Avenue and Fleetwood Street

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MRPID:AF

MUNICIPALITIES: Coatesville City

FC:

AQ Code:2035M

PLAN CENTER:

IPD:

PROJECT MANAGER: Steve Panko

CMP: Not SOV Capacity Adding

Funding programmed for this project are to cover construction change orders.

This project will include design and construction of a new ADA accessible train station approximately 300 feet east of the current station with approximately 100 to 150 parking spaces. The new station will include improved lighting, level-boarding platforms, overhead canopy, elevators, a passenger connection for crossing the tracks, and track re-alignment. These station improvements, provided by the Statewide Keystone Corridor Line Item, will move the Keystone Corridor towards full ADA accessibility, and provide an improved environment to foster increased ridership.

The Coatesville Station located in Chester County is a component of the Keystone Corridor rail service between Philadelphia and Harrisburg. There are approximately seven Amtrak stops per day at the Coatesville Station. The Keystone line has multiple tracks, full electrification, and almost complete grade separation from the highway grid. Speed on the line is now up to 110 mph.

This is a Keystone Corridor project totaling approximately $75 million and is funded with federal Keystone Corridor funds provided by FTA. $65,000,000 has already been placed into a grant.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	5337 (PennDOT	8,000											
CON	1516	2,000											
		10,000	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**10,000**		**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Total For PennDOT	2025	2026	2027	2028	2025-2028	2029-2032	2033-2036
	$10,000	$0	$0	$0	$10,000	$0	$0

Pottstown

MPMS# 59935 ***Capital Operating Assistance - Pottstown Area Rapid Transit (PART)***

LIMITS: Pottstown Borough

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Pottstown Borough

FC:

AQ Code:M1

PLAN CENTER: Town Center

IPD: 7

PROJECT MANAGER: K. High

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 9A

This project covers the operating subsidies for the Pottstown Urban Transit System. Funds in this project may also be used for capital projects. Pottstown uses the majority of the annual appropriation for operating, and a small portion for equipment purchases and capital projects as required. Section 5340 funds are included with Section 5307 funds. Capital projects planned in FY25-28 include (also see MPMS# 95739): FY25 Paratransit Vehicles $250,000 and Shelter Amenities $500,000; FY26 Fareboxes/Mobile Ticketing $500,000; FY27 Lift Replacement $25,000; FY28 Transit Plaza Upgrades $100,000.

Pottstown Area Rapid Transit (PART) is a small urban transit system operating five bus routes and ADA paratransit service in the Borough of Pottstown, Upper, Lower, and West Pottsgrove, Limerick, Douglass, New Hanover, and North Coventry townships in both Montgomery and Chester Counties. PART receives an annual apportionment of Federal Section 5307 funds for operating purposes. PART, by request to FTA, may program apportioned funds for capital purposes.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
OP	5307	854											
OP	1513	1,879											
OP	LOC	120											
OP	5307		897										
OP	1513		1,973										
OP	LOC		126										
OP	5307			942									
OP	1513			2,072									
OP	LOC			133									
OP	5307				988								
OP	1513				2,176								
OP	LOC				140								
		2,853	**2,996**	**3,147**	**3,304**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**12,300**		**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

Pottstown

MPMS# 95739 ***Transportation Capital Improvements***

LIMITS:

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Pottstown Borough

PLAN CENTER:

PROJECT MANAGER: K. High

NHPP:

FC:

CMP: Not SOV Capacity Adding

No Let Date

AQ Code:M7

IPD:

CMP Subcorridor(s): 9A, 16A

Pottstown Area Rapid Transit plans to replace aging shelter amenities, equipment, and paratransit vehicles to maintain a state-of-good-repair and achieve the TAM goals set out in the PA TAM Group Plan.

FY25 Paratransit Vehicles $250,000 and Shelter Amenities $500,000; FY26 Fareboxes/Mobile Ticketing $500,000; FY27 Lift Replacement $25,000; FY28 Transit Plaza Upgrades $100,000.

Pottstown Area Rapid Transit (PART) is a small urban transit system operating five bus routes and ADA paratransit service in the Borough of Pottstown, Upper, Lower, and West Pottsgrove, Limerick, Douglass, New Hanover, and North Coventry townships in both Montgomery and Chester Counties. PART receives an annual apportionment of Federal Section 5307 funds for operating purposes. PART, by request to FTA, may program apportioned funds for capital purposes.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CAP	5307	675											
CAP	1513	73											
CAP	LOC	2											
CAP	5307		450										
CAP	1513		48										
CAP	LOC		2										
CAP	5307			23									
CAP	1513			1									
CAP	LOC			1									
CAP	5307				90								
CAP	1513				9								
CAP	LOC				1								
		750	**500**	**25**	**100**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**1,375**		**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Total For Pottstown	**2025**	**2026**	**2027**	**2028**	**2025-2028**	**2029-2032**	**2033-2036**
	$3,603	$3,496	$3,172	$3,404	$13,675	$0	$0

SEPTA

MPMS# 15407 ***Villanova Intermodal Station SR:0030***

LIMITS: Villanova Station in Delaware County

No Let Date

IMPROVEMENT Transit Improvements

NHPP: Y

MUNICIPALITIES: Radnor Township

FC:

AQ Code:A2

PLAN CENTER:

IPD: 13

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 2C, 7B

This project will modernize Villanova Station on the Paoli/Thorndale Regional Rail Line, making the station fully ADA accessible, and will advance in phases. Phase 1 ($21M) improved station accessibility and included construction of a new, wider pedestrian tunnel with access ramps and stairs, additional parking spaces, stormwater management improvements, new signage, lighting, and passenger amenities, completed in 2019. Phase 2 ($27M) will make the station fully ADA accessible and includes full length high-level platforms, new canopies, station building improvements, passenger shelters, security improvements and passenger amenities.

The total project cost is $48M. Funding is programmed as follows: Prior year funds in the amount of $22.96M, and $25.06M in FY 2025 - FY 2027.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
ERC	1514	4,839											
ERC	LOC	161											
ERC	1514		11,613										
ERC	LOC		387										
ERC	1514			7,799									
ERC	LOC			260									
		5,000	**12,000**	**8,059**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**25,059**		**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

SEPTA

MPMS# 59966 ***Capital Asset Lease Program***

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:M1

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

The Capital Asset Lease Program provides for lease payments attributable to the acquisition, through financial leasing arrangements, of the following capital assets: communications antennas, copiers, warehouses and Amtrak trackage. SEPTA's Amtrak lease provides for the right to use Amtrak tracks for SEPTA's Trenton, Wilmington/Newark and Paoli/Thorndale Regional Rail service, and portions of the Chestnut Hill West, Media/Elwyn, Airport and Cynwyd Regional Rail Lines. The payments to Amtrak represent SEPTA's allocated portion of Amtrak's cost to maintain and upgrade the right-of-way including protection of assets, maintenance and general administrative overhead in accordance with the Passenger Rail Investment and Improvement Act of 2008 (PRIIA).

Additionally, SEPTA is allocating $70.96M in this program for contributions to Partner Projects for shared infrastructure.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CAL	5337	28,281											
CAL	1514	11,681											
CAL	LOC	389											
CAL	5337		30,793										
CAL	1514		12,434										
CAL	LOC		414										
CAL	5337			33,485									
CAL	1514			12,735									
CAL	LOC			941									
CAL	5337				52,127								
CAL	1514				17,899								
CAL	LOC				596								
CAL	5337					63,160							
CAL	1514					20,727							
CAL	LOC					691							
CAL	5337						66,274						
CAL	1514						21,644						
CAL	LOC						721						
CAL	5337							69,555					
CAL	1514							22,606					
CAL	LOC							753					
CAL	5337								72,998				
CAL	1514								23,612				
CAL	LOC								787				
CAL	5337									76,613			
CAL	1514									24,665			
CAL	LOC									822			
CAL	5337										80,407		
CAL	1514										25,767		
CAL	LOC										859		
CAL	5337											84,390	
CAL	1514											26,920	
CAL	LOC											897	
CAL	5337												88,559
CAL	1514												28,122
CAL	LOC												937

SEPTA

40,351	43,641	47,161	70,622	84,578	88,639	92,914	97,397	102,100	107,033	112,207	117,618
Total FY2025-2028	201,775			Total FY2029-2032	363,528			Total FY2033-2036	438,958		

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 59973 ***Utility Fleet Renewal Program - Non Revenue Vehicles***

LIMITS: System-wide
IMPROVEMENT Transit Improvements
MUNICIPALITIES: Various
PLAN CENTER:
PROJECT MANAGER:
CMP: Not SOV Capacity Adding
NHPP:
FC:
No Let Date
AQ Code:M2
IPD:

The Utility Fleet Renewal Program is a comprehensive effort to upgrade and replace the Authority's utility fleet and automotive service fleet. SEPTA utility vehicles support transit and railroad operations. In order to have adequate and reliable utility vehicles, SEPTA has developed a program to periodically renew this fleet on a vehicle-by-vehicle basis, contingent upon the vehicle's age, condition and usage within the Authority.

The utility fleet comprises the following types of vehicles and equipment:
-Utility vehicles for transit and paratransit supervisors, and SEPTA police officers.
-Maintenance-of-way vehicles used for inspection, maintenance and construction of buildings, overhead power systems, communications systems, signal systems and track. These vehicles include trucks, cranes, high rail vehicles and maintenance-of-way equipment.
-Transporter vehicles used in garages and shops, including revenue trucks, forklifts for material handling, pick-up trucks for material movement between depots and shops, and for snow removal.
-Service vehicles used for vehicle maintenance including wreckers, tow tractors, man lifts and pick-up trucks.
-Work train locomotives used to move equipment around the system for cleaning, repair and other maintenance.
-Miscellaneous equipment such as generators, compressors, trailers, floor scrubbers and welding units.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
PUR	1514	12,827											
PUR	LOC	427											
PUR	1514		13,894										
PUR	LOC		463										
PUR	1514			21,349									
PUR	LOC			711									
PUR	1514				11,363								
PUR	LOC				379								
PUR	1514					11,704							
PUR	LOC					390							
PUR	1514						12,055						
PUR	LOC						402						
PUR	1514							12,417					
PUR	LOC							414					
PUR	1514								12,789				
PUR	LOC								426				
PUR	1514									13,173			
PUR	LOC									439			
PUR	1514										13,568		
PUR	LOC										452		
PUR	1514											13,975	
PUR	LOC											466	
PUR	1514												14,385
PUR	LOC												479
		13,254	**14,357**	**22,060**	**11,742**	**12,094**	**12,457**	**12,831**	**13,215**	**13,612**	**14,020**	**14,441**	**14,864**
		Total FY2025-2028			**61,413**	**Total FY2029-2032**			**50,597**	**Total FY2033-2036**			**56,937**

SEPTA

MPMS# 60275 ***Debt Service***

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:M1

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

Capital funds will provide for debt service and costs related to the issuance of bonds, notes, and other indebtedness incurred by SEPTA for the following debt service payments:

Payments on Capital Grant Receipts Bonds, Series 2011/2017- $61.87M (Final year of debt service FY 2028)

Acquisition of 120 Silverliner V Regional Rail Cars - These electric multiple-unit (EMU) cars have replaced the Silverliner II and III rail cars, and provided additional cars to supplement the regional rail car fleet. Vehicles fully comply with Americans with Disabilities Act (ADA) requirements and federal and state regulations. The total cost for this project of $319.7 million is funded through a combination of grants and capital financing.

Rehabilitation of the Wayne Junction Intermodal Facility - The Wayne Junction Intermodal Facility was originally constructed at the turn of the 20th Century. This project provided for restoring the station's historic integrity while modernizing its structure to provide a more accessible and environmentally friendly facility for local residents. The project provided for the enhancement of passenger amenities such as lighting, signage, shelters, audio and visual public announcement system, windscreens, benches, HVAC systems, and sanitary systems. Structural improvements included station building rehabilitation and ADA accessibility modifications, such as high-level platforms, elevators, stairway renovations, passenger tunnel improvements, new canopies and shelters. The total project cost of $29.4 million is funded through a Federal Transit Administration Bus and Bus Facilities Livability Grant and capital financing.

In October 2017, the Authority advance refunded a portion of Capital Grant Receipts Bonds, Series 2011 ("Series 2011 Bonds"), to reduce future debt service payments. The final maturity date of the newly issued Series 2017 Bonds was unchanged from the Series 2011 Bonds.

Payments on Fixed Rate Revenue Refunding Bonds, Series 2017/2019 - $35.14M (Final year of debt service FY2027)

Proceeds from the Fixed Rate Revenue Refunding Bonds ("Series 2010 Bonds") were used to refund the Special Revenue Bonds, Series 1999, which provided funds for the Market-Frankford Line cars, various capital improvement projects, and partial refunding of Series 1995A Bonds. In October 2017, the Authority advance refunded a portion of the Series 2010 Bonds to reduce future debt service payments. In December 2019, the Authority refunded a portion of the Series 2010 bonds to further reduce future debt service payments. The final maturity of the Series 2017 and 2019 bonds was unchanged from the Series 2010 bonds

Payments on Capital Grant Receipts Bonds, Series 2020 - $76.87M (Final year of debt service FY 2031)

Acquisition of 140 Hybrid (Diesel-Electric) Buses – These buses replaced diesel buses acquired in 2004. The vehicles fully comply with Americans with Disabilities Act (ADA) requirements and federal and state regulations. The buses have electronic exterior and interior destination signs, voice annunciation of bus destination and upcoming bus stops, interior video display monitors and the capability for SEPTA's Control Center to broadcast messages directly to passengers. These buses are equipped with on-board video surveillance and automatic passenger counting systems. The buses are also equipped with enhanced passenger amenities such as USB Charging Ports, Cellular Router for real time critical vehicle data on demand and a dual purpose Passenger Wifi system, and a Qpod Wheelchair Restraint System to decrease wheelchair and scooter ambulatory device tipping.

Payments on State Motor Vehicle Sales Tax Bonds, Series 2022- $1,080.44M (Final year of debt service FY 2052)

In October 2022, SEPTA issued bonds in the amount of $550M to support SEPTA's Capital Program, which is based on PennDOT's prior approval for SEPTA to issue debt pursuant to Section 1514(f) of Title 74 of the Pennsylvania Consolidated Statutes. The funds will be utilized for the refinancing of SEPTA's outstanding EB-5 Loan as well as various state of good repair infrastructure, ADA Accessibility station, and rail fleet replacement projects. Additional bond issuances are anticipated to begin in FY 2030 to support rail vehicle acquisitions and infrastructure projects.

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
DS	5307	8,786											
DS	5337	12,374											
DS	PTAF 44	11,724											
DS	1514	39,922											
DS	LOC	1,734											
DS	5307		7,028										
DS	5337		12,377										
DS	PTAF 44		11,727										
DS	1514		41,623										
DS	LOC		1,791										
DS	5337			12,374									
DS	5307			7,029									
DS	PTAF 44			10,516									
DS	1514			41,622									
DS	LOC			1,749									
DS	5307				7,028								
DS	5337				12,373								
DS	1514				41,622								
DS	LOC				1,387								
DS	1514					45,429							
DS	LOC					1,514							
DS	1514						45,429						
DS	LOC						1,514						
DS	1514							76,045					
DS	LOC							2,534					
DS	1514								101,050				
DS	LOC								3,367				
DS	1514									132,225			
DS	LOC									4,406			
DS	1514										157,277		
DS	LOC										5,241		
DS	1514											180,659	
DS	LOC											6,020	
DS	1514												200,145
DS	LOC												6,670
		74,540	**74,546**	**73,290**	**62,410**	**46,943**	**46,943**	**78,579**	**104,417**	**136,631**	**162,518**	**186,679**	**206,815**
		Total FY2025-2028			**284,786**	**Total FY2029-2032**			**276,882**	**Total FY2033-2036**			**692,643**

SEPTA

MPMS# 60335 ***City Hall / 15th Street Stations***

LIMITS: City Hall / 15th Street Station in Philadelphia

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Center City Philadelphia

PLAN CENTER: Metropolitan Center

PROJECT MANAGER:

NHPP:

FC:

CMP: Not SOV Capacity Adding

No Let Date

MRPID:AD

AQ Code:M8

IPD: 14

CMP Subcorridor(s): 10A, 14A

Rehabilitation of City Hall Station on the Broad Street Line and 15th Street Station on the Market-Frankford Line to make the stations fully ADA accessible; bring the stations to a state of good repair; improve customer use, safety and security; and reduce heavy maintenance costs. Specifically, the project will:
1) Provide full access for riders with disabilities through fourteen new elevators and ramps to all levels of both stations, new and wider ramped corridors connecting the stations, and new accessible fare line gates;
2) Improve passenger flow with new and reconfigured fare lines outfitted for the new SEPTA Key program, new and wider stairs and railings, and more open areas in the15th Street Mezzanine and on the platforms;
3) Update station interiors and systems including new architectural finishes, new signs, Art-in-Transit, new seating and other amenities, new lighting and public address systems, new updated fire alarm system, closed-circuit TV and security systems; and,
4) Provide structural repairs and upgrades, mechanical and natural ventilation and improvements to prevent/intercept water infiltration and inflow, new fire suppression systems and new employee restrooms.

The City Hall / 15th Street Stations project has been divided into the following phases:

- Dilworth Park Phase (complete): Included work to prepare for the park's construction by the Center City District (CCD); construction of the new station entrance outside the west portal of City Hall; and five new elevators connecting street level to the rebuilt fare lines and 15th Street Station and the eastbound trolley platform.

- 15th Street Station (complete): Five new elevators for 15th Street Station connecting street level to MFL and trolley platforms and overall interior renovations and upgrades to station finishes, platforms, lighting, fare lines, security system and accessibility improvements.

- Interlocking Reconfiguration: Modification of the interlocking at Fairmount to allow for track outages necessary for City Hall underpinning and station construction.

- Inter-Station Connections and City Hall Station structural work (underpinnings): New and widened corridors with ramps, improved ventilation structures, platform wall openings, and new elevator shaftways from the City Hall Station mezzanines to the platforms.

- City Hall Station: Upgrades within City Hall Station including fitting out the elevator shaftways with elevators to complete ADA compliance and new or renovated platforms, stairs, lighting and amenities.

The total project cost is $189.04M (Prior year funds - FY 2031).

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
ERC	1514	7,791											
ERC	LOC	260											
ERC	1514		7,742										
ERC	LOC		258										
ERC	1514			11,613									
ERC	LOC			387									
ERC	1514				14,516								
ERC	LOC				484								
ERC	1514					19,355							
ERC	LOC					645							
ERC	1514						24,194						
ERC	LOC						806						
ERC	1514							15,995					
ERC	LOC							533					
		8,051	**8,000**	**12,000**	**15,000**	**20,000**	**25,000**	**16,528**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**43,051**		**Total FY2029-2032**		**61,528**		**Total FY2033-2036**		**0**	

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60540 ***Parking Improvements***

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:2035M

PLAN CENTER: Town Center

IPD: 24

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This program will provide for the construction, renovation, and expansion of SEPTA's parking facilities.

Currently programmed projects include:
-Conshohocken Station Parking & TOD * - $41.33M (Prior Years - FY2027)
-Conshohocken Station Surface Parking - $7M (Prior Years - FY2025)

Due to reduced ridership resulting from the COVID-19 pandemic and as part of the Reimagining Regional Rail initiative, SEPTA is re-evaluating station parking needs. Previously programmed parking expansion projects will be revisited in coordination with the results of Reimagining Regional Rail and as ridership returns and the need for parking at each location is clearer.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
ERC	1514	7,049											
ERC	LOC	235											
ERC	5307		4,104										
ERC	1514		993										
ERC	LOC		33										
ERC	5307			7,878									
ERC	1514			1,906									
ERC	LOC			64									
		7,284	**5,130**	**9,848**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**22,262**		**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

SEPTA

MPMS# 60574 ***Paoli Transportation Center***

LIMITS: Paoli Transportation Center in Chester County

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Tredyffrin Township

PLAN CENTER: Town Center

PROJECT MANAGER:

NHPP:

FC:

CMP: Not SOV Capacity Adding

No Let Date

MRPID:E

AQ Code:M8

IPD: 19

This project provides for the engineering and construction of a new multimodal transportation center in Paoli, Chester County. The facility is located on SEPTA's Paoli/Thorndale Regional Rail Line and Amtrak's Harrisburg Line. Connecting services include Bus Routes 92, 106, 204, and 206.

The project includes two phases. Phase 1 ($41.8M), completed in September 2019, made the existing station ADA accessible.

Phase 2 includes construction of an additional high-level platform on the outbound side, passenger amenities, enhanced bus facilities, and improved station access. A companion PennDOT project will consist of the extension of Darby Road over the railroad, including a new bridge connecting to the station, and the removal of the North Valley Road bridge. This companion project needs to be completed prior to advancement of Phase 2. The estimated cost is $50.28M (FY 2029 - FY 2036 Design and Construction).

Phase 3 includes the design and construction of a parking garage. Due to reduced ridership resulting from the COVID-19 pandemic and in conjunction with the Reimagining Regional Rail initiative, SEPTA is re-evaluating its station parking project. A schedule and funding plan for Phase 3 will be developed as ridership levels increase and necessity for additional parking becomes clearer.

The total project cost for Phases 1 & 2 is $92.08M. Funding is programmed as follows: Prior year funds in the amount of $41.8M, and $50.28M in FY 2029 - FY 2036.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
ERC	1514					2,418							
ERC	LOC					82							
ERC	1514						2,418						
ERC	LOC						82						
ERC	1514							4,838					
ERC	LOC							162					
ERC	1514								4,839				
ERC	LOC								161				
ERC	1514									8,305			
ERC	LOC									277			
ERC	1514										9,678		
ERC	LOC										323		
ERC	1514											9,678	
ERC	LOC											323	
ERC	1514												6,483
ERC	LOC												216
		0	**0**	**0**	**0**	**2,500**	**2,500**	**5,000**	**5,000**	**8,582**	**10,001**	**10,001**	**6,699**
		Total FY2025-2028			**0**	**Total FY2029-2032**		**15,000**		**Total FY2033-2036**		**35,283**	

SEPTA

MPMS# 60582 ***Vehicle Overhaul Program***

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:M3

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

SEPTA's Vehicle Overhaul Program (VOH) provides for the systematic replacement or upgrade of systems on SEPTA's rolling stock and VOH support equipment. In addition to vehicle fleet overhauls, this program also provides for vehicle campaigns to address specific component overhaul needs of a bus or rail fleet. The VOH Program allows SEPTA to continue its overhaul of rolling stock, thus ensuring continued safe and reliable service, particularly for its increasingly aging rail vehicle fleet.

Vehicles are scheduled for overhauls during their service lives based on vehicle type and age to optimize performance throughout its useful service life. Prudent fleet management requires a program of preventive maintenance for optimal fleet reliability, service quality, efficient performance, and passenger comfort. Advanced scheduling of vehicle overhauls and campaigns allows SEPTA to purchase material and produce rebuilt components in an efficient and effective manner.

Highlights of the Fiscal Year 2025 program includes the following activities:

Bus Overhaul: 40-foot Nova hybrid buses, 60-foot Nova Articulated hybrid buses and prototypes for the midlife overhaul of New Flyer 40-foot Xcelsior hybrid and 30-foot MiDi Series fleets.

Rail Overhaul: Broad Street B-IV cars, City and Suburban trolleys, Regional Rail Silverliner IV and V cars, Regional Rail Push-Pull cars, Market Frankford M-4 cars, Route 15 PCC-II Trolley Cars, Norristown High Speed Line N-5 cars, and Maintenance of Way Utility Fleet Vehicles will also be overhauled.

Zero Emission Bus Retrofit Pilot $9.1M (Prior Years – FY 2026) : Development and testing of battery-electric retrofit kits on twelve of SEPTA's 40-foot diesel-hybrid buses.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CAP	5337	23,076											
CAP	5307	15,384											
CAP	1514	9,305											
CAP	LOC	310											
CAP	5307		15,819										
CAP	5337		23,728										
CAP	1514		9,568										
CAP	LOC		318										
CAP	5307			15,140									
CAP	5337			22,711									
CAP	1514			9,158									
CAP	LOC			305									
CAP	5307				29,604								
CAP	5337				44,406								
CAP	1514				17,906								
CAP	LOC				597								
CAP	5337					44,160							
CAP	5307					29,440							
CAP	1514					17,807							
CAP	LOC					593							
CAP	5307						29,760						
CAP	5337						44,640						
CAP	1514						18,000						
CAP	LOC						600						
CAP	5307							30,080					

SEPTA

CAP	5337							45,120							
CAP	1514							18,194							
CAP	LOC							606							
CAP	5337								45,600						
CAP	5307								30,400						
CAP	1514								18,387						
CAP	LOC								613						
CAP	5337									46,080					
CAP	5307									30,720					
CAP	1514									18,581					
CAP	LOC									619					
CAP	5337										46,560				
CAP	5307										31,040				
CAP	1514										18,774				
CAP	LOC										626				
CAP	5337											46,560			
CAP	5307											31,840			
CAP	1514											18,968			
CAP	LOC											632			
CAP	5337													47,520	
CAP	5307													31,680	
CAP	1514													19,161	
CAP	LOC													639	
		48,075	**49,433**	**47,314**	**92,513**	**92,000**	**93,000**	**94,000**	**95,000**	**96,000**	**97,000**	**98,000**	**99,000**		
		Total FY2025-2028			**237,335**	**Total FY2029-2032**			**374,000**	**Total FY2033-2036**			**390,000**		

SEPTA

MPMS# 60599 ***Paratransit Vehicle Purchase***

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:M10

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

SEPTA routinely acquires new revenue vehicles for its paratransit and shared-ride services to replace vehicles that have exceeded their useful life of five years. These vehicles are provided to private carriers, which operate the services and maintain the vehicles under contract to SEPTA.

SEPTA ownership of these vehicles provides the following benefits:
-The flexibility to rapidly exchange vehicles between carrier networks should the need arise
-Creates an economic incentive for carriers to provide quality service
-More control over fleet composition and standardization of the fleet
-More control over vehicle design features.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
PUR	5307	1,942											
PUR	1514	470											
PUR	LOC	16											
PUR	5307		1,600										
PUR	1514		387										
PUR	LOC		13										
PUR	5307			1,600									
PUR	1514			387									
PUR	LOC			13									
PUR	5307				1,600								
PUR	1514				387								
PUR	LOC				13								
PUR	5307					1,333							
PUR	1514					323							
PUR	LOC					11							
PUR	5307						3,775						
PUR	1514						913						
PUR	LOC						30						
PUR	5307							2,718					
PUR	1514							658					
PUR	LOC							22					
PUR	5307								9,045				
PUR	1514								2,188				
PUR	LOC								73				
PUR	5307									7,384			
PUR	1514									1,786			
PUR	LOC									60			
PUR	5307										7,824		
PUR	1514										1,893		
PUR	LOC										63		
PUR	5307											5,600	
PUR	1514											1,355	
PUR	LOC											45	
PUR	5307												6,858
PUR	1514												1,659

SEPTA

PUR	LOC												55
		2,428	**2,000**	**2,000**	**2,000**	**1,667**	**4,718**	**3,398**	**11,306**	**9,230**	**9,780**	**7,000**	**8,572**
		Total FY2025-2028			**8,428**	**Total FY2029-2032**			**21,089**	**Total FY2033-2036**			**34,582**

SEPTA

MPMS# 60611 ***SEPTA Key (Fare Collection System/New Payment Technologies)***

LIMITS: System-wide
IMPROVEMENT Transit Improvements
MUNICIPALITIES: Various
PLAN CENTER:
PROJECT MANAGER:
CMP: Not SOV Capacity Adding
NHPP:
FC:

No Let Date
MRPID:B
AQ Code:M5
IPD:

SEPTA Key New Payment Technologies $315M (Prior Years - FY2025)

The SEPTA Key project is modernizing SEPTA's antiquated fare payment and collection system by replacing it with a system that utilizes contactless payment devices and readers. Fare Kiosks located in stations and other terminal locations improve customer convenience for fare instrument purchases. Key Cards are also widely available in retail establishments throughout the SEPTA service area and are reloadable via the following methods: 1) at Fare Kiosks or ticket offices; 2) automatically through an account with SEPTA; or 3) through an on-line transaction or the Call Center.

SEPTA Key is unique as it includes all of SEPTA's service modes. SEPTA Key deployment is complete for Transit services (Bus, Trolley, Trackless Trolley, and High-Speed Lines). Regional Rail deployment is complete with Center City station fare lines, outer station platform validators and on-board conductor handheld sales devices accepting credit/debit cards. CCT deployment/ integration is complete. Parking Payment is partially deployed. Other completed features include school passes, Partner Portal for corporations, social service agencies & universities and mobile app ticketing for SEPTA Key. Key features still under development and being rolled out include upgraded Key Card readers, Key Tix, and contactless payment/mobile wallets. The SEPTA Key project will be completed in 2025.

SEPTA Key 2.0 Fare Payment System $240M (Prior Years - FY2034)

The SEPTA Key 2.0 Fare Payment System project will upgrade the existing system to a next-generation, account based electronic fare collection system which is necessary to meet future needs to provide a more flexible and secure back-office system as well as the replacement of obsolete field equipment. The goals and objectives of the SEPTA Key 2.0 Fare Payment System support the implementation of the SEPTA Forward Strategic Plan including: improve the customer experience with simple, intuitive interfaces; use modern technology to streamline operations & reduce fare evasion; improve financial controls; maximize system flexibility with an open architecture to integrate with other mobility providers; enhance data security; and deploy equitable fare policies. In addition to the System Upgrade, SEPTA Key 2.0 will also include the following:

-Parking System- To support revenue collection at SEPTA controlled parking lots and garages. The Parking System will be integrated with the new core Fare Payment System and provide open lot, garage, and permit parking.

-Continual Fare Media Order- This contract will provide for new forms of fare media inventory required to support future fare collection operations and sales. The types of fare media include Extended-Use Media (reloadable smart cards), Limited-Use Media (Disposable Smart media aka DSM), and Paper Tickets (QR-code).

-Building Access System- SEPTA will procure the supplies, equipment and software required to support building access at designated SEPTA facilities accessed by SEPTA staff, contractors and building tenants.

-Call Center Operations- The build-out, equipping, and staffing of a call center to process inbound calls and contacts from SEPTA Key customers

The total program cost is $555M. Funding is programmed as follows: Prior year funds in the amount of $335M and $220M in FY 2025 through FY 2034.

Project status updates are available online at https://www.septakey.org/

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CAP	5307	22,763											
CAP	1514	5,507											
CAP	LOC	184											
CAP	5307		12,000										
CAP	1514		2,903										
CAP	LOC		97										
CAP	5307			12,360									
CAP	1514			2,990									
CAP	LOC			100									
CAP	5307				12,731								
CAP	1514				3,080								
CAP	LOC				103								
CAP	5307					13,113							
CAP	1514					3,172							
CAP	LOC					106							
CAP	5307						20,000						
CAP	1514						4,839						
CAP	LOC						161						
CAP	5307							20,600					
CAP	1514							4,984					
CAP	LOC							166					
CAP	5307								21,218				
CAP	1514								5,133				
CAP	LOC								171				
CAP	5307									21,855			
CAP	1514									5,287			
CAP	LOC									176			
CAP	5307										19,324		
CAP	1514										4,675		
CAP	LOC										156		
		28,454	**15,000**	**15,450**	**15,914**	**16,391**	**25,000**	**25,750**	**26,522**	**27,318**	**24,155**	**0**	**0**
		Total FY2025-2028			**74,818**	**Total FY2029-2032**			**93,663**	**Total FY2033-2036**			**51,473**

SEPTA

MPMS# 60638 ***Regional Rail Car and Locomotive Acquisition***

Return

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MRPID:CQ

MUNICIPALITIES: Various

FC:

AQ Code:M10

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

Multi-Level Regional Rail Cars - $185M (Prior Years - FY 2027)

This project provides for the acquisition of new multi-level push-pull passenger railcars. In 2017, a contract was awarded to CRRC MA Corp. for 45 railcars with an option for an additional 10 push-pull railcars. The new cars will fully comply with Americans with Disabilities Act (ADA) requirements and federal and state regulations regarding safety features and systems. The cars will include passenger amenities, such as a state-of-the-art climate control system, bicycle storage area and WiFi. The new cars will have electronic exterior and interior destination signs, voice annunciation and corresponding display on video screens of train destination and upcoming station stops. In addition, the new railcars will be equipped with on-board video surveillance and automatic passenger counting systems.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
PUR	5337	9,380											
PUR	1514	2,269											
PUR	LOC	76											
PUR	5337		11,270										
PUR	1514		2,727										
PUR	LOC		91										
PUR	5337			11,359									
PUR	1514			2,747									
PUR	LOC			92									
		11,725	**14,088**	**14,198**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**40,011**		**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

SEPTA

MPMS# 60651 ***Substations and Power Improvements***

LIMITS: System-wide railroad substations

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:M6

PLAN CENTER:

IPD: 0

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

These projects will replace existing equipment with modern indoor switchgear and state-of-the-art industry safety systems, communications and relay protection systems, and will provide additional power and reliability. Work includes replacing transformers, trolley breakers, feeder switches, substation switchgears and protective relaying. Power infrastructure must also be brought to a state of good repair. This includes replacing catenary systems and upgrading 80+ year old Regional Rail infrastructure. Additional power improvements will be undertaken as part of the Infrastructure Safety Renewal Program (ISRP) MPMS #90497.

Currently programmed substation and power projects include:

Multimodal Substation Overhaul Program:
- Supervisory Control and Data Acquisition (SCADA) System and Network Upgrade - $18.50M (Prior Years – FY 2029)
- Substation Design and Equipment Purchase - $28.23M (Prior Years – FY 2026)

Power Program:
- 30th Street West Catenary Replacement - $77.00M (Prior Years – FY 2028)
- RRD Automated Wire Scan - $340K (Prior Years – FY 2025)

Railroad Substation:
- Railroad Substation 18th Street Switching Station - $13M (FY 2028 – FY 2032)
- Railroad Substation Brill - $12.8M (FY 2027 – FY 2030)
- Railroad Substation Cresheim Valley - $25.79M (FY 2026 – FY 2029)
- Wayne Junction Static Frequency Converters #1-4 - $101.72M (Prior Years – FY 2028)
- Railroad Substation Woodbourne - $23.79M (Prior Years - FY2028)

Transit Substations Program:
- Transit Substation Ellen - $12.68M (FY 2027 – FY 2029)
- Transit Substation Market - $15M (Prior Years - FY2029)
- Transit Substations Park, Broad, Louden, Castor - $41.65M (Prior Years - FY2029)
- Transit Substation Ranstead - $12.68M (FY 2029 - FY 2032)
- Transit Substation Program - $114.94M (FY 2030 - FY 2036)

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
ERC	5337	15,552											
ERC	1514	4,889											
ERC	LOC	163											
ERC	5337		24,496										
ERC	1514		6,499										
ERC	LOC		217										
ERC	5337			28,984									
ERC	1514			9,459									
ERC	LOC			315									
ERC	5337				34,528								
ERC	1514				14,158								
ERC	LOC				472								
ERC	5337					23,008							
ERC	1514					14,532							
ERC	LOC					484							
ERC	5337						14,488						
ERC	1514						21,896						
ERC	LOC						730						
ERC	5337							8,376					
ERC	1514							20,852					
ERC	LOC							695					
ERC	5337								7,856				
ERC	1514								20,600				
ERC	LOC								686				
ERC	5337									17,758			
ERC	1514									4,296			
ERC	LOC									143			
ERC	5337										18,290		
ERC	1514										4,425		
ERC	LOC										147		
ERC	5337											18,839	
ERC	1514											4,558	
ERC	LOC											152	
ERC	5337												19,402
ERC	1514												4,694
ERC	LOC												156
		20,604	**31,212**	**38,758**	**49,158**	**38,024**	**37,114**	**29,923**	**29,142**	**22,197**	**22,862**	**23,549**	**24,252**
		Total FY2025-2028			**139,732**	**Total FY2029-2032**			**134,203**	**Total FY2033-2036**			**92,860**

SEPTA

MPMS# 73214 ***Ardmore Transportation Center***

LIMITS: Ardmore Transportation Center

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Lower Merion Township

FC:

AQ Code:M8

PLAN CENTER: Town Center

IPD: 17

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

CMP Subcorridor(s): 7B

Improvements to the Ardmore Transportation Center on the Paoli/Thorndale Regional Rail Line will be completed in two phases.

Phase 1 ($53.6M) will make this station fully ADA accessible with enhancements that include a new inbound station building; outbound shelters; high and low-level platforms; canopies; passenger amenities; tunnel accessibility improvements; elevators and accessible pathways; improved lighting; new signage; landscaping and site improvements including stormwater management; and installing foundations for a future parking garage.

Phase 2 (TBD) includes the construction of an accessible multi-level parking garage with approximately 500 spaces; landscaping; site improvements; bus berthing area inside the garage; and improved vehicle and pedestrian access to Lancaster Avenue. Due to reduced ridership resulting from the COVID-19 pandemic and in conjunction with the Reimagining Regional Rail initiative, SEPTA is re-evaluating its station parking project schedules. A schedule and funding plan for Phase 2 will be developed as ridership levels increase and necessity for additional parking becomes clearer.

The Phase 1 budget is $53.60M Funding is programmed as follows: Prior year funds in the amount of $50.6M and $3M in FY 2025. The Phase 2 budget is TBD.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
ERC	5307	2,400											
ERC	1514	581											
ERC	LOC	19											
		3,000	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**3,000**		**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

SEPTA

MPMS# 77183 ***Transit and Regional Rail Station Program***

LIMITS: System-wide stations
IMPROVEMENT Transit Improvements
MUNICIPALITIES: Various
PLAN CENTER:
PROJECT MANAGER:
CMP: Not SOV Capacity Adding
NHPP:
FC:

No Let Date
MRPID:BN
AQ Code:M8
IPD: 17

This program provides for the construction, reconstruction or rehabilitation of transit and regional rail stations and terminals, bus/trolley loop facilities, transportation centers, bicycle facilities, and parking improvements. Program elements include the replacement or rehabilitation of station and loop facility components, such as station buildings, ticket offices, waiting rooms, passenger shelters, canopies, platforms, crosswalks and overpasses, escalators and elevators, lighting, signage, and accessible paths. All improvements fully comply with requirements of the Americans with Disabilities Act (ADA). SEPTA currently has 121 wheelchair accessible railroad/rail transit stations.

Currently programmed projects include:

Multi-Modal Improvements and ADA Accessibility Projects:
- ADA Bridge Plates - $4.50M (Prior Years – FY 2025)
- Bicycle Transit Access Program - $3.29M (Ongoing)
- Center City Concourses Improvements - $59.65M (Prior Years – FY 2029)
- Rail Transit Wayfinding & Signage - $40M (Prior Years – FY 2028)
- 69th Street Transportation Center - $15M (FY 2025 - FY 2027)
- Chester Transportation Center - $5M (FY 2025 - FY 2027)
- Norristown Transportation Center - $5M (FY 2025 - FY 2027)

Regional Rail Station ADA Accessibility and Improvement Program
- Bristol Station on Trenton line - $43M (Prior Years – FY 2028)
- Chestnut Hill East ADA Improvements - $14M (Prior Years – FY 2027)
- Cornwells Heights Station Reconfiguration - $61M (Prior Years - FY2029)
- Jenkintown-Wyncote Station - $56M (Prior Years – FY 2029)
- Malvern Station High Level Platforms - $35M (Prior Years – FY 2028)
- Marcus Hook Station - $33M (Prior Years– FY 2029)
- Noble Station on the West Trenton Line - $33.80M (Prior Years – FY 2029)
- Regional Rail Roof Program - $16.61M (Ongoing)
- Regional Rail and Rail Transit ADA Stations (Devon, East Falls, Wissahickon, Ivy Ridge, Wyndmoor, Wynnewood, and NHSL Stations TBD) - $224.97M (FY 2030 – FY 2036)
- Swarthmore Station - $12.00M (Prior Years– FY 2026)
- Willow Grove Station - $35M (Prior Years – FY 2028)

Broad Street Subway Stations
- Design for Broad Street Subway Station ADA Accessibility - $12M (Prior Years – FY 2026)
- Chinatown Station on the Broad-Ridge Spur - $25M (Prior Years – FY 2029)
- Ellsworth-Federal Station - $25M (FY 2029 – FY 2031)
- Erie Station on the Broad Street Line - $38M (Prior Years – FY 2027)
- Fairmount Station - $35.05M (Prior Years – FY 2028)
- Hunting Park Station - $26M (FY 2027 – FY 2030)
- Logan Station - $26M (FY 2029 - FY2032)
- Lombard-South Station - $25M (FY 2027 - FY2029)
- Snyder Station - $30.36M (Prior Years- FY2027)
- Tasker-Morris Station - $19.21M - (Prior Years - FY2026)
- Wyoming Station - $26M (FY 2029 - FY2031)

Market Frankford Line Stations
- 11th Street Station - $23.81M (Prior Years – FY 2028)
- 34th Street Station - $33M (Prior Years – FY 2028)
- Spring Garden Station - $7.37M (FY 2025 - FY 2028)

Norristown High Speed Line Stations
- Bridgeport Station - $4M (FY 2025 - FY 2027)
- Villanova Station - $4M (FY 2025 – FY 2027)

This program includes $56.050M of FTA All Stations Accessibility Program (ASAP) funds to support accessibility improvements to 11th Street Station on the Market-Frankford Line, and the Fairmount (upper & lower), Snyder, Chinatown, and Erie Stations on the Broad Street

SEPTA

Subway.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
ERC	5307	7,354											
ERC	5337	16,000											
ERC	ASAP	44,400											
ERC	1514	41,113											
ERC	OTH	7,845											
ERC	LOC	1,370											
ERC	5337		9,651										
ERC	5307		32,000										
ERC	DISFUND		17,680										
ERC	1514		39,109										
ERC	LOC		2,996										
ERC	5307			20,000									
ERC	DISFUND			42,800									
ERC	5337			29,644									
ERC	1514			31,366									
ERC	LOC			1,045									
ERC	5337				49,469								
ERC	5307				15,469								
ERC	1514				56,366								
ERC	LOC				1,878								
ERC	5307					16,000							
ERC	5337					23,724							
ERC	1514					24,243							
ERC	LOC					808							
ERC	5337						25,879						
ERC	5307						16,000						
ERC	1514						10,356						
ERC	LOC						345						
ERC	5307							16,000					
ERC	5337							29,926					
ERC	1514							11,342					
ERC	LOC							378					
ERC	5337								17,949				
ERC	5307								16,000				
ERC	1514								8,452				
ERC	LOC								282				
ERC	5337									17,984			
ERC	5307									16,000			
ERC	1514									8,467			
ERC	LOC									282			
ERC	5307										16,000		
ERC	5337										10,282		
ERC	1514										6,611		
ERC	LOC										220		
ERC	5337											9,669	
ERC	5307											16,000	
ERC	1514											6,471	
ERC	LOC											216	
ERC	5337												18,387
ERC	5307												16,000
ERC	1514												8,587

SEPTA

ERC	LOC												286
		118,082	101,436	124,855	123,182	64,775	52,580	57,646	42,683	42,733	33,113	32,356	43,260
		Total FY2025-2028			467,555	Total FY2029-2032			217,684	Total FY2033-2036			151,462

SEPTA

MPMS# 90497 ***Infrastructure Safety and Renewal Program***

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES:

FC:

AQ Code:M8

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

The annual Infrastructure Safety Renewal Program (ISRP) provides for the restoration by SEPTA forces of SEPTA's City and Suburban transit and railroad infrastructure to a state of good repair.
Projects to be advanced include:

-Track and Right-of-Way - Renewal or replacement of track, switches, and special work including yard and shop areas, track surfacing, culverts, bridges, retaining wall, and grade crossing improvements.

-Station Facilities - Rehabilitation of station buildings and associated facilities including roofs and canopies, ticket offices and waiting rooms, platforms, lighting, sanitary facilities, parking, and accessibility improvements.

-Communications and Signals Systems - Rehabilitation of signal systems and select communications equipment.

-Power Systems - Rehabilitation of electric traction and power systems and associated components including catenary and support structures, feeders and transmission lines, and localized and centralized control facilities.

-Maintenance/Support Facilities - Rehabilitation of shops, maintenance/storage yards, and associated maintenance and support facilities, including improvements or replacement of air compressors, sump pumps, tunnel lighting, duct banks, vehicle servicing equipment, and other support functions.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
ERC	1514	60,265											
ERC	LOC	2,008											
ERC	1514		61,472										
ERC	LOC		2,049										
ERC	1514			62,708									
ERC	LOC			2,090									
ERC	1514				63,954								
ERC	LOC				2,131								
ERC	1514					65,229							
ERC	LOC					2,174							
ERC	1514						66,535						
ERC	LOC						2,217						
ERC	1514							67,871					
ERC	LOC							2,262					
ERC	1514								69,227				
ERC	LOC								2,307				
ERC	1514									70,602			
ERC	LOC									2,353			
ERC	1514										72,028		
ERC	LOC										2,400		
ERC	1514											73,463	
ERC	LOC											2,448	
ERC	1514												74,937
ERC	LOC												2,497
		62,273	**63,521**	**64,798**	**66,085**	**67,403**	**68,752**	**70,133**	**71,534**	**72,955**	**74,428**	**75,911**	**77,434**
		Total FY2025-2028			**256,677**	**Total FY2029-2032**			**277,822**	**Total FY2033-2036**			**300,728**

SEPTA

SEPTA

MPMS# 90512 ***SEPTA Bus Purchase Program***

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES:

FC:

AQ Code:M10

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

SEPTA's Bus Fleet Management Plan provides for the acquisition of different size buses based upon needs and route characteristics. The current bus fleet consists of a variety of buses. SEPTA is planning to fully transition to Zero-Emission Buses (ZEBs) by the year 2040 in support of SEPTA's sustainability plan. The Zero Emission Bus (ZEB) Master Plan provides the groundwork for the bus fleet of the future. SEPTA has completed the first phase of analysis that examines the feasibility of procuring Battery Electric Buses (BEBs) and installing charging infrastructure to support the fleet. The next phase of the plan is evaluating Fuel Cell Electric Buses (FCEBs) and the necessary fueling infrastructure to support them. Current projects include:

Purchase of 340 40-foot Hybrid Buses - $339.35M (Prior Years - FY2027)

To ensure the reliability and continuity of bus operations while the ZEB Master Plan and transition plan is finalized, the Authority contracted with New Flyer to purchase 220 hybrid buses with an option for 120 additional buses totaling 340 buses, which SEPTA has executed. This bus procurement will allow SEPTA to retire the last of the 40-foot all-diesel fleet that is now more than 15 years old (purchased in 2005).

Purchase of 10 40-foot FCEBs - $22.24M (FY2023 - FY2026)
SEPTA was selected to receive an FTA Low or No Emission Vehicle Program grant award for the purchase of 10 hydrogen FCEBs (that will operate out of Midvale Depot) and the requisite fueling equipment.

Purchase of 20 Zero Emission Buses (Battery Electric and Fuel Cell Electric) - $32.45M (FY2024 - FY2026)
SEPTA's purchase of 20 new ZEBs includes the following: ten (10) new 40-foot BEBs, five (5) new 60-foot BEBs, and five (5) new 60-foot FCEBs. The 10 new 40-foot BEBs will take advantage of Southern Depot's existing charging infrastructure and be used in revenue service along with the ZEB Retrofit Pilot program and FCEB buses for evaluation. The purchase of five (5) new 60-foot BEBs and five (5) new FCEBs will be assigned at Allegheny Depot, in which BEBs will be used to evaluate overhead/on-route charging. Purchasing both technologies will enable SEPTA to expertiment the operation and maintenance benefits and costs to inform decision making for fleet transition to ZEB.

38 Trackless Trolley Buses - $58.25M (FY2024 - FY2027)
SEPTA will replace 38 trackless trolley buses that are reaching the end of their 18-year useful life.

Future Bus Purchases - $1,092.44M (FY2028 - FY2036)
Future bus purchases will be guided by the ZEB Playbook and the results of the Bus Revolution.

Funding for this program is also provided from MPMS #65109, FHWA Transit Flex to SEPTA. State funds programmed in MPMS #90512 each year will be applied as a state match for the flex funds programmed in MPMS# 65109.

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
PUR	5339	7,042											
PUR	1514	24,864											
PUR	LOC	829											
PUR	5339		7,222										
PUR	1514		24,863										
PUR	LOC		829										
PUR	5339			3,508									
PUR	1514			4,982									
PUR	LOC			166									
PUR	5307				13,340								
PUR	5339				9,577								
PUR	1514				9,678								
PUR	LOC				323								
PUR	5339					9,864							
PUR	5307					13,210							
PUR	1514					9,715							
PUR	LOC					324							
PUR	5307						76,403						
PUR	5339						10,160						
PUR	1514						25,076						
PUR	LOC						836						
PUR	5307							80,808					
PUR	5339							10,465					
PUR	1514							26,215					
PUR	LOC							874					
PUR	5339								10,779				
PUR	5307								82,097				
PUR	1514								26,603				
PUR	LOC								887				
PUR	5339									11,102			
PUR	5307									85,072			
PUR	1514									27,401			
PUR	LOC									913			
PUR	5307										65,687		
PUR	5339										11,435		
PUR	1514										49,949		
PUR	LOC										1,665		
PUR	5339											11,778	
PUR	5307											91,293	
PUR	1514											29,070	
PUR	LOC											969	
PUR	5339												12,132
PUR	5307												92,552
PUR	1514												29,460
PUR	LOC												982
		32,735	**32,914**	**8,656**	**32,918**	**33,113**	**112,475**	**118,362**	**120,366**	**124,488**	**128,736**	**133,110**	**135,126**
		Total FY2025-2028		**107,223**		**Total FY2029-2032**		**384,316**		**Total FY2033-2036**		**521,460**	

SEPTA

MPMS# 93588 ***Exton Station***

LIMITS: Exton Station in Chester County

IMPROVEMENT Transit Improvements

MUNICIPALITIES: West Whiteland Township

PLAN CENTER:

PROJECT MANAGER:

NHPP:

FC:

CMP: Not SOV Capacity Adding

No Let Date

MRPID:AG

AQ Code:M8

IPD: 17

CMP Subcorridor(s): 7E

Phase 1 of this project, completed in 2020, consisted of the construction of high-level platforms with canopies and wind screens; stormwater management improvements; a new station building, new lighting, signage, security features, and passenger amenities. The station facilities are fully ADA accessible. The total cost of Phase 1 was $28.23M.

Phase 2 includes the design and construction of multimodal improvements including the construction of a bus loop with bus shelter. Derived from the recommendations of Bus Revolution, the planned bus circulator loop will promote intermodal access to the station. Phase 2 is estimated to cost $6M (2026 - 2028).

Phase 3 (TBD) will provide for the development and construction of a fully accessible parking expansion. Due to reduced ridership resulting from the COVID-19 pandemic, SEPTA is re-evaluating its station parking project schedules. A schedule for this phase will be determined as ridership returns.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
ERC	5307		98										
ERC	1514		24										
ERC	LOC		1										
ERC	5307			600									
ERC	1514			145									
ERC	LOC			5									
ERC	5307				262								
ERC	1514				63								
ERC	LOC				2								
		0	**123**	**750**	**327**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**1,200**		**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

SEPTA

MPMS# 95402 ***Bridge Program***

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES:

FC:

AQ Code:M9

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This program will replace or rehabilitate SEPTA's bridges. Rehabilitation/replacement of bridges on rail lines and SEPTA right-of-ways will include culverts, pedestrian bridges, and associated bridge support structures. Currently programmed projects include:

- Chestnut Hill East Regional Rail Line, 5 Bridges (Philadelphia) - $30.00M (Prior Years - FY 2027)
Mile Post 5.04 over Wayne Avenue; Mile Post 5.72 over Logan Street; Mile Post 7.63 over Chew Street; Mile Post 8.90 over Mt. Pleasant Avenue; Mile Post 9.59 over Chresheim Valley Drive

- Chestnut Hill West Regional Rail Line, 7 Bridges (Philadelphia) - $35.00M (Prior Years - FY 2029) Mile Post 0.06 over SEPTA Main Line; Mile Post 0.83 over 22nd Street; Mile Post 1.17 over Hunting Park Avenue; Mile Post 1.26 over CSX Tracks; Mile Post 2.98 over Rittenhouse Street; Mile Post 4.42 over Carpenter Lane; Mile Post 5.67 over Springfield Avenue

- Critical Bridge Program (System wide) - $180.83M (Ongoing). Annual program to rehabilitate or replace bridges throughout the system to restore infrastructure to a state of good repair Bridges programmed for design and/or construction in FY 2025 include but are not limited to:
- Lansdale/Doylestown Line MP 7.34 (Cooks Run Creek, Built 1887), MP 11.62 (Keswick Avenue, Built 1904), MP 11.83 (Easton Road, Built 1928)
- Fox Chase Line MP 7.03 (3rd St., Built 1910)
- Manayunk/Norristown Line MP 3.83 (Allegheny Ave., Built 1939), MP 17.16 (Dekalb St., Built 1931), MP 17.77 (Stoney Creek, Built 1900)
- Media/Elwyn Line MP 10.12 (Small Run, Built 1965), MP 13.81 (Park Ave., Built 1917)
- West Trenton Line MP 31.63 (Delaware & Raritan Canal, Built 1902)
- Mainline-Schuylkill Bridges Duct Bank (Philadelphia) - $10.95M (Prior Years - FY2027)
- Stone Arch Bridges Phase 2 (Multiple Locations) - $18.20M (Prior Years - FY2027)

Lansdale/Doylestown Line MP 4.87 (Built 1915) and Lansdale/Doylestown Line MP 17.31 (Honey Run Creek, Built 1903)
- Norristown High Speed Line Bridge Mile Post 0.15 (Over 69th Street Yard Tracks) - $5.67M (Prior Years - FY 2025)
- Norristown High Speed Line Bridge Mile Post 12.81 (Bridgeport Viaduct) - $35M (Prior Years - FY2027)

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
ERC	5337	1,903											
ERC	1514	7,303											
ERC	LOC	243											
ERC	5337		23,883										
ERC	1514		19,486										
ERC	LOC		649										
ERC	5337			23,781									
ERC	1514			12,455									
ERC	LOC			415									
ERC	5337				7,298								
ERC	1514				4,356								
ERC	LOC				145								
ERC	5337					9,502							
ERC	1514					7,762							
ERC	LOC					259							
ERC	1514						18,510						
ERC	LOC						617						
ERC	1514							19,066					
ERC	LOC							635					
ERC	1514								19,638				
ERC	LOC								654				
ERC	1514									20,227			

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ERC	LOC											674			
ERC	1514												20,834		
ERC	LOC												694		
ERC	1514													21,459	
ERC	LOC													715	
ERC	1514														22,103
ERC	LOC														737
		9,449	**44,018**	**36,651**	**11,799**	**17,523**	**19,127**	**19,701**	**20,292**	**20,901**	**21,528**	**22,174**	**22,840**		
		Total FY2025-2028			**101,917**	**Total FY2029-2032**			**76,643**	**Total FY2033-2036**			**87,443**		

SEPTA

MPMS# 102565 ***Track Improvement Program***

LIMITS: System-wide

IMPROVEMENT Transit Improvements

MUNICIPALITIES:

PLAN CENTER:

PROJECT MANAGER:

NHPP:

FC:

CMP: Not SOV Capacity Adding

No Let Date

MRPID:AY

AQ Code:M9

IPD:

This program will provide for improvements to SEPTA's track and right-of-way. SEPTA operates rail service over 605 route miles of track (including track owned by SEPTA, Amtrak, the City of Philadelphia, and CSX). Projects will return rail infrastructure to a state of good repair and help preserve rail transit service for current and future customers. This program includes projects on both the Transit and Regional Rail systems that will renew street track and special work, replace continuous welded rail (CWR), and renew ties and timbers. This program also focuses on the stabilization of soil and rock slopes, stormwater and erosion control, track drainage, and the repair and prevention of sinkholes in the right-of-way. Additional track and right-of-way improvements will be undertaken as part of the Infrastructure Safety Renewal Program (ISRP).
Currently programmed projects include:

- Harrisburg Line Capacity Improvements – Track 2 - $34.40M (Prior Year Funding – FY 2027)
- Market-Frankford Line Bridge Street Yard Program - $9M (Prior Year Funding - FY2025)
- Norristown High Speed Line Tie Replacement and Continuous Welded Rail - $41M (Prior Years - FY2025)
- 69th Street Yard Tracks Program - $7.10M (Prior Year Funding – FY 2028)
- Trolley Tunnel Track - $34.44M (Ongoing)
- MFL Haunches Repairs $14.19M (Ongoing)
- Removal of Abandoned Trolley Tracks - $15.16M (FY 2025 – FY 2036)

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CAP	5337	2,800											
CAP	1514	5,389											
CAP	LOC	180											
CAP	5337		2,824										
CAP	1514		8,838										
CAP	LOC		295										
CAP	5337			849									
CAP	1514			6,367									
CAP	LOC			212									
CAP	5337				874								
CAP	1514				4,049								
CAP	LOC				135								
CAP	5337					900							
CAP	1514					3,945							
CAP	LOC					131							
CAP	5337						927						
CAP	1514						4,064						
CAP	LOC						135						
CAP	5337							955					
CAP	1514							4,185					
CAP	LOC							139					
CAP	5337								984				
CAP	1514								4,311				
CAP	LOC								144				
CAP	5337									1,013			
CAP	1514									4,440			
CAP	LOC									148			
CAP	5337										1,044		
CAP	1514										4,574		

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CAP	LOC											152			
CAP	5337												1,075		
CAP	1514												4,711		
CAP	LOC												157		
CAP	5337														1,107
CAP	1514														4,852
CAP	LOC														162
		8,369	**11,957**	**7,428**	**5,058**	**4,976**	**5,126**	**5,279**	**5,439**	**5,601**	**5,770**	**5,943**	**6,121**		
		Total FY2025-2028		**32,812**		**Total FY2029-2032**		**20,820**		**Total FY2033-2036**		**23,435**			

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 102567 ***Roof Program***

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES:

FC:

AQ Code:M8

PLAN CENTER:

IPD: 29

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This program will repair and improve the roofs of various SEPTA maintenance buildings, transportation facilities, and stations. Work to be performed includes replacing and upgrading roof structures, mechanical equipment, electrical connections, brick repairs, roof-mounted HVAC equipment, and the replacement of old roofing systems. Currently programmed projects include:

- 5800 Bustleton Roof Replacement - $1.75M (FY 2025 - FY 2027)
- Frankford Depot Roof Replacement - $18.80M (Prior Years - FY2029)
- Maintenance, Stations, & Substations Roof Program - $20.50M (Ongoing)
- Southern Garage Roof Replacement - $13M (FY 2028 – FY 2031)

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
ERC	5307	475											
ERC	1514	357											
ERC	LOC	12											
ERC	5307		1,004										
ERC	1514		485										
ERC	LOC		16										
ERC	5307			1,298									
ERC	1514			556									
ERC	LOC			19									
ERC	5307				4,700								
ERC	1514				1,511								
ERC	LOC				50								
ERC	5307					3,311							
ERC	1514					1,204							
ERC	LOC					40							
ERC	5307						1,600						
ERC	1514						2,748						
ERC	LOC						92						
ERC	5307							4,763					
ERC	1514							3,513					
ERC	LOC							117					
ERC	1514								2,360				
ERC	LOC								79				
ERC	1514									2,360			
ERC	LOC									79			
ERC	1514										2,360		
ERC	LOC										79		
ERC	1514											2,360	
ERC	LOC											79	
ERC	1514												2,938
ERC	LOC												98
		844	**1,505**	**1,873**	**6,261**	**4,555**	**4,440**	**8,393**	**2,439**	**2,439**	**2,439**	**2,439**	**3,036**
		Total FY2025-2028			**10,483**	**Total FY2029-2032**			**19,827**	**Total FY2033-2036**			**10,353**

SEPTA

SEPTA

MPMS# 102569 ***Maintenance & Transportation Facilities***

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES:

FC:

AQ Code:M11

PLAN CENTER:

IPD: 22

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This program provides for improvements to SEPTA's bus and rail maintenance shops, administrative facilities, and office buildings. This program includes ongoing renewal and replacement of programs including but not limited to the wheel truing, bus and steel wheel lift, fire suppression, boilers and vehicle washer shop and yard upgrades, and paving improvements. In addition, this program includes new facilities and rehabilitation of existing facilities as well as a roof rehabilitation and replacement program. Remediation and clean up activities at select facilities as well as activities that will reduce SEPTA’s carbon footprint and enhance SEPTA’s commitment to sustainability are also included in this program.

Currently programmed projects include:
- 1234 Market SOGR - $45M (Prior Years – FY 2031)
- Boiler Replacement Program - $7.10M (FY 2025 - FY 2036)
- Bus Lift Program - $12.77M (FY 2025– FY 2036)
- Courtland Shop Improvements - $22.50 (Prior Years – FY 2028)
- Decatur Warehouse Purchase & Upgrades – $15M (Prior Years – FY 2026)
- Environmental Cleanup - $28.51M (Ongoing)
- Facilities Critical Infrastructure Program - $51.45M (Ongoing)
- Facilities Furnishings Program $8.55M (Ongoing)
- Frazer Transportation Building - $37M – (Prior Years – FY 2028)
- Frazer Rail Shop and Yard Upgrade* - $139.00M (Prior Years – FY 2026)
- Garage/Shop Overhead Doors - $7.66M (FY 2030 – FY 2036)
- Maintenance Shop Equipment Program - $53.29MM (Ongoing)
- Maintenance Facilities Improvement Program - $39.46M – FY 2030 – FY 2036)
- Powelton Yard Facility Improvements - $6.50M (Prior Years - FY2026)
- Steel Wheel Lift Program - $14.26M (FY 2025 – FY 2029)
- Vehicle Washer Program - $23.30M (Prior Years - FY2028)
- Wheel Truing Program Phase 2 - $10.81MM (FY 2025 – FY 2029)
- Wyoming Complex Storm Water Retrofits - $13.35M (Prior Years – FY 2026)
- Victory Shop and Storage (Phase 2) - $18.75M (Prior Years – FY 2028)
- Maintenance Facilities Improvement Program -$55M (FY 2028 – FY 2034)
- ZEB Fleet Transition Facility Upgrades** - $150M (Prior Years - FY 2032)

*Frazer Rail Shop & Yard Upgrade- Phased upgrade of the Frazer Maintenance Facility to accommodate the expansion of SEPTA’s railcar and locomotive fleets including multi-level cars. Work includes extending existing storage tracks and adding new storage tracks; major upgrades to the repair shop and equipment, including the wheel truing machine and drop table; construction of a shop extension, new cleaning track, train washer building, storage building and yardmaster building; utility upgrades and stormwater improvements. In addition, the roof will be replaced, and mechanical equipment will be replaced. The budget for this project is $139 million.

**Zero Emission Bus Fleet Transition Facility Upgrades $150M (Prior Years - FY 2032)
SEPTA is planning for a full transition to ZEBs, which could include a combination of Battery Electric Buses and Fuel Cell Electric Buses, by the year 2040, if adequate funding is made available for the investments that will be necessary to charge and fuel these new buses. SEPTA has secured $107.66 M for ZEB infrastructure projects through the FTA’s Low or No Emissions Vehicle Program. Projects include:

-Midvale ZEB Infrastructure Project ($5.75M total)
-Allegheny, Callowhill, and Comly ZEB Power Resiliency Project ($29.2M total)
-ZEB Transition Facility Safety & Resiliency Improvements ($100M total)

Overall, these projects will provide for the design and construction of additional or upgraded electric infrastructure including power feeders, backup generators, substations, ventilation enhancements, and fire safety improvements at Midvale, Allegheny, Callowhill, Comly, Frankford, Frontier, Germantown, Southern, and Victory bus depots. These upgrades will make it possible for SEPTA to start procuring a significant number of ZEBs in the next few years. SEPTA will continue to apply for funds through the FTA Low-No program to advance this transition.

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
ERC	5339(C)	50,000											
ERC	5307	2,400											
ERC	1514	51,809											
ERC	LOC	1,727											
ERC	DISFUND		36,241										
ERC	5307		2,400										
ERC	5339(C)		47,720										
ERC	1514		16,913										
ERC	LOC		1,558										
ERC	5307			2,400									
ERC	DISFUND			27,691									
ERC	1514			19,936									
ERC	LOC			664									
ERC	5307				4,000								
ERC	1514				43,271								
ERC	LOC				1,442								
ERC	5307					4,000							
ERC	1514					27,899							
ERC	LOC					930							
ERC	5307						8,800						
ERC	1514						28,580						
ERC	LOC						952						
ERC	5307							8,824					
ERC	1514							29,983					
ERC	LOC							999					
ERC	5307								5,416				
ERC	1514								19,101				
ERC	LOC								637				
ERC	5307									874			
ERC	1514									18,540			
ERC	LOC									618			
ERC	5307										900		
ERC	1514										19,096		
ERC	LOC										636		
ERC	5307											927	
ERC	1514											19,669	
ERC	LOC											655	
ERC	5307												955
ERC	1514												20,258
ERC	LOC												675
		105,936	**104,832**	**50,691**	**48,713**	**32,829**	**38,332**	**39,806**	**25,154**	**20,032**	**20,632**	**21,251**	**21,888**
		Total FY2025-2028		**310,172**		**Total FY2029-2032**		**136,121**		**Total FY2033-2036**		**83,803**	

SEPTA

MPMS# 102571 ***Communications, Signals, & Technology Improvements***

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:M6

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

This program provides for improvements to SEPTA's communications systems, signal systems, information technology infrastructure - including vehicle and facility video systems. As part of its capital program, SEPTA will replace its Computer Aided Radio Dispatch (CARD) System, install Positive Train Control on the Route 101/102 Trolley lines [Media-Sharon Hill Line (MSHL)], upgrade dispatching and scheduling systems, and implement a real-time vehicle arrival information display system. Rail signal modernization projects and interlocking improvements will enhance operational reliability and service quality. The annual Information Technology program provides replacement and upgrades of the Authority's computer hardware, software and network equipment, such as servers, digital signage, and Enterprise applications. This program also provides capital dollars to support SEPTA's transformative Efficiency and Accountability Initiative to improve how SEPTA functions as an organization on a day-to-day basis.

Currently programmed projects include:
- Broad Street Line Ridge Spur Signals - $14.66M (Prior Years - FY2025)
- Broad Street Line Signals (Broad Street Subway) - $65.00M (FY 2030 – FY 2036)
- Broad Street Subway City Hall Reverse Signaling - $54.00M (FY 2025 – FY 2028)
- Computer Aided Radio Dispatch (CARD) System Replacement - $94.82M (Prior Years - FY2029)
- Harrisburg Line Capacity Improvements – Paoli to Overbrook - $21.91M (Prior Years – FY 2027)
- Positive Train Control - $177.00M (Prior Year – FY 2027)
- Positive Train Control Enhancement & Technology Refresh - $25M (FY 2025 – FY 2029)
- Positive Train Control – Onboard Survey Mapping - $3.3M (Prior Years– FY 2026)
- Railroad Interlocking Improvement Program - $150.91 (Ongoing)
- Southwest Connection (30th to Phil Catenary, Signals and ROW Improvements) – $61.50M (Prior Years - FY 2025)
- Regional Railroad Signal Improvement Program - $60.76M (FY 2030 – FY 2036)
- Regional Rail VHF Radio Upgrade - $57M (FY2025 - FY2030)
- Route 101/102 Positive Train Control and ROW Improvements - $95.00 (Prior Years – FY 2025)
- Signal System Renewal on the Norristown High Speed Line - $100M (Prior Years – 2031)
- Real Time Information / Audio Visual Public Address (AVPA) - $34.73M (Prior Years - FY2028)
- Fare Boxes Replacement - $22M (Prior Years – FY 2026)
- Telecommunications System Replacement - $13.71M (Prior Years – FY 2026)
- Information Technology Program - $199.56M (Ongoing)
- Operational Technology Cybersecurity - $58.00M (FY 2025 – FY 2029)
- IT Capital Software - $141.92M – FY 2025 – FY 2036
- SEPTA Transformation – Efficiency and Accountability Capital Support - $6.60M (Prior Years – FY 2027)
- Transit Asset Management - $11.00M (Prior Years – FY 2025)
- Video Systems Refreshment Program - $68.00M (Prior Years – FY 2031)

SEPTA

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CAP	5337	36,893											
CAP	5307	11,200											
CAP	1514	39,545											
CAP	LOC	1,318											
CAP	5337		39,017										
CAP	5307		15,621										
CAP	1514		49,858										
CAP	LOC		1,662										
CAP	5307			26,508									
CAP	5337			34,241									
CAP	1514			63,443									
CAP	LOC			2,114									
CAP	5307				20,000								
CAP	5337				13,868								
CAP	1514				74,744								
CAP	LOC				2,491								
CAP	5337					36,000							
CAP	5307					10,556							
CAP	1514					49,596							
CAP	LOC					1,653							
CAP	5337						45,920						
CAP	5307						4,000						
CAP	1514						41,113						
CAP	LOC						1,370						
CAP	5337							50,568					
CAP	5307							4,000					
CAP	1514							23,774					
CAP	LOC							792					
CAP	5337								44,504				
CAP	5307								4,000				
CAP	1514								11,735				
CAP	LOC								391				
CAP	5337									45,671			
CAP	5307									4,000			
CAP	1514									12,017			
CAP	LOC									400			
CAP	5337										64,480		
CAP	5307										4,000		
CAP	1514										16,568		
CAP	LOC										552		
CAP	5307											4,000	
CAP	5337											50,511	
CAP	1514											13,188	
CAP	LOC											439	
CAP	5307												4,000
CAP	5337												46,481
CAP	1514												12,213
CAP	LOC												407
		88,956	**106,158**	**126,306**	**111,103**	**97,805**	**92,403**	**79,134**	**60,630**	**62,088**	**85,600**	**68,138**	**63,101**
		Total FY2025-2028			**432,523**	**Total FY2029-2032**			**329,972**	**Total FY2033-2036**			**278,927**

SEPTA

SEPTA

MPMS# 115472 ***Projects of Significance***

LIMITS:

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES:

FC:

AQ Code:2035M

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

SEPTA and its regional partners continue to advance key Projects of Significance to build towards a shared lifestyle transit network vision for Southeastern Pennsylvania. These projects are instrumental to ensuring SEPTA is able to achieve the goals set forth in our strategic plan, SEPTA Forward. SEPTA's Bus Revolution, Trolley Modernization, Reimagining Regional Rail, and Rail Vehicle Replacement projects are all critical links to ensuring SEPTA achieves its goal for a more resilient, prosperous and equitable region for everyone, with transit at the core.

Bus Revolution Capital Investments ($184.82M) include Transit Prioritization, End of Line facilities, Bus Stop Improvements, and Micro Transit service projects as follows:

-Transit Prioritization Projects $59.7M (Prior Years - FY 2036) Activities include transit priority planning, design, and construction along numerous corridors including: Olney Avenue, 19th/20th Streets, 7th/8th Streets, Chestnut/Walnut, West Market/JFK, North Philadelphia West, Erie Ave, & West Chester Pike.

-Bus End-of-Line Projects $92.32M (Prior Years - FY 2036) Activities include property acquisition, design, and construction of bus end-of-line facilities including the following projects: Wissahickon Transportation Center, South Philadelphia Transportation Center, Knights Road, Neshaminy Blvd.

-Micro Transit Service $6.11M (Prior Years - FY 2026) Activities include acquisition of 25 ADA accessible vehicles, construction of a new fueling station at Frontier Depot, and implementation of a operations/scheduling platform.

Trolley Modernization $1.983B (Prior Years – FY 2036)
SEPTA is allocating $1.983B for the Trolley Modernization program to help deliver our vision of easy to use, frequent, and integrated transit. These capital funds enable SEPTA to advance the acquisition of 130 new ADA accessible street cars to replace the Authority's aging fleet and upgrade trolley network infrastructure to improve accessibility, capacity, reliability, and safety.

SEPTA's Trolley system is the largest in North America and serves tens of thousands of transit-dependent riders in Philadelphia and Delaware counties every day. The current vehicles are over 40 years old and were acquired prior to the passage of ADA –meaning people with disabilities, seniors, and anyone with mobility issues or using a stroller cannot take full advantage of the connections they provide. Trolley Modernization opens the doors to these communities with new, low-floor vehicles and improved track infrastructure that will make the system fully ADA accessible.

This program advances equity by improving trolley access and service that disproportionately serves people of color, low-income populations, and individuals with disabilities. SEPTA's Trolley Modernization Project will catalyze over 38,000 permanent jobs and create an increase of $5.8 billion in property values across the region.

Specific activities include the following:

Acquisition of 130 new, 84-foot ADA accessible trolley vehicles. (Contract awarded)
Property acquisition, design, and construction of a new Trolley Heavy Maintenance Facility in Southwest Philadelphia. (Property acquired and facility design is underway)
ADA Accessibility and State of Good Repair Improvements at 19th, 22nd, 33rd, 36th and 37th Street Trolley Stations.
Trolley Tunnel State of Good Repair Program, including the overhaul of the 40th Street Substation and Center City tunnel improvements.
Design of modern stations and identification of new station locations with public input and community engagement.
Study and advancement of end-of-line improvements and extensions.
Coordination with utilities, the City of Philadelphia, and Delaware County.
Design and construction for Bridge, Communication & Signals, Power, and Track system upgrades.
For further project information, please visit www.septa.org/trolley-modernization.

Rail Vehicle Replacements
Market-Frankford Line Vehicle Replacement & Infrastructure- $1.165B (Prior Years – FY 2034)
In February 2024, SEPTA was awarded $317 million by the Federal Transit Administration to support the replacement of Market-Frankford Line (MFL) M-4 rail cars. The project is currently in the procurement phase and SEPTA plans to award a contract for manufacturing the vehicles in calendar year 2024. Included within the project's budget are vehicle specification development, vehicle production costs, signal system design and construction, and facility improvements, such as at 69th St. and Bridge St. Yard.

Broad Street Line Vehicle Replacement & Infrastructure- $700M (FY 2026 – FY 2036)

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This project includes the purchase of modern trainsets to replace the aging Broad Street Line (BSL) rail cars. Included within the project's budget is vehicle specification development, and infrastructure improvements needed to enhance operational efficiency of the new railcars.

Regional Rail Cars Silverliner IV Replacement - $728.06M (Prior Years – FY 2036)
The Silverliner IV railcar fleet was manufactured between 1974 and 1976 and is approaching 50 years of service. Funding programmed will provide for vehicle design specifications, property acquisition, infrastructure improvements, and a partial fleet replacement that supports the implementation of the Reimagining Regional Rail Master Plan.

Regional Rail Master Plan
This program of projects will progress concepts and alternatives evaluated through the Regional Rail Master Plan effort, including more detailed alternative analysis and concept design. Work will include study, planning, property acquisition, design, and construction activities for multiple projects including:

Airport Corridor Improvements $24.56M (FY 2025 - FY 2036)
The project includes design & construction of new track segments along the Airport Line to separate SEPTA regional rail services from freight rail operations. Separating from freight operations creates the opportunity for increased frequency to and from the Philadelphia International Airport. As part of the project, the Eastwick Regional Rail station will be reconstructed and made fully ADA accessible.

Norristown Corridor Improvements $25.08M (FY 2025 - FY 2036)
The project includes design & construction of new track segments along the Manayunk/Norristown Line to separate SEPTA regional rail services from freight rail operations. Separating from freight operations creates the opportunity for increased frequency on the Manayunk/Norristown with through-running service to the Philadelphia International Airport. As part of the project, the Norristown Regional Rail stations will be reconstructed and made fully ADA accessible.

North Philadelphia Infrastructure $6.96M (FY 2025 - FY 2027)
The project includes design & construction of new track segments in North Philadelphia.

Coatesville Service Restoration $7M (Prior Years - FY 2028)
The Coatesville Service Restoration project will restore rail service on the Paoli/Thorndale Regional Rail Line from its existing terminus at Thorndale, Chester County, to a new terminus in Coatesville, Chester County. Regional Rail service beyond Thorndale was discontinued in 1996. PennDOT is reconstructing the Coatesville Station with completion expected in late 2025. The new station will be ADA accessible and include improved lighting, overhead canopies, elevators, and a passenger connection for crossing the tracks. Amtrak Keystone Line trains will serve the station.

For SEPTA to restore Regional Rail service, additional track and signal infrastructure improvements are needed along the line. SEPTA, in coordination with PennDOT, Amtrak, & Chester County, will facilitate the design of track and signal infrastructure improvements that are necessary to operate an efficient service to Coatesville Station. While designing the infrastructure upgrades, SEPTA will coordinate with its partners to schedule implementation and secure funding for construction and operations.

Mainline-Schuylkill Bridges & Interlockings $400M (Prior Years - FY 2035)
When the Center City Commuter Connection Tunnel was built in the early 1980s to connect the Pennsylvania and Reading Railroads, it created the only fully electrified, through-running railroad in North America and the heart of SEPTA's Regional Rail network.

With all Regional Rail lines culminating in this stretch of track, the underlying infrastructure plays a crucial role in SEPTA's ability to provide reliable and frequent service. While the connection between Suburban Station and Jefferson Station consists of modern infrastructure, the seven bridges between Suburban Station and 30th Street Station were originally built in 1929 and require significant rehabilitation: MP 0.49 (21st Street); MP 0.58 (22nd Street); MPs 0.61, 0.64 and 0.68 (22nd Street/23rd Street); MP 0.72 (CSX Tracks); and MP 0.76 (Schuylkill River).

SEPTA will rehabilitate these bridges, while phasing the work to keep service running. Additionally, while reconstructing the bridges, SEPTA will replace the interlockings, and right of way infrastructure.

Bus Network Enhancements: Bus Stop Improvements $24.30M (FY 2025 – FY 2036) – This project includes real time information using e-paper readers at the bus stop and also bus stop improvements like shelters, sidewalks, signage, benches, and various customer amenities to improve safety and comfort for riders.

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
ERC	5307	59,920											
ERC	RVR	134,757											
ERC	5337	51,847											
ERC	5339	1,760											
ERC	1514	35,166											
ERC	LOC	3,854											
ERC	OTH	92,155											
ERC	5339		1,805										
ERC	5337		24,565										
ERC	5307		36,203										
ERC	RVR		133,950										
ERC	DISFUND		96,079										
ERC	1514		45,529										
ERC	LOC		1,596										
ERC	5307			33,481									
ERC	5337			11,254									
ERC	5339			5,790									
ERC	DISFUND			79,509									
ERC	1514			57,015									
ERC	LOC			4,287									
ERC	5307				35,096								
ERC	DISFUND				150,000								
ERC	1514				20,851								
ERC	LOC				3,691								
ERC	5307					58,390							
ERC	5337					20,937							
ERC	DISFUND					50,000							
ERC	1514					104,476							
ERC	LOC					6,580							
ERC	DISFUND						50,000						
ERC	5307						4,603						
ERC	5337						29,905						
ERC	1514						100,222						
ERC	OTH						265,000						
ERC	LOC						6,503						
ERC	DISFUND							50,000					
ERC	5337							30,374					
ERC	5307							2,097					
ERC	1514							99,549					
ERC	OTH							320,000					
ERC	LOC							6,556					
ERC	5307								6,811				
ERC	DISFUND								50,000				
ERC	5337								52,029				
ERC	1514								125,963				
ERC	OTH								285,000				
ERC	LOC								7,521				
ERC	5307									14,333			
ERC	DISFUND									50,000			
ERC	5337									44,058			
ERC	1514									117,932			
ERC	OTH									225,000			

SEPTA

ERC	LOC											7,370			
ERC	DISFUND												50,000		
ERC	5337												35,590		
ERC	5307												40,872		
ERC	1514												72,676		
ERC	LOC												5,923		
ERC	OTH												210,000		
ERC	DISFUND													50,000	
ERC	5307													41,554	
ERC	5337													53,308	
ERC	1514													93,738	
ERC	LOC													6,716	
ERC	OTH													175,000	
ERC	DISFUND														50,000
ERC	5337														50,827
ERC	5307														46,089
ERC	1514														82,664
ERC	LOC														6,202
ERC	OTH														100,000
		379,459	**339,727**	**191,336**	**209,638**	**240,383**	**456,233**	**508,576**	**527,324**	**458,693**	**415,061**	**420,316**	**335,782**		
		Total FY2025-2028			**1,120,160**	**Total FY2029-2032**			**1,732,516**	**Total FY2033-2036**			**1,629,852**		

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 121366 ***Resiliency and Sustainaiblity Program*** **New-B**

LIMITS: No Let Date

IMPROVEMENT Transit Improvements NHPP:

MUNICIPALITIES: FC: AQ Code:M9

PLAN CENTER: IPD:

PROJECT MANAGER: CMP:

This program will support various projects and initiatives that will protect and strengthen the SEPTA transit system and infrastructure from the effects of extreme weather events. It will also support SEPTA sustainability initiatives to combat climate change.

Currently programmed projects include:
-Jenkintown Flood Mitigation - $19.98M (Prior Years – FY2025)
-Tropical Storm Ida Response & Recovery - $34M (Prior Years– FY2029)
-Climate Adaptation and Mitigation Program - $25M (FY2025 – FY2028 & FY2030 – FY2036)
-On-Site Power for Major Facilities - $7.67M (FY2030 – FY2036)
-NHSL Slope Stabilization at Rebel Hill - $22M (FY2026 – FY2029)

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
ERC	5307	4,478											
ERC	1514	5,305											
ERC	LOC	177											
ERC	5307		4,800										
ERC	1514		2,354										
ERC	LOC		78										
ERC	5307			4,800									
ERC	1514			6,614									
ERC	LOC			220									
ERC	5307				4,000								
ERC	1514				12,468								
ERC	LOC				415								
ERC	5307					3,173							
ERC	1514					5,365							
ERC	LOC					179							
ERC	5307						800						
ERC	1514						2,536						
ERC	LOC						84						
ERC	5307							824					
ERC	1514							2,611					
ERC	LOC							87					
ERC	5307								849				
ERC	1514								2,690				
ERC	LOC								90				
ERC	5307									874			
ERC	1514									2,771			
ERC	LOC									92			
ERC	5307										900		
ERC	1514										7,153		
ERC	LOC										238		
ERC	5307											927	
ERC	1514											2,939	
ERC	LOC											98	
ERC	5307												958
ERC	1514												3,043

SEPTA

ERC	LOC												
													101
		9,960	7,232	11,634	16,883	8,717	3,420	3,522	3,629	3,737	8,291	3,964	4,102
		Total FY2025-2028			45,709	Total FY2029-2032			19,288	Total FY2033-2036			20,094

SEPTA

MPMS# 121367 ***Safe, Clean, and Secure Program*** **New-B**

LIMITS: No Let Date

IMPROVEMENT Transit Improvements NHPP:

MUNICIPALITIES: FC: AQ Code:M8

PLAN CENTER: IPD:

PROJECT MANAGER: CMP:

Safety is a core value at SEPTA. All projects advanced in the Capital Program have a Safety-First focus. It is SEPTA's goal to promote safety and public health by making the overall system safer, cleaner, and more secure for riders. Maintaining the cleanliness of SEPTA facilities through the provision of various cleaning equipment is critical for good passenger health, their SEPTA experience, and supports overall system safety.

This program also includes life safety assessments and facility and vehicle safety and security measures. The Authority is part of the Philadelphia Area Regional Transit Security Working Group (PARTSWG), which works to advance safety and security improvements for all transit operations into and out of Philadelphia and the surrounding area. Additionally, SEPTA regularly applies to the competitive Transit Security Grant Program (TSGP) that is funded by the U. S. Department of Homeland Security.

Currently programmed projects include:
-Escalator / Elevator Improvement Program - $66.57M (Ongoing)
-SEPTA Transit Police Department Equipment – $7.10M (Ongoing)
-Light Rail Vehicle (LRV) Forward Collision Avoidance System - $3.5M (FY2025 – FY2027)
-Fern Rock Transportation Center Safety Improvements - $22.5M (Prior Years – FY2028)
-Fern Rock Transportation Center Pedestrian Access - $30M (Prior Years – FY2028)
-Grade Crossing Enhancement Program - $35.76M (Ongoing)
-Regional Rail Grade Crossing - $22M (Prior Years – FY2029)
-Safety and Security Infrastructure Hardening Program - $68.16M (Ongoing)
-Safety and Security Shop, Yard, & Office Hardening - $59M (Ongoing)
-Tank Replacement Program - $32.43M (Ongoing)
-Lawndale Station Grade Separation & High-Level Platform - $25.3M (Prior Years – FY2028)
-2026 Events Preparedness Initiative - $5M (FY2025)
-Vacuum Cleaning Trains - $36M (FY2025 – FY2028)
-Cleaning Equipment – $33.43M (Ongoing)
-Fare Evasion Technology Program - $16.4M (Prior Years – FY2026)

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
ERC	5307	8,500											
ERC	1514	26,250											
ERC	LOC	875											
ERC	5307		16,643										
ERC	1514		33,059										
ERC	LOC		1,102										
ERC	5307			20,706									
ERC	1514			34,042									
ERC	LOC			1,134									
ERC	5307				10,584								
ERC	1514				30,178								
ERC	LOC				1,006								
ERC	5307					10,640							
ERC	1514					20,792							
ERC	LOC					693							
ERC	5307						2,320						
ERC	1514						18,235						
ERC	LOC						608						
ERC	5307							2,389					
ERC	1514							18,746					
ERC	LOC							625					

SEPTA

ERC	5307								2,460						
ERC	1514								19,270						
ERC	LOC								642						
ERC	5307									2,533					
ERC	1514									19,811					
ERC	LOC									660					
ERC	5307										2,607				
ERC	1514										20,367				
ERC	LOC										679				
ERC	5307											2,688			
ERC	1514											20,940			
ERC	LOC											698			
ERC	5307													1,582	
ERC	1514													24,740	
ERC	LOC													824	
		35,625	**50,804**	**55,882**	**41,768**	**32,125**	**21,163**	**21,760**	**22,372**	**23,004**	**23,653**	**24,326**	**27,146**		
		Total FY2025-2028			**184,079**	**Total FY2029-2032**			**97,420**	**Total FY2033-2036**			**98,129**		

Total For SEPTA	**2025**	**2026**	**2027**	**2028**	**2025-2028**	**2029-2032**	**2033-2036**
	$1,114,454	$1,133,634	$970,998	$993,094	$4,212,180	$4,702,919	$4,998,422

Interstate Management Program for the Draft FY2025 STIP for the DVRPC Pennsylvania Subregion

DELAWARE VALLEY
dvrpc
REGIONAL
PLANNING COMMISSION

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I-95 Reconstruction Project Roadmap

The I-95 Corridor is home to many regional destinations. These destinations include employment centers like Center City Philadelphia, major transportation/port facilities like the Philadelphia International Airport and several port terminals, and sports, recreational, and entertainment venues. The corridor also provides access to portions of New Jersey and Delaware via connections with other Interstates and state routes. This corridor is a limited access facility built in the 1960s, with major sections still under construction in the 1970s and the Girard Point Bridge not opening until the middle of the 1980s.

More than $2.7 billion has been programmed for PennDOT's long-term, multiphase initiative to rebuild and improve approximately eight miles of I-95 between Interstate 676 and Cottman Avenue north of Center City Philadelphia in Pennsylvania, also known as Sector A. Over the next decade, PennDOT will continue to focus on reconstructing this eight-mile stretch of Interstate 95. The five sections that comprise what is known as "Sector A" (GIR, CPR, BSR, BRI, and AFC) are broken out into more than 40 individual subprojects with separate MPMS#s, most of which appear in the IMP, and some of which appear in the Regional Highway Program of the DVRPC TIP. As of the publication of the Draft FY2025 TIP, the following sections are currently under construction: the Betsy Ross Bridge/Aramingo Avenue Interchange (BRI), the Bridge Street Interchange (BSR), from the Frankford Creek, south of the Betsy Ross Interchange, to Allegheny Avenue (AFC), the Girard Avenue Interchange (GIR) and Central Access Philadelphia (CAP). The Cottman/Princeton Interchange (CPR) section is expected to have substantial completion in 2024. Table 26: on the next page, shows a breakdown of the individual projects and programming amounts in the Draft FY2025 STIP.

PennDOT has a number of projects that are smaller in scope, but significant nonetheless, presently in design or under construction on I-95 in Philadelphia, Bucks County, and Delaware County (Sectors B, C, and D), as well as some that are "off-line", e.g., not on the I-95 mainline, that provide benefit, or are required for I-95 roadway construction improvements in the corridor. There is more work still yet to be added to the region's TIP that will methodically rebuild the entire Interstate over time. As engineers and contractors redesign and rebuild I-95 and its interchanges, planners and community groups are exploring ideas for creative, green, and sustainable ground-level enhancements for those living and working in the neighborhoods along the corridor so that appropriate pedestrian, bicycle, and transit facilities along the corridor may also be expanded, depending on the particular construction section. For example, a major enhancement (CAP) along the corridor is capping I-95 and Columbus Boulevard near Penn's Landing and will reconnect Center City with the Delaware River Waterfront.

The I-95 corridor in Pennsylvania is a complex network of bridge structures and roadway. Of the approximately 40.7 miles of I-95 in Pennsylvania, 29 percent is located on bridge structures, with the remaining being at-grade roadway. Both assets are quickly deteriorating and in need of major rehabilitation. Some segments are beyond the point of maintenance. Sector A projects pose particular design, construction, and traffic management challenges, given their location within densely populated Philadelphia neighborhoods and their proximity to port facilities, an active major north-south rail line, and the Delaware River waterfront.

Table 26: I-95 FY2025-2036 STIP/TIP Funding

	Sections	Subsections	MPMS #	Limits (Project Title)	Amount of Funds Programmed in the Draft FY2025 STIP for PA ($000)			
					First Period (2025–2028)	Second Period (2029–2032)	Third Period (2033–2036)	**Total Amount Programmed**
SECTOR A	Cottman-Princeton Interchange (CPR)	CP3	80014	I-95, Utility Relocation and Surface Streets	This project has been Let for construction and does not have funds programmed in the FY2025 STIP			
	Levick Street to Bridge Street (BSR)	BSR	47811	I-95: Orthodox to Levick Sts. (DES) also known as the Bridge St. Ramps Section	11,300			**11,300**
		BS1	79908	I-95: Kennedy St. to Levick St., and the I-95 SB off-ramp at the Bridge St. interchange	This project has been Let for Construction and does not have funds programmed in the FY2025 STIP			
		BS2	79910	I-95: North of Margaret St. to Kennedy St., and the I-95 NB on-ramp at the Bridge St. interchange	111,682			**111,682**
		BS3	87784	Aramingo Ave. from Duncan St. to Tacony St.; Harbison Ave. from Tacony St. to the Amtrak overpass	16,485	21,134	33,634	**71,253**
		BS5	103563	I-95 Bridge St. Ramps	36,400	42,500	51,499	**130,399**
	Bridge Street to Betsy Ross Bridge (BRI)	BRI	47812	I-95: Betsy Ross Interchange (DES)	7,000			**7,000**
		BR2	79904	I-95 NB: Betsy Ross Interchange (from north side of Wheatsheaf Ln. to north side of Orthodox St. Crossing)	This project has been Let for Construction and does not have funds programmed in the FY2025 STIP			
		BR3	79905	I-95 NB & I-95 SB: Betsy Ross Mainline construction from Wheatsheaf Ln. to I-95 north of Margaret St.	129,000	125,800	39,200	**294,000**
		BR4	103559	I-95 Betsy Ross Mainline SB	60,960	129,660		**190,620**
		BR5	103560	I-95 Betsy Ross Conrail Bridges	49,700			**49,700**
		BR6	103561	I-95 Betsy Ross Interchange Drainage	8,100			**8,100**
	Betsy Ross Bridge to Girard Avenue (AFC)	AFC	47813	I-95: Ann St. to Wheatsheaf Ln./Frankford Cr. (AFC) (Design)	16,000			**16,000**
		AF2	79912	I-95: Allegheny Ave. Interchange	This project has been Let for Construction and does not have funds programmed in the FY2025 STIP			
		AF3	103557	I-95 NB Ann St. to Wheatsheaf Ln., Allegheny Ave. South of Frankford Cr.	146,000	81,000		**227,000**
		AF4	103558	I-95 SB Ann St. to Wheatsheaf Ln.	1,200	170,360	29,700	**201,260**
		AFC	115687	I-95: Allegheny & Castor Ave. Interchange	10,000			**10,000**
	Girard Avenue Interchange (GIR)	GIR	17821	I-95: Shackamaxon - Ann Sts. (DES)	22,000	3,000		**25,000**
		GR1	79686	I-95: Columbia Ave. to Ann St.	This project has been Let for Construction and does not have funds programmed in the FY2025 STIP			
		GR4	79827	I-95 SB: Columbia Ave. to Ann St. (N)	This project has been Let for Construction and does not have funds programmed in the FY2025 STIP			
		GR5	79828	I-95: Race to Shackamaxon Sts.	148,801	165,701		**314,502**
		GR6	103553	I-95 Race - Shackamaxon Sts.	105,000	120,000	70,000	**295,000**
		GR8	103555	I-95 Corridor ITS	These projects have been Let for Construction and does not have funds programmed in the FY2025 STIP			
		GR9	103556	I-95 ATMS (GR9)				

Table 26: I-95 FY2025-2036 STIP/TIP Funding Continued

Sections	Subsections	MPMS #	Limits (Project Title)	Amount of Funds Programmed in the Draft FY2025 STIP for PA ($000)			
				First Period (2025–2028)	Second Period (2029–2032)	Third Period (2033–2036)	**Total Amount Programmed**
Other I-95 Projects	95/322-Sector C	15477	I-95/322/Conchester Hwy. Interchange/Impvts. (322)	35,000	88,000		**123,000**
	95 - SHU	17918	I-95, Transit Improvements/FLEX (Cornwells Heights)	1,322			**1,322**
		92581	I-95: Pavement Preservation NB	This project has been Let for Construction and does not have funds programmed in the FY2025 STIP			
		46959	I-95 Design Review Manager	8,000	4,000		**12,000**
		92289	I-95 Consultant Management	This project has been Let for Construction and does not have funds programmed in the FY2025 STIP			
		98207	I-95 Congestion Management	12,200			**12,200**
	CSXT-Sector C	104343	US 322 over CSX	23,683	15,322	13,514	**52,519**
	CAP	106264	I-95 Central Access Philadelphia/Waterfront Access	68,927	36,924		**105,851**
		106708	I-95 Planning Assistance	2,350			**2,350**
		106654	I-95 Transportation Demand Management (TMA)	465			**465**
		107709	I-95 Bridge Repairs (95/MB4)	This project has been Let for Construction and does not have funds programmed in the FY2025 STIP			
		116391	I-95 Bridge Rehabilitations	6,000			**6,000**
		114876	Studies Line Item	4,000			**4,000**
		115805	I-95 Bridge Rehab: Island Ave-Phila Navy Yard	10,000			**10,000**
Total Amount of Funds Programmed in Draft FY2025 STIP/TIP for PA for I-95 Reconstruction in Philadelphia ($000):							**2,292,523**

Blue shading denotes project is currently programmed in the DVRPC Regional Highway Program.
Orange shading denotes project in the Statewide IMP has been let, and funds for the construction phase have been obligated/encumbered.
Red shading denotes project in the DVRPC region is currently programmed in the Statewide Interstate Management Program (IMP).

Source: DVRPC, 2024

I95 SECTOR A
Map Of Construction Sections

Figure 14: I-95 Sector A Map of Construction Sections

Delaware

MPMS# 15477 ***I-95/322/Conchester Hwy. Interchange/Impvts. (322) SR:0095***

LIMITS: I-95 at Rt. 322 — No Let Date

MUNICIPALITIES: Upper Chichester Township; Chester City; Chester Township — MRPID:115

IMPROVEMENT: Intersection/Interchange Improvements — FC: 11; 14; 16 — AQ Code:2035M

PLAN CENTER: — IPD: 22

PROJECT MANAGER: EE/J. Arena — CMP: Major SOV Capacity — CMP Subcorridor(s): 4D, 8A

The SR 95, Section 322 project entails the reconfiguration of the interchange connecting two heavily traveled corridors, I-95 and US 322. The I-95 / US 322 interchange, constructed in the late 1960's, employs poor geometry that includes a left-lane on-ramp requiring a major weave across three high volume lanes of traffic. Limited sight distances, minimal acceleration and deceleration ramp lengths, and roadway segments without shoulders compound the fundamental design problems. Consequently, this area has been recognized as a Physical Highway Bottleneck under the FHWA's Significant Traffic Bottleneck Initiative. There are five existing bridges associated with the interchange: I-95 Southbound over US 322 and Ramp A; I-95 Northbound over Ramp A; Ramp N over US 322 and Ramp A; Highland Avenue over I-95 and Engle Street over I-95. The project will involve the replacement of these structures. Other structures in the project vicinity include culverts carrying waterways under I-95. The project limits along I-95 extend from just south of the US 322 interchange to the Commodore Barry Bridge Ramps. The project limits along US 322 extend from the interchange with Bethel Road to the I-95 interchange.

As part of the design process, multiple interchange configurations will be evaluated and will include alternatives that provide the two direct movements that currently are not provided at the interchange: I-95 NB to US 322 WB and US 322 EB to I-95 SB.

Alternatives for the interchange will include providing additional auxiliary lanes on I-95 between US 322 and the Commodore Barry Bridge ramps at I-95. I-95 SB may include the existing three through lanes plus an additional fourth auxiliary lane between ramps. I-95 NB may include the existing three through lanes, the existing auxiliary lane, and an additional auxiliary lane. Surrounding intersection improvements will also be incorporated into the study.

This section of I-95 has ITS equipment and is a crucial link in PennDOT's Traffic and Incident Management System (TIMS) Program. This project will maintain and improve upon existing ITS equipment along the I-95 corridor and approaching highways.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	NHPP-IM				35,000								
CON	NHPP-IM					35,000							
CON	NHPP-IM						35,000						
CON	NHPP-IM							18,000					
		0	**0**	**0**	**35,000**	**35,000**	**35,000**	**18,000**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028			**35,000**	**Total FY2029-2032**			**88,000**	**Total FY2033-2036**			**0**

Delaware

MPMS# 104821 ***I-476 Travel Management SR:0476***

LIMITS: Between PA 3 and I-95 — No Let Date

MUNICIPALITIES: Marple Township; Nether Providence Township; Ridley Township; Springfield Township — MRPID:130

IMPROVEMENT: Signal/ITS Improvements — FC: — AQ Code:2030M

PLAN CENTER: — IPD: 26

PROJECT MANAGER: Gannett/M. McGuire — CMP: Major SOV Capacity — CMP Subcorridor(s): 2C, 2D, 4D, 5C

This project will provide for the active management of transportation and demand by providing operational improvements on I-476 between the PA 3 and I-95 interchanges, and on I-95 between the I-476 and US 322 interchanges with a series of measures that will allow for the ability to dynamically manage recurrent congestion based on prevailing and predicted traffic conditions through the following: 1) Dynamic lane assignments, shoulder, and junction control improvements--The shoulders will be dynamically controlled along with travel lanes for opening/closing on a temporary basis in response to increasing congestion or incidents; and 3) Adaptive ramp metering will be used to dynamically adjust signals at the ramp entrances to proactively manage vehicle flow from access roads.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
FD	581-IM	5,500											
ROW	581-IM		300										
UTL	581-IM		200										
CON	NHPP-IM			24,000									
CON	NHPP-IM				24,000								
		5,500	**500**	**24,000**	**24,000**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**54,000**		**Total FY2029-2032**		**0**		**Total FY2033-2036**		**0**	

Delaware

MPMS# 112298 ***SR 476: I-76 Interchange to MacDade SR:0476***

LIMITS: I-76 Interchange to MacDade Blvd — No Let Date

MUNICIPALITIES: Marple Township; Nether Providence Township; Radnor Township; Ridley Township; Lower Meri — MRPID:TBD

IMPROVEMENT: Roadway Rehabilitation — FC: — AQ Code:S6

PLAN CENTER: — IPD:

PROJECT MANAGER: Plans/S. Hasan — CMP: Not SOV Capacity Adding

1-476 (Mid County Expressway) in Montgomery and Delaware County is a limited access highway in an urbanized setting. The project is located along I-476, between the I-95 (Delaware Expressway) and I-76 (Schuylkill Expressway), within Delaware and Montgomery Counties, in PennDOT District 6-0. It is an Urban Interstate/Freeway classified roadway located within the National Highway System. It is a divided highway, in the NB and SB directions, with two to three lanes in each direction and inside and outside shoulders of varying width. Portions of the highway are separated by concrete median barrier or grade-separated grassed median.

The project is needed because of the deterioration of the existing bituminous overlay which has reached is useful service life within the project limits. Also the current condition of roadside elements such as drainage inlets, guide rail and signs are in poor condition.

The project will include the following work: milling, concrete base repairs, shoulder repairs as needed, bituminous overlay, saw and seal the overlay, minor grade adjustments may be required for inlets, and selective inlets and drain cleaning. Also, all guide rail will be brought up to current standards and the following work will be completed: new pavement markings, the installation of Raised Pavement Markings (RPMs) delineators and rumble strips, and replacement of damaged or missing signs. One Auxiliary Lane will be lengthen as a part of the project but will remain within the existing footprint. It is anticipated that minor bridge work such as deck and barrier repair, will be necessary and determined as the design progresses.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	581-IM	1,923											
		1,923	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**1,923**		**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Total For Delaware	**2025**	**2026**	**2027**	**2028**	**2025-2028**	**2029-2032**	**2033-2036**
	$7,423	$500	$24,000	$59,000	$90,923	$88,000	$0

Montgomery

MPMS# 106662 ***I-76 Integrated Corridor Management SR:0076***

LIMITS: PA Turnpike to US 1 — No Let Date

MUNICIPALITIES: Upper Merion Township; Lower Merion Township; West Conshohocken Borough — MRPID:132

IMPROVEMENT: Signal/ITS Improvements — FC: — AQ Code:2035M

PLAN CENTER: Metropolitan Subcenter — IPD: 21

PROJECT MANAGER: EE/M. Holva — CMP: Major SOV Capacity — ɔcorridor(s): 1A, 2B, 3B, 3C, 8C, 9B

This project will provide for the active management of transportation and demand by providing operational improvements on I-76 and supporting arterials between the PA Turnpike and the US 1 interchanges with a series of measures that will allow for the ability to dynamically manage recurrent congestion based on prevailing and predicted traffic conditions through the following:

•Installation of systems and devices for variable speed limits and queue detection-- Speeds will be dynamically changed based on road, traffic and weather conditions. Warning signs will be used to dynamically display alerts to drivers that congestion and queues are present. The limits for this work are as follows: PA Turnpike to US 1.
•Dynamic lane assignments, shoulder, and junction control improvements-- The shoulders will be dynamically controlled along with travel lanes for opening/closing on a temporary basis in response to increasing congestion or incidents. This work includes reconstruction of shoulders up to current standard width and depth for part time shoulder use, and may necessitate increasing pavement or bridge deck width where insufficient, and lengthening of overhead bridge spans as required. Bridge and roadway drainage and storm water management will be improved as required. It is expected that part time shoulder use will be provided on I-76 in both eastbound and westbound directions from the PA Turnpike to I – 476, and on I-76 westbound from US 1 to Belmont Avenue as it relates to Junction controls for I-76 WB from City Avenue (US 1).

•Adaptive ramp metering will be used to dynamically adjust signals at the ramp entrances to proactively manage vehicle flow from access roads. The Limits are from the PA Turnpike to US 1.
•Installation of systems and devices for continuous monitoring of the transportation network, whether by video or other detectors, to aid in traffic incident management coordination and primary /secondary crash reduction, throughput increases, reducing speed differential in traffic flow and increasing trip reliability. The Limits are PA Turnpike to US 1 and it includes US 202, US 422 and US 1 and access roads.
•Installation of a responsive traffic signal system to be coordinated real time with the Regional Transportation Management Center. This should include the traffic signal system network in the proximity of I-76. Arterial signals will be coordinated with ramp metering. Transit signal priority included where applicable. Installation of communications network as required. The limits include Ridge Pike and PA 23 (Conshohocken to US1) .
•Enhanced coordination of operations with SEPTA on bus or regional rail that is parallel to the I-76 corridor including dynamic messaging on DMS to motorists of available parking / travel times of alternate mode and travel availability .

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
PE	NHPP-IM	9,000											
PE	NHPP-IM		9,000										
		9,000	**9,000**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**18,000**		**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Montgomery

MPMS# 116838 ***I-76 Flex Lanes: US 202 to I-476 SR:0076*** **New-B**

LIMITS: I-76 (Schuylkill Expressway) between the US 202 interchange and the I-476 interchange — No Let Date

MUNICIPALITIES: Upper Merion Township

IMPROVEMENT: Roadway New Capacity — FC: — AQ Code:2035M

PLAN CENTER: — IPD:

PROJECT MANAGER: EE/M. Holva — CMP: Major SOV Capacity — CMP Subcorridor(s): 3C

Preliminary Engineering is being completed under the parent project, #106662.

This project involves the widening for Flex Lanes to provide increased capacity during peak periods and to allow for dynamic lane management during emergency operations, weather events and maintenance activities. To incorporate Flex Lanes, the existing roadway will be widened symmetrically about the centerline from two lanes to three lanes in each direction. The new third lane will be utilized during times of peak demand and will serve as a shoulder during all other times. The existing median will also be widened to provide a consistent 4' wide inside shoulder in each direction. Emergency pull off areas and emergency/maintenance access ramps will also be added.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
FD	NHPP-IM	7,500											
FD	NHPP-IM		7,500										
ROW	NHPP-IM			5,000									
ROW	NHPP-IM				5,000								
UTL	NHPP-IM		6,000										
UTL	NHPP-IM			6,000									
CON	NHPP-IM				30,000								
CON	NHPP-IM					30,000							
CON	NHPP-IM						30,000						
CON	NHPP-IM							30,000					
CON	NHPP-IM								50,000				
CON	NHPP-IM									110,000			
		7,500	**13,500**	**11,000**	**35,000**	**30,000**	**30,000**	**30,000**	**50,000**	**110,000**	**0**	**0**	**0**
		Total FY2025-2028			**67,000**	**Total FY2029-2032**			**140,000**	**Total FY2033-2036**			**110,000**

Montgomery

MPMS# 116839 ***I-76 Flex Lane WB: US 1-Belmont Ave SR:0076*** **New-B**

LIMITS: I-76 (Schuylkill Expressway) between the US 1 interchange and the Belmont Ave/Green Ln interchange — No Let Date

MUNICIPALITIES: Lower Merion Township

IMPROVEMENT: Roadway New Capacity — FC: — AQ Code:2035M

PLAN CENTER: — IPD:

PROJECT MANAGER: EE/M. Holva — CMP: Major SOV Capacity — CMP Subcorridor(s): 3B

Preliminary Engineering is being completed under the parent project, #106662.

This project involves the widening for a Flex Lane in the westbound direction to provide increased capacity during peak periods and to allow for dynamic lane management during emergency operations, weather events and maintenance activities. To incorporate the Flex Lane, the existing roadway will be widened from two to three lanes in the westbound direction between City Avenue and Belmont Avenue/Green Lane. The new third lane will be utilized during times of peak demand and will serve as a shoulder during all other times. The existing median will also be widened to accommodate a consistent 4 wide inside shoulder in the westbound direction. Emergency pull off areas will also be added.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
FD	NHPP-IM	9,000											
ROW	NHPP-IM	5,000											
ROW	NHPP-IM		5,000										
UTL	NHPP-IM	5,000											
CON	NHPP-IM			25,000									
CON	NHPP-IM				25,000								
CON	NHPP-IM					25,000							
CON	NHPP-IM						25,000						
CON	NHPP-IM							30,000					
		19,000	**5,000**	**25,000**	**25,000**	**25,000**	**25,000**	**30,000**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**74,000**		**Total FY2029-2032**		**80,000**		**Total FY2033-2036**		**0**	

Total For Montgomery	**2025**	**2026**	**2027**	**2028**	**2025-2028**	**2029-2032**	**2033-2036**
	$35,500	$27,500	$36,000	$60,000	$159,000	$220,000	$110,000

Philadelphia

MPMS# 17821 ***I-95: Race Street to Ann Street (GIR) - Design SR:0095***

LIMITS: Shackamaxon Street to Ann Street — No Let Date

MUNICIPALITIES: Philadelphia City — MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements — FC: 11; 14; 16 — AQ Code:2035M

PLAN CENTER: Metropolitan Center — IPD: 21

PROJECT MANAGER: EE/E. Elbich — CMP: Major SOV Capacity — CMP Subcorridor(s): 4B

WIDEN I-95 MAINLINE TO ELIMINATE LANE DROPS IN BOTH DIRECTIONS BETWEEN RACE AND ANN STREETS. MODIFY GIRARD INTERCHANGE TO PROVIDE ADDITIONAL SOUTHBOUND OFF RAMP TO DELAWARE AVE. INCLUDES A 3 LANE EXTENSION OF DELAWARE AVE FROM RICHMOND TO ALLEGHENY AS A CONSTRUCTION TRAFFIC MITIGATION IMPROVEMENT. SECTIONS GR0-GR4 ARE COMPLETE. REMAINING SECTIONS, GR5 AND GR6, WILL RECONSTRUCT BOTH DIRECTIONS BETWEEN RACE AND SHACKAMAXON STREETS.

Provide widening and reconstruction of I-95 to eliminate the lane drop (from 4 to 3) in both directions at the Girard Avenue Interchange by providing 4 continuous thru lanes in each direction (Construction Sections GR0 thru GR6). In addition, an auxiliary lane will be provided in each direction to connect the ramps between adjacent interchanges at Vine St and Allegheny Ave. The existing substandard shoulders will be replaced with full width shoulders along most of the project length. Specifically, 22 mainline bridges will be replaced, 4 Girard Ave Interchange ramp bridges will be replaced, 2 arterial road bridges will be replaced or rehabilitated and 4 Conrail bridges over relocated Richmond St will be constructed. The Girard Avenue Interchange will be reconfigured to improve access, operation and safety. Specifically, direct access will also be provided from I-95 SB to Delaware Ave. Sections GR0-GR4, which includes the Girard interchange, have been completed. The two remaining sections will reconstruct the southbound (GR6) and northbound (GR5) lanes. An auxiliary lane will be added to connect between the interchanges. A new bridge at Poplar Street and some work on SEPTA's Market-Frankford elevated line are planned.

Section RVS (Construction Section GR5) is combined with Section GIR and includes widening and reconstruction of I-95 to provide 4 continuous thru lanes in each direction north of Spring Garden St. In addition, an auxiliary lane will be provided in each direction to connect the ramps between adjacent interchanges at Vine St and Girard Ave. The existing substandard shoulders will be replaced with full width shoulders along most of the project length. Specifically, 8 mainline bridges will be replaced or rehabilitated.

In May, 2006, this project received $20 million "SPIKE" funds to be programmed in FY10 for final design.
Various sections of I-95 Reconstruction: MPMS #'s 17821, 46948, 47314, 47394, 47811, 47812, 47783, 47813, 50575, and 57874. Investment of more than $1 billion will provide for the repair, reconstruction and restoration of this major facility built in the 1960's.

This project is contained in PennDOT's Strategic Safety Plan. This project is integral to the Delaware Valley Freight Corridors Initiative.

An investment of more than $2.7 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. Current construction efforts in Philadelphia, are addressing critical repairs on aging bridges and interchanges, and improve traffic flow, along the approximately eight miles of I-95 between I-676/Vine Street and Cottman Avenue (Sector A), by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the context of the construction section. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, and some of which appear in the DVRPC Regional TIP. MPMS #'s include: 17821 (Section GIR design: GR0, GR1, GR2, GR3, GR4, GR5, GR6, GR7), 47394 (Section CPR design: CP1, CP2), 47811 (Section BSR design: BS1, BS2, BS3), 47812 (Section BRI design:BR0, BR2, BR3), 47813 (Section AFC design: AF1, AF2), 79683 (Section CP1 construction), 79685 (Section CP2 construction), 79686 (Section GR1 construction), 79826 (Section GR3 construction), 79827 (Section GR4 construction), 79828 (Section GR5 construction), 79903 (Section BR0 construction), 79904 (Section BR2 construction), 79905 (Section BR3 construction), 79908 (Section BS1 construction), 79910 (Section BS2 construction), 79911 (Section AF1 construction), 79912 (Section AF2 construction), 80094 (Section GR0 construction), 83640 (Section GR2 construction), 87784 (Section BS3 construction), 98207 (I95 Congestion Management), 103553 (Section GR6 Construction), 103554 (Section GR7 construction), 103555 (Section GR8 construction), 102309 (I95 Corridor Drainage). Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
PE	NHPP-IM			800									
PE	581-IM			200									
FD	NHPP-IM	14,400											
FD	581-IM	3,600											
FD	NHPP-IM				2,400								
FD	581-IM				600								

Philadelphia

FD	NHPP-IM					2,400									
FD	581-IM					600									
		18,000	**0**	**1,000**	**3,000**	**3,000**	**0**	**0**	**0**	**0**	**0**	**0**	**0**		
		Total FY2025-2028		**22,000**		**Total FY2029-2032**		**3,000**		**Total FY2033-2036**		**0**			

Philadelphia

MPMS# 46959 ***I-95 Design Review Manager SR:0095***

LIMITS: Race St. to Neshaminy Creek — No Let Date

MUNICIPALITIES: Philadelphia City — MRPID:65

IMPROVEMENT: Other — FC: 11 — AQ Code:X1

PLAN CENTER: — IPD:

PROJECT MANAGER: EE/E. Elbich — CMP: Not SOV Capacity Adding — CMP Subcorridor(s): 4A, 4B

This project will provide assistance to the PennDOT project manager and design review services for the I-95 Reconstruction Projects in the City of Philadelphia. These projects include, but are not limited to, the following sections: Section RVS, GIR, AFC, BRI, BSR, and CPR. The limits of the contract cover the City of Philadelphia. The selected firm will be required to provide engineering management assistance and design review services during the preliminary and final design phases. They will be required to provide sufficient staff to assist the Department in adequately maintaining project coordination and schedule for design through bidding of the construction contracts. Other tasks required include, but are not limited to: review of design submissions, hydraulic reports, type size and location submissions, final bridge plans and computations, geotechnical reports, preliminary and final right of way plans, design plans, special provisions, specification and estimates prepared by other consulting engineering firms. Conduct design review meetings and plan checks; review environmental items of work; coordinate required permit applications; standardize design details, coordinate design and right of way acquisition activities, coordinate all traffic control plans to provide optimum traffic flow, coordinate with the various agencies, public officials, interested groups, communities, and utilities by means of periodic meetings; prepare master timetables to coordinate all phases of the projects; monitor schedule to assure compliance with master schedule; evaluate all value engineering submissions and make recommendations to the District. Tasks also include public involvement, development of project newsletters, environmental permit review and tracking of mitigation strategies, preparation of materials for the project website, assist in preparing applicable inter-agency agreements, and responding to public inquiries both through written and e-mail.

An investment of more than $2.7 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. Current construction efforts in Philadelphia, are addressing critical repairs on aging bridges and interchanges, and improve traffic flow, along the approximately eight miles of I-95 between I-676/Vine Street and Cottman Avenue (Sector A), by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the context of the construction section. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, and some of which appear in the DVRPC Regional TIP. MPMS #'s include: 17821 (Section GIR design: GR0, GR1, GR2, GR3, GR4, GR5, GR6, GR7), 47394 (Section CPR design: CP1, CP2), 47811 (Section BSR design: BS1, BS2, BS3), 47812 (Section BRI design:BR0, BR2, BR3), 47813 (Section AFC design: AF1, AF2), 79683 (Section CP1 construction), 79685 (Section CP2 construction), 79686 (Section GR1 construction), 79826 (Section GR3 construction), 79827 (Section GR4 construction), 79828 (Section GR5 construction), 79903 (Section BR0 construction), 79904 (Section BR2 construction), 79905 (Section BR3 construction), 79908 (Section BS1 construction), 79910 (Section BS2 construction), 79911 (Section AF1 construction), 79912 (Section AF2 construction), 80094 (Section GR0 construction), 83640 (Section GR2 construction), 87784 (Section BS3 construction), 98207 (I95 Congestion Management), 103553 (Section GR6 Construction), 103554 (Section GR7 construction), 103555 (Section GR8 construction), 102309 (I95 Corridor Drainage). Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
PE	NHPP-IM	1,600											
PE	581-IM	400											
PE	NHPP-IM		1,600										
PE	581-IM		400										
PE	NHPP-IM			1,600									
PE	581-IM			400									
PE	NHPP-IM				1,600								
PE	581-IM				400								
PE	NHPP-IM					1,600							
PE	581-IM					400							
PE	NHPP-IM						1,600						
PE	581-IM						400						
		2,000	**2,000**	**2,000**	**2,000**	**2,000**	**2,000**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**8,000**		**Total FY2029-2032**		**4,000**		**Total FY2033-2036**		**0**	

Philadelphia

MPMS# 47811 ***Bridge Street Design (Section BSR)(IMP) SR:0095***

LIMITS: Orthodox Street to Levick Street — No Let Date

MUNICIPALITIES: Philadelphia City — MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements — FC: 11 — AQ Code:2035M

PLAN CENTER: — IPD: 21

PROJECT MANAGER: AECOM/P. Shultes — CMP: Major SOV Capacity — CMP Subcorridor(s): 4B

This project provides for design of I-95 Reconstruction SR 0095 Section BSR, also known as the Bridge Street Ramps Section, and will eliminate the lane drop at the James St. Ramp in the southbound direction and will eliminate the lane drop at the Bridge St. Ramp in the northbound direction. The proposed SR 0095 will have four lanes in each direction from Lafevre St. to Levick St. with acceleration/deceleration lanes at the interchange. The project will consist of five dual structures, and the Delaware Avenue Extension On-Ramp Bridge. All retaining walls supporting SR 0095 will be totally reconstructed to support the new widened roadway and ramps. In addition, the project consists of 1.7 miles of reconstruction and realignment along SR 0095, as well as 1.4 miles of reconstruction along Tacony Street from Aramingo Ave. to Barnett St. to the east. Approximately 1.6 miles of reconstruction along Aramingo and Harbison Avenues is anticipated from Wheatsheaf Lane to the south to Torresdale Ave. to the north. A portion of Aramingo Ave. will also be widened from Orthodox St. to Tacony St. along the SR 0095 side of Aramingo Ave. The Aramingo Avenue/Betsy Ross Interchange will be reconfigured to realign the planned Adams Avenue Connector to intersect Aramingo Ave. adjacent to the Frankford Creek Bridge. Additional ramps will be constructed between the Betsy Ross Bridge and the SR 0095/Aramingo Ave Interchange to accommodate all traffic movements from the Betsy Ross Bridge and from SR 0095 (MPMS 79903 - SR00095, Sec BR0). These new ramps will serve to accommodate the increased traffic volumes from the removal of the two ramps at the Bridge St. Interchange. One of the ramps to be removed is an off-ramp from SR 0095 NB to Aramingo Ave. NB. The other ramp to be removed is an on-ramp from Aramingo Ave. SB. to SR 0095 SB. The project also consists of relocating the SR 0095 SB off-ramp at the Bridge St. Interchange. The ramp is being moved farther north to allow the ramp to meet current design standards and tie into Tacony Street at the Delaware Avenue Extension intersection. In addition this project will incorporate new traffic signals at 12 intersections and modifications to traffic signals at 5 intersections.

As part of this project, North Delaware Ave. will be extended approximately 1.5 miles from Orthodox Street to Tacony St. This will include a new bridge over Old Frankford Creek. The project also consists of removing the SR 0095 SB off-ramp at the Bridge St. Interchange (at James Street), and the removal of the Bridge St. on-ramp to SR 0095 NB. These ramps are being moved further north to the intersection of Tacony St. and the North Delaware Ave. Extension. The SR 0095 SB off-ramp will provide direct access to Tacony St. and the North Delaware Ave. Extension. The new on-ramp from Tacony St. and the North Delaware Ave. Extension will provide access to SR 0095 NB.

The BSR section also includes the construction of the Frankford Creek Greenway along Aramingo Ave. from Wheatsheaf La. to the Adams Ave. Connector, and then along the Adams Ave. Connector to the adjoining MPMS #17782 project. A multi-use trail will extend further along Aramingo Ave. from the Adams Ave. Connector to Tacony St. The East Coast Greenway will also be constructed along the North Delaware Ave. Extension to connect with the K&T Trail.

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

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

Construction is broken down into five sections: BS1 (MPMS#77908), BS2 (MPMS#79910), BS3 (MPMS#87784), BS4 (MPMS #103562) and BS5 (MPMS 103563).

An investment of more than $2.7 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. Current construction efforts in Philadelphia, are addressing critical repairs on aging bridges and interchanges, and improve traffic flow, along the approximately eight miles of I-95 between I-676/Vine Street and Cottman Avenue (Sector A), by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the context of the construction section. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, and some of which appear in the DVRPC Regional TIP. MPMS #'s include: 17821 (Section GIR design: GR0, GR1, GR2, GR3, GR4, GR5, GR6, GR7), 47394 (Section CPR design: CP1, CP2), 47811 (Section BSR design: BS1, BS2, BS3), 47812 (Section BRI design:BR0, BR2, BR3), 47813 (Section AFC design: AF1, AF2), 79683 (Section CP1 construction), 79685 (Section CP2 construction), 79686 (Section GR1 construction), 79826 (Section GR3 construction), 79827 (Section GR4 construction), 79828 (Section GR5 construction), 79903 (Section BR0 construction), 79904 (Section BR2 construction), 79905 (Section BR3 construction), 79908 (Section BS1 construction), 79910 (Section BS2 construction), 79911 (Section AF1 construction), 79912 (Section AF2 construction), 80094 (Section GR0 construction), 83640 (Section GR2 construction), 87784 (Section BS3 construction), 98207 (I95 Congestion Management), 103553 (Section GR6 Construction), 103554 (Section GR7 construction), 103555 (Section GR8 construction), 102309 (I95 Corridor Drainage). Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

Pennsylvania - Interstate Management Program

Philadelphia

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
FD	NHPP-IM	10,170											
FD	581-IM	1,130											
		11,300	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**11,300**		**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Philadelphia

MPMS# 47812 ***I-95: Betsy Ross Interchange (BRI) - Design (IMP) SR:0095***

LIMITS: Wheatsheaf Lane to Orthodox Street — No Let Date

MUNICIPALITIES: Philadelphia City — MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements — FC: 11 — AQ Code:2035M

PLAN CENTER: — IPD: 20

PROJECT MANAGER: AECOM/P. Shultes — CMP: Major SOV Capacity — CMP Subcorridor(s): 4B

This project provides for the design of I-95 Reconstruction SR 0095 Section BRI, also known as the Betsy Ross Interchange. Section consists of reconstructing 1.1 miles of the SR 0095 mainline roadway starting from the north side of the Wheatsheaf Lane crossing, adjoining Section AFC, and ending north of Lefevre Street, adjoining Section BSR. The lane drops (from 3 to 4) on SR 0095 will be eliminated. Within Section BRI, the NB and SB collector-distributor roads, the Ramp X SB on ramp and Ramp Y NB off ramp will be demolished and removed. The proposed SR 0095 mainline will have four lanes in each direction from Wheatsheaf Lane to Lefevre Street. On the SR 0095 mainline, the project includes reconstruction of four dual structures (the dual structures over Frankford Creek; the dual viaduct structures over the Earth Fill area from the Betsy Ross Interchange to south of Orthodox Street crossing; the dual structures over Orthodox Street, and the dual structures over Lefevre Street.
Section BRI includes the rehabilitation or replacement of the Conrail Shared Assets railroad bridge crossing SR 0095.

In addition, the Aramingo Avenue/Betsy Ross Interchange will be reconfigured to realign the planned Adams Avenue Connector to intersect Aramingo Avenue adjacent to the Frankford Creek Bridge and to accommodate increased traffic volumes from the consolidation of the Bridge Street Interchange. In the Betsy Ross Interchange area, Section BRI also includes reconstruction of five connecting bridge structure ramps (Ramp A from SR 0095 NB to Betsy Ross Bridge; Ramp B from Betsy Ross Bridge to SR 0095 SB; Ramp D from Adams Avenue Connector to SR 0095 SB; Ramp EE from SR 0095 SB to Betsy Ross Bridge; Ramp F from SR 0095 SB to Aramingo Avenue.

This project is funded by a portion of a $51,254,972 TEA-21 Earmark (PA ID# 228/FED ID# 1847)

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

An investment of more than $2.7 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. Current construction efforts in Philadelphia, are addressing critical repairs on aging bridges and interchanges, and improve traffic flow, along the approximately eight miles of I-95 between I-676/Vine Street and Cottman Avenue (Sector A), by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the context of the construction section. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, and some of which appear in the DVRPC Regional TIP. MPMS #'s include: 17821 (Section GIR design: GR0, GR1, GR2, GR3, GR4, GR5, GR6, GR7), 47394 (Section CPR design: CP1, CP2), 47811 (Section BSR design: BS1, BS2, BS3), 47812 (Section BRI design:BR0, BR2, BR3), 47813 (Section AFC design: AF1, AF2), 79683 (Section CP1 construction), 79685 (Section CP2 construction), 79686 (Section GR1 construction), 79826 (Section GR3 construction), 79827 (Section GR4 construction), 79828 (Section GR5 construction), 79903 (Section BR0 construction), 79904 (Section BR2 construction), 79905 (Section BR3 construction), 79908 (Section BS1 construction), 79910 (Section BS2 construction), 79911 (Section AF1 construction), 79912 (Section AF2 construction), 80094 (Section GR0 construction), 83640 (Section GR2 construction), 87784 (Section BS3 construction), 98207 (I95 Congestion Management), 103553 (Section GR6 Construction), 103554 (Section GR7 construction), 103555 (Section GR8 construction), 102309 (I95 Corridor Drainage). Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
FD	NHPP-IM	5,600											
FD	581-IM	1,400											
		7,000	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**7,000**		**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Philadelphia

MPMS# 47813 ***I-95: Ann Street to Wheatsheaf Lane (AFC) SR:0095***

LIMITS: Ann St. to Wheatsheaf Lane — No Let Date

MUNICIPALITIES: Philadelphia City — MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements — FC: 11 — AQ Code:2035M

PLAN CENTER: — IPD: 20

PROJECT MANAGER: CH2MHill/P. Conti — CMP: Major SOV Capacity — CMP Subcorridor(s): 4B

This project is the design parent of I-95 Reconstruction SR 0095 Section AFC, also known as the Ann to Frankford Creek section. The overall section improvements consist of replacing 14 bridges and 0.8 miles of roadway. The limits of this project extend along I-95 from the bridge over Ann Street to the bridge over Wheatsheaf Lane for a length of approximately 1.3 miles. I-95, Section AFC will involve consolidating existing disjointed interchanges at Allegheny Avenue, Westmoreland Street, and Castor Avenue which will be reconfigured into two half interchanges: half-diamond interchange at Allegheny Avenue for Southbound I-95 and a partial clover interchange at Castor Avenue for Northbound I-95.

The existing off-ramp at Westmoreland Street will be removed, leaving a half-diamond interchange at Allegheny Avenue for I-95 Southbound. A new northbound on-ramp will be added Castor Avenue to create a partial-clover interchange at Castor Avenue for I-95 Northbound. The existing loop-ramp will be split to provide both access to I-95 Northbound and the Betsy Ross Bridge which will provide direct access to the Betsy Ross Bridge from NB I-95.

Existing I-95 has 4 lanes northbound and 4 lanes southbound. The proposed I-95 will have an auxiliary lane Southbound, between the Betsy Ross Bridge on-ramp and the off-ramp at Allegheny Avenue, and an auxiliary lane Northbound between the Girard Avenue Interchange and the off-ramp to the Betsy Ross bridge.

The project also includes Complete reconstruction and widening of the existing pavement; Reconstruction or replacement of all existing bridges; new viaduct over Monkiewicz Playground from Westmoreland Street to Allegheny Avenue; and conversion rehabilitation of the existing viaduct structure from Westmoreland Street to Tioga Street to road-on-fill with single span bridges over Ontario Street and Tioga Street.

The four existing ramps (two at Allegheny, one at Westmoreland, and one at Castor) are all single lane ramps. The two ramps at Allegheny, and the two ramps at Castor will be single lane ramps, except at the termini of the off-ramps where they will be widened to two lanes at signalized intersections.

PennDOT will utilize four construction contracts to rebuild and improve the 1.3 miles this portion of I-95: AF1, AF2, AF3 and AF4. Detailed descriptions of each project are below.

An investment of more than $2.7 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. Current construction efforts in Philadelphia, are addressing critical repairs on aging bridges and interchanges, and improve traffic flow, along the approximately eight miles of I-95 between I-676/Vine Street and Cottman Avenue (Sector A), by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the context of the construction section. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, and some of which appear in the DVRPC Regional TIP. MPMS #'s include: 17821 (Section GIR design: GR0, GR1, GR2, GR3, GR4, GR5, GR6, GR7), 47394 (Section CPR design: CP1, CP2), 47811 (Section BSR design: BS1, BS2, BS3), 47812 (Section BRI design:BR0, BR2, BR3), 47813 (Section AFC design: AF1, AF2), 79683 (Section CP1 construction), 79685 (Section CP2 construction), 79686 (Section GR1 construction), 79826 (Section GR3 construction), 79827 (Section GR4 construction), 79828 (Section GR5 construction), 79903 (Section BR0 construction), 79904 (Section BR2 construction), 79905 (Section BR3 construction), 79908 (Section BS1 construction), 79910 (Section BS2 construction), 79911 (Section AF1 construction), 79912 (Section AF2 construction), 80094 (Section GR0 construction), 83640 (Section GR2 construction), 87784 (Section BS3 construction), 98207 (I95 Congestion Management), 103553 (Section GR6 Construction), 103554 (Section GR7 construction), 103555 (Section GR8 construction), 102309 (I95 Corridor Drainage). Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
FD	185-IM	6,000											
FD	581-IM	2,000											
FD	185-IM		6,000										
FD	581-IM		2,000										

Philadelphia

8,000	8,000	0	0	0	0	0	0	0	0	0	0
Total FY2025-2028	16,000			Total FY2029-2032	0			Total FY2033-2036	0		

Philadelphia

MPMS# 79828 ***I-95 Northbound: Race - Shackamaxon (GR5) SR:0095***

LIMITS: Race Street to Shackamaxon Street — No Let Date

MUNICIPALITIES: Philadelphia City — MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements — FC: 11 — AQ Code:2035M

PLAN CENTER: Metropolitan Center — IPD: 14

PROJECT MANAGER: EE/E. Elbich — CMP: Major SOV Capacity — CMP Subcorridor(s): 4B

Reconstruction, and widening of I-95 Northbound between Race Street and Shackamaxon Street, and the reconstruction of the northern Vine Street interchange ramp connection with I-95. This project includes demolition and replacement of six (6) bridges and the construction of a new bridge at Poplar Street. In addition, there are planned surface street improvements at Germantown, Fairmount and Frankford Avenues, Front, Race, Letitia, Callowhill, Spring Garden, Hancock, Brown, Ellen, Laurel, and 2nd Streets and potential improvements to SEPTA's Market Frankford Elevated Spring Garden Street Station and its associated infrastructure.

The cost of the I-95 Northbound Race Street to Shackamaxon Street section is approximately $350 million. This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of Section GIR (MPMS #17821).

An investment of more than $2.7 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. Current construction efforts in Philadelphia, are addressing critical repairs on aging bridges and interchanges, and improve traffic flow, along the approximately eight miles of I-95 between I-676/Vine Street and Cottman Avenue (Sector A), by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the context of the construction section. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, and some of which appear in the DVRPC Regional TIP. MPMS #'s include: 17821 (Section GIR design: GR0, GR1, GR2, GR3, GR4, GR5, GR6, GR7), 47394 (Section CPR design: CP1, CP2), 47811 (Section BSR design: BS1, BS2, BS3), 47812 (Section BRI design:BR0, BR2, BR3), 47813 (Section AFC design: AF1, AF2), 79683 (Section CP1 construction), 79685 (Section CP2 construction), 79686 (Section GR1 construction), 79826 (Section GR3 construction), 79827 (Section GR4 construction), 79828 (Section GR5 construction), 79903 (Section BR0 construction), 79904 (Section BR2 construction), 79905 (Section BR3 construction), 79908 (Section BS1 construction), 79910 (Section BS2 construction), 79911 (Section AF1 construction), 79912 (Section AF2 construction), 80094 (Section GR0 construction), 83640 (Section GR2 construction), 87784 (Section BS3 construction), 98207 (I95 Congestion Management), 103553 (Section GR6 Construction), 103554 (Section GR7 construction), 103555 (Section GR8 construction), 102309 (I95 Corridor Drainage). Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridor Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. A final alternative for bridge rehabilitation or replacement is determined upon federal national Environmental Policy Act (NEPA) or state Categorical Exclusion clearance. Related sections of I-95 Reconstruction: MPMS #'s 17821, 80094, 79685, 83640, 79826, 79828, 102304, 102305.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
UTL	185-IM	8,441											
CON	NHPP-IM		5,069										
CON	BRIP-IM		22,931										
CON	NFP-IM			60,360									
CON	BRIP-IM			12,000									
CON	NHPP-IM				40,000								
CON	NHPP-IM					40,000							
CON	NHPP-IM						40,000						
CON	NHPP-IM							30,000					
CON	NHPP-IM								55,701				
		8,441	**28,000**	**72,360**	**40,000**	**40,000**	**40,000**	**30,000**	**55,701**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**148,801**		**Total FY2029-2032**		**165,701**		**Total FY2033-2036**		**0**	

Philadelphia

MPMS# 79905 ***I-95: Betsy Ross Mainline Northbound (BR3) SR:0095***

LIMITS: Wheatsheaf Lane to I-95 north of Margaret St. — No Let Date

MUNICIPALITIES: Philadelphia City — MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements — FC: 11 — AQ Code:2035M

PLAN CENTER: — IPD: 20

PROJECT MANAGER: AECOM/P. Shultes — CMP: Major SOV Capacity — CMP Subcorridor(s): 4B

Project includes the mainline construction (NB) from Wheatsheaf Lane to SR 0095 north of Lefevre St. This contract will also remove the northbound collector/distributor and ramp which connects I-95 northbound and the Betsy Ross Bridge to the local street system (Aramingo Avenue, Harbison Avenue, Tacony Street and Bridge Street). This traffic will be redirected to the ramps completed in the I-95 BR0 (MPMS #79903) project.. This includes the demolition and/or replacement of numerous structures including I-95 over Frankford Creek, I-95 over Orthodox Street and I-95 over Lefevre Street. As a result of the collector/distrubutor ramp removal, a new ramp will be constructed to connect the Betsy Ross Bridge to I-95 NB (Ramp GH). Ramp G and Ramp H structures will also be replaced. A significant portion of the mainline that currently is supported on structure will be removed and replaced with a geotechnically supported pavement using column supported embankment. This will eliminate approximately 176,500 SF of bridge deck. PWD facility upgrades are anticipated to carry a portion of the mainline drainage to the Old Frankford Creek outfall near Bridge Street. The existing noisewall in this section will be replaced.

For an overall description of the SR 95 Section BRI section see MPMS #47812.

An investment of more than $2.7 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. Current construction efforts in Philadelphia, are addressing critical repairs on aging bridges and interchanges, and improve traffic flow, along the approximately eight miles of I-95 between I-676/Vine Street and Cottman Avenue (Sector A), by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the context of the construction section. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, and some of which appear in the DVRPC Regional TIP. MPMS #'s include: 17821 (Section GIR design: GR0, GR1, GR2, GR3, GR4, GR5, GR6, GR7), 47394 (Section CPR design: CP1, CP2), 47811 (Section BSR design: BS1, BS2, BS3), 47812 (Section BRI design:BR0, BR2, BR3), 47813 (Section AFC design: AF1, AF2), 79683 (Section CP1 construction), 79685 (Section CP2 construction), 79686 (Section GR1 construction), 79826 (Section GR3 construction), 79827 (Section GR4 construction), 79828 (Section GR5 construction), 79903 (Section BR0 construction), 79904 (Section BR2 construction), 79905 (Section BR3 construction), 79908 (Section BS1 construction), 79910 (Section BS2 construction), 79911 (Section AF1 construction), 79912 (Section AF2 construction), 80094 (Section GR0 construction), 83640 (Section GR2 construction), 87784 (Section BS3 construction), 98207 (I95 Congestion Management), 103553 (Section GR6 Construction), 103554 (Section GR7 construction), 103555 (Section GR8 construction), 102309 (I95 Corridor Drainage). Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridor Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. A final alternative for bridge rehabilitation or replacement is determined upon federal national Environmental Policy Act (NEPA) or state Categorical Exclusion clearance. Related sections of I-95 Reconstruction: MPMS #'s 17821, 80094, 79685, 83640, 79826, 79828, 102304, 102305.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
ROW	185-IM	3,000											
ROW	581-IM	1,000											
ROW	185-IM		1,500										
ROW	581-IM		1,000										
ROW	581-IM			2,500									
CON	BRIP-IM	9,895											
CON	NHPP-IM	22,105											
CON	NHPP-IM		10,000										
CON	BRIP-IM		18,000										
CON	NHPP-IM			30,000									
CON	NHPP-IM				30,000								
CON	NHPP-IM					30,000							
CON	NHPP-IM						30,000						
CON	NHPP-IM							30,000					

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CON	NHPP-IM								35,800						
CON	BRIP-IM									10,000					
CON	NHPP-IM									29,200					
		36,000	**30,500**	**32,500**	**30,000**	**30,000**	**30,000**	**30,000**	**35,800**	**39,200**	**0**	**0**	**0**		
		Total FY2025-2028			**129,000**	**Total FY2029-2032**			**125,800**	**Total FY2033-2036**			**39,200**		

MPMS# 79910 ***I-95: Margaret to Kennedy (Section BS2) (IMP) SR:0095***

LIMITS: Margaret to Kennedy — No Let Date

MUNICIPALITIES: Philadelphia City — MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements — FC: 11 — AQ Code:2035M

PLAN CENTER: — IPD: 21

PROJECT MANAGER: Harold Windisch ADE CONSTR — CMP: Major SOV Capacity — CMP Subcorridor(s): 4B

This phase of I-95 Section BSR covers the I-95 reconstruction from just north of Lefevre Street to Carver Street, and the removal of the northbound I-95 on-ramp at Bridge Street and the removal of the southbound I-95 off-ramp at James Street. A new southbound off-ramp will be constructed to Tacony Street where the Delaware Avenue Extension will begin. A new northbound on-ramp will be constructed from the Delaware Avenue Extension. This project includes work to: reconstruct northbound and southbound I-95 (four lanes in each direction) from just north of Lefevre Street to Carver Street. The viaduct that carries I-95 over Tacony Street and Bridge Street will be replaced; the Bridge Street northbound on-ramp and the James Street southbound off-ramp will be removed; Tacony Street from Aramingo Avenue to Barnett Street will be rehabilitated; the traffic signals at Bridge and Tacony Streets, and Bridge and James Streets will be upgraded; a shared use path will be constructed along Tacony Street from Aramingo Avenue to Van Kirk Street; and stormwater outfall(s) to Old Frankford Creek will be constructed. The existing noise wall along southbound I-95 will be replaced.

An investment of more than $2.7 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. Current construction efforts in Philadelphia, are addressing critical repairs on aging bridges and interchanges, and improve traffic flow, along the approximately eight miles of I-95 between I-676/Vine Street and Cottman Avenue (Sector A), by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the context of the construction section. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, and some of which appear in the DVRPC Regional TIP. MPMS #'s include: 17821 (Section GIR design: GR0, GR1, GR2, GR3, GR4, GR5, GR6, GR7), 47394 (Section CPR design: CP1, CP2), 47811 (Section BSR design: BS1, BS2, BS3), 47812 (Section BRI design:BR0, BR2, BR3), 47813 (Section AFC design: AF1, AF2), 79683 (Section CP1 construction), 79685 (Section CP2 construction), 79686 (Section GR1 construction), 79826 (Section GR3 construction), 79827 (Section GR4 construction), 79828 (Section GR5 construction), 79903 (Section BR0 construction), 79904 (Section BR2 construction), 79905 (Section BR3 construction), 79908 (Section BS1 construction), 79910 (Section BS2 construction), 79911 (Section AF1 construction), 79912 (Section AF2 construction), 80094 (Section GR0 construction), 83640 (Section GR2 construction), 87784 (Section BS3 construction), 98207 (I95 Congestion Management), 103553 (Section GR6 Construction), 103554 (Section GR7 construction), 103555 (Section GR8 construction), 102309 (I95 Corridor Drainage). Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridor Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. A final alternative for bridge rehabilitation or replacement is determined upon federal national Environmental Policy Act (NEPA) or state Categorical Exclusion clearance. Related sections of I-95 Reconstruction: MPMS #'s 17821, 80094, 79685, 83640, 79826, 79828, 102304, 102305.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	NHPP-IM	40,000											
CON	NHPP-IM		40,000										
CON	NHPP-IM			31,682									
		40,000	**40,000**	**31,682**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028			**111,682**	**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Philadelphia

MPMS# 81225 ***Girard Point Bridge Rehab - Phase 1 SR:0095***

LIMITS: I-95: Enterprise Avenue to Broad Street — No Let Date

MUNICIPALITIES: Philadelphia City

IMPROVEMENT: Bridge Repair/Replacement — FC: — AQ Code:S10

PLAN CENTER: — IPD:

PROJECT MANAGER: — CMP: Not SOV Capacity Adding

Perform repairs to five (5) bridges carrying I-95 between Enterprise Avenue and Broad Street, including the main Girard Point Bridge. Proposed repairs on the four (4) approach bridges to the main Girard Point Bridge include: a Polyester Polymer concrete (PPC) overlay of the deck, replacement of the deck joints, replacement of bridge barriers, structural steel repairs, cleaning and painting of the superstructure, replacement of steel rocker and fixed bearings with laminated elastomeric bearing pads, construction of concrete pedestals, concrete repairs to substructure, replacement of drainage, and replacement of lighting. Proposed work on the main Girard Point Bridge is primarily to address priority repairs identified in recent inspections. The scope of work includes: concrete deck and deck joint repairs, structural steel repairs, bearing repairs, concrete repairs to substructure, and cleaning of drainage system. A pier protection system will also be installed to protect the bridge pier (Pier 8) in the river from impact by errant river traffic.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	NHPP-IM	14,560											
CON	BRIP-IM	22,838											
CON	185-IM	3,840											
CON	NHPP-IM		34,560										
CON	BRIP-IM		1,972										
CON	581-IM		3,840										
CON	NHPP-IM			27,560									
CON	581-IM			3,840									
CON	NHPP-IM				4,560								
CON	BRIP-IM				32,190								
CON	581-IM				3,840								
CON	BRIP-IM					4,185							
CON	NHPP-IM					30,375							
CON	581-IM					3,840							
		41,238	**40,372**	**31,400**	**40,590**	**38,400**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**153,600**		**Total FY2029-2032**		**38,400**		**Total FY2033-2036**		**0**	

Philadelphia

MPMS# 98207 ***I-95 Congestion Management SR:0095***

LIMITS: I-95 in Bucks, Delaware, and Philadelphia Counties — No Let Date

MUNICIPALITIES: Philadelphia City

IMPROVEMENT: Intersection/Interchange Improvements — FC: — AQ Code:NRS

PLAN CENTER: — IPD: 26

PROJECT MANAGER: EE/E. Elbich — CMP: Not SOV Capacity Adding — CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and will provide for Congestion Management Activities related to the reconstruction of I-95 through Bucks, Delaware, and Philadelphia counties. This is to further the ongoing congestion mitigation as the construction activity increases on the corridor. Ongoing mainline work in section BS1 will be followed by upcoming work in sections BS2, GR6, BR3, and AF3, all expected to start in the next five years. Traffic impacts to the mainline are expected throughout the duration of each of those projects. Prior to the COVID-19 pandemic, investment focused on enhancing the capacity of the SEPTA regional rail lines parallel and closest to the I-95 corridor. Improvements included purchase of additional rolling stock and improvements to provide additional parking at regional rail stations. With the decline in regional rail ridership that resulted from the pandemic and public health measures to control it, enhancements to modernize and offer improved customer experience at regional rail stations are vital to entice commuters back to transit services. Continued investments in transit facilities support the broader congestion mitigation strategy for the corridor, including efforts to provide real-time transit and vehicular travel time information on I-95.

An investment of more than $2.7 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. Current construction efforts in Philadelphia, are addressing critical repairs on aging bridges and interchanges, and improve traffic flow, along the approximately eight miles of I-95 between I-676/Vine Street and Cottman Avenue (Sector A), by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the context of the construction section. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, and some of which appear in the DVRPC Regional TIP. MPMS #'s include: 17821 (Section GIR design: GR0, GR1, GR2, GR3, GR4, GR5, GR6, GR7), 47394 (Section CPR design: CP1, CP2), 47811 (Section BSR design: BS1, BS2, BS3), 47812 (Section BRI design:BR0, BR2, BR3), 47813 (Section AFC design: AF1, AF2), 79683 (Section CP1 construction), 79685 (Section CP2 construction), 79686 (Section GR1 construction), 79826 (Section GR3 construction), 79827 (Section GR4 construction), 79828 (Section GR5 construction), 79903 (Section BR0 construction), 79904 (Section BR2 construction), 79905 (Section BR3 construction), 79908 (Section BS1 construction), 79910 (Section BS2 construction), 79911 (Section AF1 construction), 79912 (Section AF2 construction), 80094 (Section GR0 construction), 83640 (Section GR2 construction), 87784 (Section BS3 construction), 98207 (I95 Congestion Management), 103553 (Section GR6 Construction), 103554 (Section GR7 construction), 103555 (Section GR8 construction), 102309 (I95 Corridor Drainage). Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
PRA	NHPP-IM	12,200											
		12,200	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**12,200**		**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Philadelphia

MPMS# 103553 ***I-95 Southbound: Race to Shackamaxon (GR6) SR:0095***

LIMITS: I-95 Race St to Shackamaxon South — No Let Date

MUNICIPALITIES: Philadelphia City — MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements — FC: — AQ Code:2035M

PLAN CENTER: — IPD: 14

PROJECT MANAGER: EE/E. Elbich — CMP: Minor SOV Capacity — CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of Section GIR (MPMS #17821). This project provides for the reconstruction, and widening of I-95 Southbound between Race Street and Shackamaxon Street, and the reconstruction of the Callowhill Street off-ramp and the Westbound Vine Street interchange ramp connection with I-95. This project includes demolition and replacement of six (6) bridges and the construction of a new bridge at Poplar Street. In addition, there are planned surface street improvements at Germantown, Fairmount and Frankford Avenues, Front, Race Letitia, Callowhill, Spring Garden, Hancock, Brown, Ellen, Laurel and 2nd Streets and potential improvements to SEPTA's Market Frankford Elevated Ellen Street Substation and its associated infrastructure. The cost of the I-95 Southbound Race Street to Shackamaxon Street section is approximately $350 million.

An investment of more than $2.7 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. Current construction efforts in Philadelphia, are addressing critical repairs on aging bridges and interchanges, and improve traffic flow, along the approximately eight miles of I-95 between I-676/Vine Street and Cottman Avenue (Sector A), by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the context of the construction section. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, and some of which appear in the DVRPC Regional TIP. MPMS #'s include: 17821 (Section GIR design: GR0, GR1, GR2, GR3, GR4, GR5, GR6, GR7), 47394 (Section CPR design: CP1, CP2), 47811 (Section BSR design: BS1, BS2, BS3), 47812 (Section BRI design:BR0, BR2, BR3), 47813 (Section AFC design: AF1, AF2), 79683 (Section CP1 construction), 79685 (Section CP2 construction), 79686 (Section GR1 construction), 79826 (Section GR3 construction), 79827 (Section GR4 construction), 79828 (Section GR5 construction), 79903 (Section BR0 construction), 79904 (Section BR2 construction), 79905 (Section BR3 construction), 79908 (Section BS1 construction), 79910 (Section BS2 construction), 79911 (Section AF1 construction), 79912 (Section AF2 construction), 80094 (Section GR0 construction), 83640 (Section GR2 construction), 87784 (Section BS3 construction), 98207 (I95 Congestion Management), 103553 (Section GR6 Construction), 103554 (Section GR7 construction), 103555 (Section GR8 construction), 102309 (I95 Corridor Drainage). Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridor Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. A final alternative for bridge rehabilitation or replacement is determined upon federal national Environmental Policy Act (NEPA) or state Categorical Exclusion clearance. Related sections of I-95 Reconstruction: MPMS #'s 17821, 80094, 79685, 83640, 79826, 79828, 102304, 102305.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	NHPP-IM		45,000										
CON	NHPP-IM			30,000									
CON	NHPP-IM				30,000								
CON	NHPP-IM					30,000							
CON	NHPP-IM						30,000						
CON	NHPP-IM							30,000					
CON	NHPP-IM								30,000				
CON	NHPP-IM									70,000			
		0	**45,000**	**30,000**	**30,000**	**30,000**	**30,000**	**30,000**	**30,000**	**70,000**	**0**	**0**	**0**
		Total FY2025-2028		**105,000**		**Total FY2029-2032**		**120,000**		**Total FY2033-2036**		**70,000**	

Philadelphia

MPMS# 103556 ***I-95 ATMS (GR9) SR:0095***

LIMITS: I-95 Corridor — No Let Date

MUNICIPALITIES: Philadelphia City

IMPROVEMENT: Signal/ITS Improvements — FC: — AQ Code:S7

PLAN CENTER: — IPD: 26

PROJECT MANAGER: EE/E. Elbich — CMP: Minor SOV Capacity — CMP Subcorridor(s): 4B

This is a line item for various Active Traffic Management System (ATMS) components, such as Variable Speed Limits, Advanced Signal Systems, and Adaptive Ramp Metering. ATMS will be used to integrate technology to improve the flow of vehicle traffic and improve safety on the I-95 corridor.

An investment of more than $2.7 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. Current construction efforts in Philadelphia, are addressing critical repairs on aging bridges and interchanges, and improve traffic flow, along the approximately eight miles of I-95 between I-676/Vine Street and Cottman Avenue (Sector A), by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the context of the construction section. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, and some of which appear in the DVRPC Regional TIP. MPMS #'s include: 17821 (Section GIR design: GR0, GR1, GR2, GR3, GR4, GR5, GR6, GR7), 47394 (Section CPR design: CP1, CP2), 47811 (Section BSR design: BS1, BS2, BS3), 47812 (Section BRI design:BR0, BR2, BR3), 47813 (Section AFC design: AF1, AF2), 79683 (Section CP1 construction), 79685 (Section CP2 construction), 79686 (Section GR1 construction), 79826 (Section GR3 construction), 79827 (Section GR4 construction), 79828 (Section GR5 construction), 79903 (Section BR0 construction), 79904 (Section BR2 construction), 79905 (Section BR3 construction), 79908 (Section BS1 construction), 79910 (Section BS2 construction), 79911 (Section AF1 construction), 79912 (Section AF2 construction), 80094 (Section GR0 construction), 83640 (Section GR2 construction), 87784 (Section BS3 construction), 98207 (I95 Congestion Management), 103553 (Section GR6 Construction), 103554 (Section GR7 construction), 103555 (Section GR8 construction), 102309 (I95 Corridor Drainage). Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
UTL	581-IM					1,400							
CON	NHPP-IM						22,500						
CON	581-IM						2,500						
CON	NHPP-IM							22,500					
CON	581-IM							2,500					
CON	NHPP-IM								23,400				
CON	581-IM								2,600				
		0	**0**	**0**	**0**	**1,400**	**25,000**	**25,000**	**26,000**	**0**	**0**	**0**	**0**
		Total FY2025-2028			**0**	**Total FY2029-2032**			**77,400**	**Total FY2033-2036**			**0**

Philadelphia

MPMS# 103557 ***I-95 Northbound and Southbound: Tioga Street to Wheatsheaf Lane (AF3) SR:0095***

LIMITS: I-95 Allegheny Ave. South of Frankford Creek — No Let Date

MUNICIPALITIES: Philadelphia City — MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements — FC: — AQ Code:2035M

PLAN CENTER: — IPD: 20

PROJECT MANAGER: CH2MHill/P. Conti — CMP: Major SOV Capacity — CMP Subcorridor(s): 4B

Project will reconstruct I-95 from Tioga Street to Wheatsheaf Lane, including reconstruction of the NB off-ramp to the Betsy Ross Bridge over Castor Avenue, reconstruction of the NB on-ramp from Castor Avenue, and construction of a new NB off-ramp at Castor Avenue.

This project includes work on the following bridge structures:
I-95 NB & SB over Venango Street – Total Replacement
I-95 NB & SB over Castor Avenue - Total Replacement
I-95 NB & SB over Richmond Street – Total Replacement
I-95 NB & SB over Wheatsheaf Lane - Total Replacement
Betsy Ross Ramp A (NB) over Venango Street – Total Replacement
Betsy Ross Ramp A (NB) over Ramp C – New bridge (to convert Ramp A viaduct to road-on-fill)
Betsy Ross Ramp A (NB) over Castor Avenue – New bridge (to convert Ramp A viaduct to road-on-fill)
Betsy Ross Ramp A (NB) over Richmond Street – Total Replacement
Betsy Ross Ramp A (NB) over Wheatsheaf Lane – Total Replacement

Also included is construction of associated retaining walls, sound barrier walls, and roadway on fill sections. The proposed I-95 will have 5 lanes northbound and 5 lanes southbound. New ramp movements are not being created but are being relocated. The existing disjointed interchange will be reconfigured into split interchanges (a NB interchange at Castor Avenue, and a SB interchange at Allegheny Avenue, which will be reconstructed as part of AF4).
Preliminary Engineering was completed for this section in 2017. Construction is anticipated in 2025.

An investment of more than $2.7 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. Current construction efforts in Philadelphia, are addressing critical repairs on aging bridges and interchanges, and improve traffic flow, along the approximately eight miles of I-95 between I-676/Vine Street and Cottman Avenue (Sector A), by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the context of the construction section. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, and some of which appear in the DVRPC Regional TIP. MPMS #'s include: 17821 (Section GIR design: GR0, GR1, GR2, GR3, GR4, GR5, GR6, GR7), 47394 (Section CPR design: CP1, CP2), 47811 (Section BSR design: BS1, BS2, BS3), 47812 (Section BRI design:BR0, BR2, BR3), 47813 (Section AFC design: AF1, AF2), 79683 (Section CP1 construction), 79685 (Section CP2 construction), 79686 (Section GR1 construction), 79826 (Section GR3 construction), 79827 (Section GR4 construction), 79828 (Section GR5 construction), 79903 (Section BR0 construction), 79904 (Section BR2 construction), 79905 (Section BR3 construction), 79908 (Section BS1 construction), 79910 (Section BS2 construction), 79911 (Section AF1 construction), 79912 (Section AF2 construction), 80094 (Section GR0 construction), 83640 (Section GR2 construction), 87784 (Section BS3 construction), 98207 (I95 Congestion Management), 103553 (Section GR6 Construction), 103554 (Section GR7 construction), 103555 (Section GR8 construction), 102309 (I95 Corridor Drainage). Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	NHPP-IM	35,000											
CON	NHPP-IM		41,000										
CON	NHPP-IM			35,000									
CON	NHPP-IM				35,000								
CON	NHPP-IM					35,000							
CON	NHPP-IM						35,000						
CON	NHPP-IM							11,000					
		35,000	**41,000**	**35,000**	**35,000**	**35,000**	**35,000**	**11,000**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028			**146,000**	**Total FY2029-2032**			**81,000**	**Total FY2033-2036**			**0**

Philadelphia

MPMS# 103558 ***I-95 Northbound and Southbound: Ann Street to Tioga Street (AF4) SR:0095***

LIMITS: I-95 Ann St to Frankford Crk Interchange SB — No Let Date

MUNICIPALITIES: Philadelphia City — MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements — FC: — AQ Code:2035M

PLAN CENTER: — IPD: 20

PROJECT MANAGER: CH2MHill/P. Conti — CMP: Major SOV Capacity — CMP Subcorridor(s): 4B

Project will reconstruct I-95 from Clearfield Street to Tioga Street, including reconstruction of the SB on-ramp and SB off-ramp at Allegheny Avenue and the removal of the NB off-ramp at Westmoreland Street.

This project includes work on the following bridge structures:
I-95 NB & SB viaduct from Allegheny Avenue to Westmoreland Street – New Viaduct over Monkiewicz Playground
SB Off Ramp E viaduct over Westmoreland Street – New Viaduct over Monkiewicz Playground)
I-95 NB & SB over Ontario Street – New Bridge (to convert existing Westmoreland Viaduct to road-on-fill)
I-95 NB & SB over Tioga Street - New Bridge (to convert existing Westmoreland Viaduct to road-on-fill)

Also included is construction of associated retaining walls, sound barrier walls, and roadway on fill sections. The proposed I-95 will have 5 lanes northbound and 5 lanes southbound. New ramp movements are not being created but are being relocated. The existing disjointed interchange will be reconfigured into split interchanges (a NB interchange at Castor Avenue, and a SB interchange at Allegheny Avenue).

Preliminary Engineering was completed for this section in 2017. Construction is anticipated in 2030.

An investment of more than $2.7 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. Current construction efforts in Philadelphia, are addressing critical repairs on aging bridges and interchanges, and improve traffic flow, along the approximately eight miles of I-95 between I-676/Vine Street and Cottman Avenue (Sector A), by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the context of the construction section. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, and some of which appear in the DVRPC Regional TIP. MPMS #'s include: 17821 (Section GIR design: GR0, GR1, GR2, GR3, GR4, GR5, GR6, GR7), 47394 (Section CPR design: CP1, CP2), 47811 (Section BSR design: BS1, BS2, BS3), 47812 (Section BRI design:BR0, BR2, BR3), 47813 (Section AFC design: AF1, AF2), 79683 (Section CP1 construction), 79685 (Section CP2 construction), 79686 (Section GR1 construction), 79826 (Section GR3 construction), 79827 (Section GR4 construction), 79828 (Section GR5 construction), 79903 (Section BR0 construction), 79904 (Section BR2 construction), 79905 (Section BR3 construction), 79908 (Section BS1 construction), 79910 (Section BS2 construction), 79911 (Section AF1 construction), 79912 (Section AF2 construction), 80094 (Section GR0 construction), 83640 (Section GR2 construction), 87784 (Section BS3 construction), 98207 (I95 Congestion Management), 103553 (Section GR6 Construction), 103554 (Section GR7 construction), 103555 (Section GR8 construction), 102309 (I95 Corridor Drainage). Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
ROW	581-IM				600								
UTL	581-IM			600									
CON	NHPP-IM					30,000							
CON	NFP-IM						60,360						
CON	NHPP-IM							30,000					
CON	NHPP-IM								50,000				
CON	NHPP-IM									29,700			
		0	**0**	**600**	**600**	**30,000**	**60,360**	**30,000**	**50,000**	**29,700**	**0**	**0**	**0**
		Total FY2025-2028		**1,200**		**Total FY2029-2032**		**170,360**		**Total FY2033-2036**		**29,700**	

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 103559 ***I-95: Betsy Ross Mainline Southbound (BR4) SR:0095***

LIMITS: No Let Date

MUNICIPALITIES: Philadelphia City MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements FC: AQ Code:2035M

PLAN CENTER: IPD: 21

PROJECT MANAGER: AECOM/P. Shultes CMP: Major SOV Capacity CMP Subcorridor(s): 4B

Project includes the southbound mainline construction from Wheatsheaf Lane to north of Lefevre St. This contract will also remove the southbound collector/distributor and ramp which connects Aramingo Avenue, Harbison Avenue, Tacony Street and Bridge Street to I-95 southbound and the Betsy Ross Bridge. This traffic will be redirected to the ramps completed in the I-95 BR0 (MPMS #79903) project. This includes the demolition and/or replacement of numerous structures including I-95 southbound over Frankford Creek, I-95 southbound over Orthodox Street, and I-95 southbound over Lefevre Street. A significant portion of the southbound mainline that currently is supported on structure will be removed and replaced with a geotechnically supported pavement using column supported embankment. This will eliminate approximately 176,500 SF of SD bridge deck. The existing Conrail rail siding that services the AdvanSix Chemical plant will be relocated. Local street landscaping and lighting will be incorporated in consultation with the Bridesburg community. PWD facility upgrades are anticipated to carry a portion of the mainline drainage to the Old Frankford Creek Outfall near Bridge Street. See MPMS #47812 for an overall description of the SR 95 Section BRI section.

An investment of more than $2.7 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. Current construction efforts in Philadelphia, are addressing critical repairs on aging bridges and interchanges, and improve traffic flow, along the approximately eight miles of I-95 between I-676/Vine Street and Cottman Avenue (Sector A), by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the context of the construction section. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, and some of which appear in the DVRPC Regional TIP. MPMS #'s include: 17821 (Section GIR design: GR0, GR1, GR2, GR3, GR4, GR5, GR6, GR7), 47394 (Section CPR design: CP1, CP2), 47811 (Section BSR design: BS1, BS2, BS3), 47812 (Section BRI design:BR0, BR2, BR3), 47813 (Section AFC design: AF1, AF2), 79683 (Section CP1 construction), 79685 (Section CP2 construction), 79686 (Section GR1 construction), 79826 (Section GR3 construction), 79827 (Section GR4 construction), 79828 (Section GR5 construction), 79903 (Section BR0 construction), 79904 (Section BR2 construction), 79905 (Section BR3 construction), 79908 (Section BS1 construction), 79910 (Section BS2 construction), 79911 (Section AF1 construction), 79912 (Section AF2 construction), 80094 (Section GR0 construction), 83640 (Section GR2 construction), 87784 (Section BS3 construction), 98207 (I95 Congestion Management), 103553 (Section GR6 Construction), 103554 (Section GR7 construction), 103555 (Section GR8 construction), 102309 (I95 Corridor Drainage). Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridor Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. A final alternative for bridge rehabilitation or replacement is determined upon federal national Environmental Policy Act (NEPA) or state Categorical Exclusion clearance. Related sections of I-95 Reconstruction: MPMS #'s 17821, 80094, 79685, 83640, 79826, 79828, 102304, 102305.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
UTL	581-IM		600										
CON	NFP-IM				60,360								
CON	NHPP-IM					15,000							
CON	NFP-IM					60,360							
CON	NHPP-IM						46,300						
CON	NHPP-IM							8,000					
		0	**600**	**0**	**60,360**	**75,360**	**46,300**	**8,000**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028			**60,960**	**Total FY2029-2032**			**129,660**	**Total FY2033-2036**			**0**

Philadelphia

MPMS# 103560 ***I-95: Betsy Ross Section Conrail Bridges (BR5) SR:0095***

LIMITS: Conrail bridges over I-95, Thompson St, and Ramps A & C — No Let Date

MUNICIPALITIES: Philadelphia City — MRPID:65

IMPROVEMENT: Bridge Repair/Replacement — FC: — AQ Code:S19

PLAN CENTER: — IPD: 20

PROJECT MANAGER: AECOM/P. Shultes — CMP: Not SOV Capacity Adding — CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of Section BRI (MPMS #47812).

The BR5 section is a part of the I-95 Reconstruction, SR 0095 Section BRI, also known as the Betsy Ross Interchange. The Section BR5 project includes construction for the replacement, removal, or rehabilitation of the Conrail bridges over I-95, Thompson Street, and Ramps A & C, as well as associated track, signal and communication work required.

An investment of more than $2.7 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. Current construction efforts in Philadelphia, are addressing critical repairs on aging bridges and interchanges, and improve traffic flow, along the approximately eight miles of I-95 between I-676/Vine Street and Cottman Avenue (Sector A), by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the context of the construction section. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, and some of which appear in the DVRPC Regional TIP. MPMS #'s include: 17821 (Section GIR design: GR0, GR1, GR2, GR3, GR4, GR5, GR6, GR7), 47394 (Section CPR design: CP1, CP2), 47811 (Section BSR design: BS1, BS2, BS3), 47812 (Section BRI design:BR0, BR2, BR3), 47813 (Section AFC design: AF1, AF2), 79683 (Section CP1 construction), 79685 (Section CP2 construction), 79686 (Section GR1 construction), 79826 (Section GR3 construction), 79827 (Section GR4 construction), 79828 (Section GR5 construction), 79903 (Section BR0 construction), 79904 (Section BR2 construction), 79905 (Section BR3 construction), 79908 (Section BS1 construction), 79910 (Section BS2 construction), 79911 (Section AF1 construction), 79912 (Section AF2 construction), 80094 (Section GR0 construction), 83640 (Section GR2 construction), 87784 (Section BS3 construction), 98207 (I95 Congestion Management), 103553 (Section GR6 Construction), 103554 (Section GR7 construction), 103555 (Section GR8 construction), 102309 (I95 Corridor Drainage). Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. Related sections of I-95 Reconstruction: MPMS #'s 47812, 79903, 79904, 79905, 103559, 103560 and 103561.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
ROW	581-IM		2,200										
UTL	581-IM	1,500											
CON	NHPP-IM			23,000									
CON	NHPP-IM				23,000								
		1,500	**2,200**	**23,000**	**23,000**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**49,700**		**Total FY2029-2032**		**0**		**Total FY2033-2036**		**0**	

Philadelphia

MPMS# 103561 ***I-95: Betsy Ross Interchange Drainage (BR6) SR:0095***

LIMITS: In the City of Philadelphia — No Let Date

MUNICIPALITIES: Philadelphia City — MRPID:65

IMPROVEMENT: Intersection/Interchange Improvements — FC: — AQ Code:S2

PLAN CENTER: — IPD: 14

PROJECT MANAGER: AECOM/P. Shultes — CMP: Not SOV Capacity Adding — CMP Subcorridor(s): 4B

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of Section BRI (MPMS #47812).

The BR6 section is a part of the I-95 Reconstruction, SR 0095 Section BRI, also known as the Betsy Ross Interchange section. This phase of SR 95 Section BRI is for drainage and stormwater management improvements to comply with Philadelphia Water Department requirements. This section includes additional stormwater outfalls to Frankford Creek as may become necessary.

For an overall description of the SR 95 Section BRI section, see MPMS #47812.

An investment of more than $2.7 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. Current construction efforts in Philadelphia, are addressing critical repairs on aging bridges and interchanges, and improve traffic flow, along the approximately eight miles of I-95 between I-676/Vine Street and Cottman Avenue (Sector A), by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the context of the construction section. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, and some of which appear in the DVRPC Regional TIP. MPMS #'s include: 17821 (Section GIR design: GR0, GR1, GR2, GR3, GR4, GR5, GR6, GR7), 47394 (Section CPR design: CP1, CP2), 47811 (Section BSR design: BS1, BS2, BS3), 47812 (Section BRI design:BR0, BR2, BR3), 47813 (Section AFC design: AF1, AF2), 79683 (Section CP1 construction), 79685 (Section CP2 construction), 79686 (Section GR1 construction), 79826 (Section GR3 construction), 79827 (Section GR4 construction), 79828 (Section GR5 construction), 79903 (Section BR0 construction), 79904 (Section BR2 construction), 79905 (Section BR3 construction), 79908 (Section BS1 construction), 79910 (Section BS2 construction), 79911 (Section AF1 construction), 79912 (Section AF2 construction), 80094 (Section GR0 construction), 83640 (Section GR2 construction), 87784 (Section BS3 construction), 98207 (I95 Congestion Management), 103553 (Section GR6 Construction), 103554 (Section GR7 construction), 103555 (Section GR8 construction), 102309 (I95 Corridor Drainage). Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. Related sections of I-95 Reconstruction: MPMS #'s 47812, 79903, 79904, 79905, 103559, 103560 and 115687.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	NHPP-IM				8,100								
		0	**0**	**0**	**8,100**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028			**8,100**	**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Philadelphia

MPMS# 114876 ***Studies Line Item SR:0095***

LIMITS: City of Philadelphia — No Let Date

MUNICIPALITIES: Philadelphia City

IMPROVEMENT: Other — FC: — AQ Code:X1

PLAN CENTER: — IPD:

PROJECT MANAGER: Chuck Davies ADE Design — CMP: Not Yet Determined

This Line Item sets aside funding to address the following studies that will be addressed:

113762 Broad Street Interchange
This work is the planning and project development activities for the given limits on the I-95 mainline at the Interchange (SR 8001) with Broad Street (SR 0611) from the northern approach to the Girard Point Bridge to Lawrence Street in the City of Philadelphia that will have been identified as integral to the reconstruction of the I-95 mainline in the (MPMS 104243) I-95 Conceptual Study. That study has established limits of design and construction sections, determined a sequence of delivery based on site and asset conditions as well as related issues on a corridor level. This project will be more specific and detailed analysis and project development of a preferred alternative of what will ultimately lead to preliminary engineering and environmental clearance.

113763 Walt Whitman Bridge Interchange
This work is the planning and project development activities for the given limits on the I-95 mainline from Lawrence Street to Snyder Avenue at the Walt Whitman Interchange (SR 8003) with I-76 in the City of Philadelphia that will have been identified as integral to the reconstruction of the I-95 mainline in the (MPMS 104243) I-95 Conceptual Study. That study has established limits of design and construction sections, determined a sequence of delivery based on site and asset conditions as well as related issues on a corridor level. This project will be more specific and detailed analysis and project development of a preferred alternative of what will ultimately lead to preliminary engineering and environmental clearance.

113764 Penn's Landing Interchange
This work is the planning and project development activities for the given limits on the I-95 mainline from Snyder Avenue to Spring Garden Street at the Penn's Landing Interchange (SR 8007) with Christopher Columbus Boulevard (SR 2001) in the City of Philadelphia that will have been identified as integral to the reconstruction of the I-95 mainline in the (MPMS 104243) I-95 Conceptual Study. That study has established limits of design and construction sections, determined a sequence of delivery based on site and asset conditions as well as related issues on a corridor level. This project will be more specific and detailed analysis and project development of a preferred alternative of what will ultimately lead to preliminary engineering and environmental clearance.

113765 Christopher Columbus Boulevard Offline
This work is the planning and project development activities for the given limits on Christopher Columbus Boulevard (SR 2001) from Spring Garden Street to Oregon Avenue and selected local connecting streets in the City of Philadelphia that will have been identified as integral to the reconstruction of the I-95 mainline in the (MPMS 104243) I-95 Conceptual Study. That study has established limits of design and construction sections, determined a sequence of delivery based on site and asset conditions as well as related issues on a corridor level. This project will be more specific and detailed analysis and project development of a preferred alternative of what will ultimately lead to preliminary engineering and environmental clearance

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
STUD	NHPP-IM	2,000											
STUD	NHPP-IM		2,000										
		2,000	**2,000**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**4,000**		**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Philadelphia

MPMS# 115687 ***I-95: Allegheny & Castor Ave Int. SR:0095***

LIMITS: Philadelphia County — No Let Date

MUNICIPALITIES: Philadelphia City

IMPROVEMENT: Other — FC: — AQ Code:2035M

PLAN CENTER: — IPD:

PROJECT MANAGER: CH2MHill/P. Conti — CMP: Major SOV Capacity

This project is for the ROW acquisition and separation out from the parent project (MPMS #79912) of four (4) commercial parcels. The separation of the commercial properties was done so that the ROW clearance for MPMS #79912 could be given and the project could be advertised. The project was then on hold until the commercial parcels are fully acquired before issuing ROW cleanance for MPMS #115687.

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of AFC (MPMS #47813).

The project includes the local road improvements in support of I-95 AF3 and AF4 (main line I-95). The project will optimize signal timings on the local roadway network including Aramingo Avenue, Allegheny Avenue, and Castor Avenue; pavement rehabilitation and reconstruction on Delaware Avenue between Castor Avenue and Allegheny Avenue; the additional of auxiliary lanes at the intersections of Aramingo and Ontario and Aramingo and Venango; new traffic signals at the intersections of Allegheny/Bath, Castor Avenue/I-95 ramp. New signals are not interconnected. The project will also include improvements to the Philadelphia Water Department Outfalls from I-95 to the Delaware River to accommodate stormwater management for the reconstruction of I-95. New signing, pavement markings, and lighting will be constructed on Allegheny Avenue, Delaware Avenue, and Castor Avenue which will serve as the connection between the split interchanges (NB interchange at Castor Avenue, SB interchange at Allegheny). Sidewalks will be included on Allegheny, Delaware and Castor and Bicycle Facilities will be improved along Castor Avenue.

An investment of more than $2.7 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. Current construction efforts in Philadelphia, are addressing critical repairs on aging bridges and interchanges, and improve traffic flow, along the approximately eight miles of I-95 between I-676/Vine Street and Cottman Avenue (Sector A), by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the context of the construction section. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, and some of which appear in the DVRPC Regional TIP. MPMS #'s include: 17821 (Section GIR design: GR0, GR1, GR2, GR3, GR4, GR5, GR6, GR7), 47394 (Section CPR design: CP1, CP2), 47811 (Section BSR design: BS1, BS2, BS3), 47812 (Section BRI design:BR0, BR2, BR3), 47813 (Section AFC design: AF1, AF2), 79683 (Section CP1 construction), 79685 (Section CP2 construction), 79686 (Section GR1 construction), 79826 (Section GR3 construction), 79827 (Section GR4 construction), 79828 (Section GR5 construction), 79903 (Section BR0 construction), 79904 (Section BR2 construction), 79905 (Section BR3 construction), 79908 (Section BS1 construction), 79910 (Section BS2 construction), 79911 (Section AF1 construction), 79912 (Section AF2 construction), 80094 (Section GR0 construction), 83640 (Section GR2 construction), 87784 (Section BS3 construction), 98207 (I95 Congestion Management), 103553 (Section GR6 Construction), 103554 (Section GR7 construction), 103555 (Section GR8 construction), 102309 (I95 Corridor Drainage). Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
ROW	NHPP-IM	10,000											
		10,000	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**10,000**		**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Philadelphia

MPMS# 115805 ***I-95 Brdg Rehab: Island Ave-Phila Navy Yard SR:0095***

LIMITS: I-95 between Island Avenue and Phila. Navy Yard — No Let Date

MUNICIPALITIES: Philadelphia City

IMPROVEMENT: Bridge Repair/Replacement — FC: — AQ Code:S19

PLAN CENTER: — IPD:

PROJECT MANAGER: HNTB/N. Velaga — CMP: Not SOV Capacity Adding

The purpose of this project is to perform comprehensive bridge rehabilitation activities on twenty bridges carrying Interstate 95 between Island Avenue and the Philadelphia Navy Yard in Philadelphia, PA. This is roughly a 5 mile stretch which includes the Girard Point Bridge (Interstate 95 over the Schuylkill River) and the approach structures to the bridge including mainline Interstate 95 bridges and on and off ramps. The rehabilitation will increase the remaining service life of the structures and will provide an overall NBIS bridge condition rating of "good". The bridge rehabilitation will include the following: latex modified concrete deck overlays, painting of structural steel, steel repairs, jacking and bearing repairs and replacements, substructure repairs (including the installation of a fender system on Pier 8 of the Girard Point Bridge, presently there is none provided) and joint replacement and repairs.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
PE	NHPP-IM		4,500										
PE	185-IM		500										
PE	NHPP-IM			4,500									
PE	185-IM			500									
		0	**5,000**	**5,000**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**10,000**		**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

MPMS# 116391 ***I-95 Bridge Rehabilitations*** **New**

I-95 Bridge Rehabilitations SR:0095

LIMITS: — No Let Date

MUNICIPALITIES: Philadelphia City

IMPROVEMENT: Bridge Repair/Replacement — FC: — AQ Code:S19

PLAN CENTER: — IPD:

PROJECT MANAGER: HNTB/N. Velaga — CMP: Not SOV Capacity Adding

The 95-MB5 Bridge Rehabilitation project will consist of repairs to structures on I-95 mainline and ramps in the City of Philadelphia between Penn's Landing and Broad Street. Typical construction activities will include deck repairs, replacement and/or elimination of expansion deck joints with link slabs, replacement and/or repair of bearings and bearing pedestals, substructure concrete repairs, beam end repairs, and painting of structural steel. The proposed improvements will keep the bridges in "Fair" condition extending their service life. In addition, select overhead sign structures will be replaced and select integral steel box girder pier caps will be rehabilitated on interstates within District 6.

TIP Program Years ($ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	185-IM		6,000										
		0	**6,000**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
		Total FY2025-2028		**6,000**		**Total FY2029-2032**			**0**	**Total FY2033-2036**			**0**

Total For Philadelphia	**2025**	**2026**	**2027**	**2028**	**2025-2028**	**2029-2032**	**2033-2036**
	$232,679	$250,672	$264,542	$272,650	$1,020,543	$915,321	$138,900

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Appendix A

Acknowledgment Board Resolutions

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Appendix B

State DOT Financial, and General and Procedural Guidance used in Developing the Program, and SEPTA's Financial Capacity Analysis and TAM Plan

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April 19, 2023

PENNSYLVANIA 2025 TRANSPORTATION PROGRAM FINANCIAL GUIDANCE

INTRODUCTION

One of the first crucial steps in the biennial update of Pennsylvania's 12-Year Program (TYP), Statewide Transportation Improvement Program (STIP) and each regional Transportation Improvement Program (TIP) is the development of Financial Guidance. The purpose of this document is to describe the available revenues and funding distribution strategies that form the foundation in developing the next update of these programs, hereafter referred to as the Program.

Financial Guidance is developed by a collaboration of representatives from Metropolitan Planning Organizations (MPOs), Rural Planning Organizations (RPOs), the Federal Highway Administration (FHWA) and PennDOT, collectively known as the Financial Guidance Work Group.

The Financial Guidance Work Group is directed by principles that Financial Guidance must be based on:

- A cooperative effort
- A long-term strategic viewpoint
- A Commonwealth perspective
- Existing and readily available data
- Statewide and regional needs-based decision-making
- Responsiveness to near-term issues and priorities
- Coordination with other agencies and initiatives.

2025 TRANSPORTATION PROGRAM UPDATE

The Financial Guidance Work Group reached general agreement on draft financial guidance components on April 4, 2023, with the following recommendations:

- Existing formulas with updated data are retained from the 2023 Financial Guidance.

- A new formula has been introduced for Carbon Reduction Program funding based upon highway and vehicle registration data.

- The PROTECT program will be administered as a statewide program for the first two years of the 2025 Program. The Financial Guidance Work Group will develop a distribution formula for the remaining years and subsequent programs.

- 2020 Census data has been incorporated into the CMAQ distribution and the urban specific portions of the Surface Transportation Block Grant, Carbon Reduction and Transportation Alternatives Set-Aside Programs.

- State Highway and Bridge Funds reflect estimated revenues to the Motor License Fund.

- State Transit funding is based on estimated revenues to the Public Transportation Trust Fund.

- The Statewide Program will continue to cover 50% of the costs of the Rapid Bridge Replacement (RBR) program with the remaining 50% coming from each region's percent share of RBR associated deck area. The source of the regional share is split evenly between state bridge funding and state highway (capital) funding. These funds are deducted from each region's distribution and are reserved in a separate item for the Statewide Program.

- Anticipated available federal highway, bridge and transit funds will reflect Infrastructure Investment and Jobs Act (IIJA) authorized amounts for the first two years then remain flat for the remaining ten years of the Program.

- The set-aside for the Highway Safety Improvement Program will be increased to $50 million. An analysis on regional vs statewide project delivery will be completed for the 2027 Financial Guidance update.

The MPOs, RPOs, FHWA and the Department achieved consensus to move forward with the *Pennsylvania 2025 Transportation Program Financial Guidance* and *Pennsylvania 2025 Transportation Program General and Procedural Guidance* on April 19, 2023.

FUNDING

Pennsylvania's 2025 Transportation Program will include all Federal and State capital funding that is expected to be available over the next twelve years. This includes:

- All anticipated federal highway and bridge funding apportionments or allocations to the Commonwealth
- State Appropriation 581 funding for highway capital projects
- State Appropriations 185 (state owned) and 183 (locally owned) funding for bridge capital projects
- Estimated federal and state transit funding

The funding distribution tables that comprise the Appendices establish the annual funding constraint for each MPO and RPO and the Statewide and Interstate Programs in accordance with the requirements for fiscal constraint included in the *General and Procedural Guidance*. Projects and funding will be assigned to the appropriate years based upon project readiness, schedules, estimated funding availability and expected expenditure of funds (cash flow). Certain categories of discretionary, earmarked and maintenance funding are not included in the funding distribution tables and are considered to be additional funds to the program.

Highway and Bridge Funding Distribution

The distribution of federal funds is provided through formulas and policy decisions that were determined during meetings of the Financial Guidance Work Group. This guidance continues to assume the practice of programming to the authorization level rather than a lower obligation level. Program funding levels and implementation funding levels may differ due to the annual federal obligation limitation and the state budget.

- **National Highway Performance Program (NHPP)**:
  - The **Interstate Management Program** will continue to be managed on a statewide basis with the programming of funds occurring centrally by the Department of Transportation in accordance with the Transportation Asset Management Plan (TAMP) and Performance Based Planning and Programming. An amount equal to 26/55^{ths} of available NHPP funds were set-aside for the Interstate Management Program in the first year of the 2021 Program. An additional $50 million is provided for Interstates in each subsequent year until a total of $1 billion is realized.
  - Twenty percent of the balance of NHPP funds remaining after these additional funds for the Interstate System are set-aside will be held in a statewide reserve to advance projects on the National Highway System (NHS) in accordance with the TAMP and performance management principles.
  - An average of $8.6 million per year will be reserved for State and Local Bridge Inspection.
  - Remaining funds will be distributed amongst MPOs and RPOs for bridges and highways on the NHS based upon the regional share of these factors:

2025 through 2036	
40% Bridge > 20 feet	3/4 Deck Area All Bridges (30%)
	1/4 Bridge AMF (10%)
60% Highway	1/4 Lane Miles (15%)
	1/4 VMT (15%)
	1/4 Truck VMT (15%)
	1/4 Pavement AMF (15%)

  - AMF represents an Asset Management Factor. The factor considers necessary treatment needs to maintain existing pavements and bridges in a state of good repair consistent with Pennsylvania's TAMP. More information on the AMF is included in Appendix 4.

- **Surface Transportation Block Grant Program (STP, STN, STR)**:
  - Twenty percent of STP funding will be held in reserve at the discretion of the Secretary of Transportation. Funding will be utilized to offset the impact of high cost projects or programs ("spikes") which are beyond a region's allocation, or other statewide priorities.
  - An average of $18.1 million per year will be reserved for State and Local Bridge Inspection, Environmental Resource Agencies, and other related statewide line items.

- Remaining funds will be distributed to MPOs and RPOs based upon the regional share of these factors:

2025 through 2036	
40% Bridge > 20 feet	Deck Area All Bridges (40%)
60% Highway	1/2 Lane Miles (30%)
	1/4 VMT (15%)
	1/4 Truck VMT (15%)

- **Surface Transportation Block Grant Program-Urban (STU)**:
  - Funding is allocated to each MPO with populations greater than 200,000 based on current federal formula. The federal formula sub-allocates STP funds within each state between urbanized areas with populations greater than 200,000 and the rest of the state in proportion to their relative share of the total state population as well as the total state urbanized area population in proportion to all other states total urbanized area population.
  - The sub-allocation formula is currently based on the 2020 Federal Census.

- **Off System Bridges (BOF):**
  - Funding for minor collector and local functional class bridges will utilize the following formula:

2025 through 2036
Deck Area All Bridges (100%)

  - Bridge data utilized in this formula include state and locally owned bridges over 20 feet in length.
  - Funding for off-system bridges comes from legislated set-asides of the Surface Transportation Block Grant Program and the Bridge Formula Investment Program.

- **Bridge Formula Investment Program (BRIP):**
  - Funding for the replacement, rehabilitation, preservation, protection or construction of highway bridges over 20 feet in length will be distributed to MPOs, RPOs and the Interstate Program based upon the share of these factors:

2025 through 2036	
40% Non-NHS Bridges	Deck Area Non-NHS State and Local Bridges > 20 Feet
60% NHS Bridges	¾ Bridge Deck Area NHS and Interstate Bridges > 20 Feet
	¼ Bridge AMF

- **Highway Safety Improvement Program (HSIP)**:
    - $50 million in funding for this program will be reserved statewide for various safety initiatives.
    - $12 million is divided evenly amongst the urban and rural regions to provide a $500,000 base amount of funding as a means to address systemic safety projects.
    - The remaining funding will be allocated to MPOs and RPOs based on a 39:1 crash severity weighting for all reportable crashes. The ratio is based on the cost of fatal and injury crashes compared to property damage only crashes.

- **Congestion Mitigation and Air Quality (CMAQ):**
    - $25 million is reserved each year in federal funds to flex to transit in accordance with agreements reached in conjunction with the enactment of Pennsylvania Act 3 of 1997. CMAQ funding will comprise more than $23 million of this reservation. Remaining funds will be from the STP category.
    - Remaining funding is distributed to air quality non-attainment and maintenance areas according to factors which consider each county's air quality classification and 2020 census data. Previous "insufficient data" and "orphan maintenance" (as currently defined for the 1997 ozone NAAQS maintenance areas) counties no longer receive CMAQ funding.

- **National Highway Freight Program (NFP):**
    - Funding for this program will be allocated to the Interstate Management Program.

- **Surface Transportation Block Grant Program Set-Aside (former Transportation Alternatives Program) (TAP, TAU):**
    - The IIJA requires that 59% of the funds are sub-allocated by population and 41% are available to any area of the state. Part of the 59% sub-allocated by population is assigned, by federal formula utilizing the 2020 Census, to regions with populations greater than 200,000 (TAU).
    - The remaining funds sub-allocated by population and the 41% available to any area of the state (TAP) are held in statewide reserve as mandated by regulations that restrict the regional distribution of funds and require a statewide competitive process for selection of projects.

- **Railway-Highway Crossings, Section 130 (RRX)**:
    - Funding for this program will continue to be managed on a statewide basis with the programming of funds occurring centrally by PennDOT.
    - Centralized management of this program allows for a formalized project selection process and promotes the higher utilization of funding and the ability to initiate higher-cost projects.

- **Carbon Reduction Program (CRP, CRPU):**
    - $10 million in funding for this program will be reserved for statewide Transportation Systems Management and Operations (TSMO) initiatives.
    - Funding is allocated to each MPO with a population over 200,000 and between 50,000 and 200,000 based upon the federal formula that utilizes the 2020 Census.
    - Remaining Carbon Reduction Program funds available to any area and for those areas with a population under 50,000 will utilize the following formula:

2025 through 2036
1/3 Vehicle Miles Travelled
1/3 Lane Miles
1/3 Vehicle Registrations

- **Promoting Resilient Operations for Transformative, Efficient and Cost-saving Transportation (PROTECT) formula program (PRTCT):**
  - Funds will be held in a statewide line item for years 2025 and 2026.
  - While funds will initially remain in the statewide line item for years 2027-2036, a formula will ultimately be developed to distribute these funds for those years. MPOs and RPOs are encouraged to begin planning their strategy for how future PROTECT formula funding will be utilized most effectively.

- **Highway (Capital) Funding (State)**:
  - Act 89 of 2013 requires 15% of available state highway and bridge funds be held in reserve for use at the discretion of the Secretary of Transportation.
  - $25 million per year in State Highway (Capital) funds for transportation improvements associated with economic development opportunities are reserved for the **Transportation Infrastructure Investment Fund (TIIF)**. Decisions on how to utilize this funding will be at the discretion of the Secretary of the Department of Transportation in consultation with the Department of Community and Economic Development and Governor.
  - An average of $34.6 million per year will be reserved for State and Local Bridge Inspection, Environmental Resource Agencies, and other related statewide line items.
  - Remaining state highway funds will be distributed based upon the regional share of these factors:

2025 through 2036
1/4 VMT (25%)
1/4 Truck VMT (25%)
1/2 Lane Miles (50%)

- **Bridge Funding (State)**:
  - Bridge funding will be allocated to MPOs and RPOs based upon the regional share of these factors:

2025 through 2036
Deck Area All Bridges (100%)

  - Bridge data utilized in this formula include state-owned bridges over 8 feet in length and local-owned bridges over 20 feet in length.

The following funding categories have limitations on how and where they may be used and will be considered as additional funds to the Transportation Program. The tables that are included in the appendices of this document do not include these funding sources.

- **Special Federal Funding (SXF)**:
  - This funding is earmarked for specific projects that were authorized by federal legislation.

- **Appalachian Development Highway (APD/APL)**:
  - Federal funds from SAFETEA-LU, recent appropriations legislation and the IIJA may only be used for eligible capital improvements on routes that have been designated as Appalachian highway corridors and which are included in the most recent Appalachian Development Highway System (ADHS) Cost to Complete Estimate. Funding may also be utilized for Local Access Road projects which are identified and approved in coordination with the Department of Community and Economic Development (DCED) and the Appalachian Regional Commission (ARC).

- **National Electric Vehicle Infrastructure Formula Program (EV):**
  - Federal funds for the deployment of electric vehicle charging infrastructure are required to be used along designated Alternative Fuel Corridors in accordance with the State EV Infrastructure Deployment Plan and will be allocated to the Statewide program.

- **All Discretionary Federal Funding**:
  - Funding awards and allocations through the Federal Discretionary Programs that are determined by the United States Department of Transportation. Examples of this type of funding programs could include, but are not limited to:
    - Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
    - Infrastructure for Rebuilding America (INFRA)
    - Bridge Investment Program (BIP)
    - National Infrastructure Project Assistance (MEGA)
    - Rural Surface Transportation Grants (RURAL)
    - Discretionary Portions of NEVI, PROTECT, etc.

- **Discretionary State Funding:**
  - The decision to include funding associated with state discretionary programs including, but not limited to, the Multimodal Transportation Fund (MTF), Green-Light-Go (GLG) and Automated Red Light Enforcement (ARLE) will be a PennDOT decision based on funding availability and project awards.

- **State Maintenance Funding:**
  - State Appropriations 582 (Maintenance) and 409 (Expanded Maintenance Program) funding is used for highway maintenance activities. It is allocated to individual PennDOT County Maintenance Offices under a formula established by the State General Assembly. This funding may serve as matching funds for Federally Funded Highway Restoration and Preservation projects and, in such cases, will represent additional funding for the Transportation Program. The

decision to include any state Appropriations 582 and 409 funding in the Program will be a PennDOT decision based on an assessment of project priorities and funding availability within the individual counties.

- **Appropriation 179**:
  - Since 2014, this funding, established by Act 26 of 1991, is provided to Counties directly through liquid fuel payments. A limited amount of funding remains available for previously approved county-owned bridge projects in underprivileged counties.

- **Local and Private Funding:**
  - Local and private funding is not included in the tables and can be considered additional funding above that which is shown, if documentation supports the funds are reasonably expected to be available.

- **Turnpike Funding:**
  - The Pennsylvania Turnpike Commission (PTC) receives funding from a variety of sources, including toll revenues, state funding earmarked in Act 26 of 1991, Act 3 of 1997 and Act 89 of 2013, and special federal funding earmarked by Congress. These funds are not reflected in this financial guidance. The authority for the programming of projects using these funding sources rests with the PTC. The PTC does implement projects that qualify for regular federal funds. If the PTC desires to pursue regular federal funding, projects will be presented for consideration with other state and local projects within the appropriate planning region. However, all regionally significant Turnpike projects, regardless of the funding source, should be included on regional TIPs as required by statewide planning regulations.

Public Transit Funding Distribution

FUNDING HISTORY

Funding sources for transit improvements in Pennsylvania are federal, state, and local monies. Federal funding assumptions are based on FFY 2023 allocations via the Bipartisan Infrastructure Law (BIL).

As part of an agreement between the Commonwealth and the transit community during the enactment of Act 3 of 1997, a total of $25 million per year in federal highway funding is flexed to transit agencies for their projects. This funding is reserved in the highway financial guidance discussed previously. Federal and state funding, which is available for public transit programming, is included in Appendices 6 through 8. Federal funding is based on most recent BIL authorizations only and is held flat through the period. Federal funding includes a mix of urban formula, fixed guideway, seniors and persons with disabilities, rural formula, and bus project funding. Additional federal fund authorizations are not included in the tables.

State funding for transit programs is provided for in Act 44 of 2007 as amended by Act 89 of 2013. Act 44 of 2007 established the Public Transportation Trust Fund (PTTF) to fund public transportation programs and projects. Public transportation funds are derived from the following

sources: Turnpike, Sales and Use Tax, Public Transportation Assistance Fund (PTAF), Motor Vehicle Sales Tax, Capital Bond Funds, Lottery, transfers from the Motor License Fund that are not restricted to highway purposes and various fines. These funds are deposited into the PTTF.

PUBLIC TRANSPORTATION FUNDING PROGRAMS

Act 44, as amended, authorizes six major public transportation programs:

- **Operating Program (Section 1513)** – Operating funds are allocated among public transportation providers based on:
    1. The operating assistance received in the prior fiscal year plus funding growth.
    2. Funding growth over the prior year is distributed on four operating statistics:
        a. Total passengers
        b. Senior passengers
        c. Revenue vehicle miles
        d. Revenue vehicle hours

  The local match requirement is 15% of state funding or 5% growth in local match, whichever is less. Act 44 also includes performance criteria for the evaluation of public transportation services. This program also provides for free transit for seniors on any fixed route service. Sources of funding for this program includes Turnpike Funds, Sales and Use Tax, Motor Vehicle Sales and Use Tax, Lottery Funds, Public Transportation Assistance Funds and fees from the Motor License Fund that are not restricted to highway purposes.

- **Asset Improvement Program for Capital projects (Section 1514) –** The Asset Improvement Program is the program into which funds are deposited for the public transportation capital program. Source funding includes Turnpike funds, Motor Vehicle Sales Tax, other fees, and Capital Bond funds. In accordance with Act 89 provisions, PennDOT receives a discretionary set aside equal to 5% of available funding. The balance is allocated to SEPTA (69.4%), Port Authority (22.6%) and the remainder (8%) to all other transit systems. These funds require a local match equal to 3.33% of the state grant.

- **Capital Improvement Program (Section 1517)** – While still included as a capital program in the public transportation legislation, no new funding was deposited in this program after December 31, 2013, since the creation of Act 89 and capital funding was included as part of Section 1514 – Asset Improvement.

- **Alternative Energy Capital Investment Program (Section 1517.1) –** The Alternative Energy program is used to implement capital improvements conversion to an alternative energy source, in most cases Compressed Natural Gas (CNG). If the Department has projects to fund in the program, funding is transferred from Section 1514 prior to distributing Section 1514 funding as outlined previously.

- **New Initiatives Program (Section 1515)** – This program provides the framework to advance new or expansion of existing fixed guideway systems. Act 44 specifies criteria that must be met to receive funding under this program. The local match is established at

3.33% of the state funding. **NOTE:** No funding has been available for this program since it has not been appropriated by the legislature.

- **Programs of Statewide Significance (Section 1516)** – Programs such as Persons with Disabilities, Welfare to Work, intercity bus and rail service, as well as technical assistance and demonstration projects, are funded using a dedicated portion of PTTF. The match requirement varies by program. Source funding includes Sales and Use Tax, Motor Vehicle Sales and Use Tax, and Turnpike funds.

In addition to the programs authorized by Act 44, as amended, the State Lottery Law authorizes the Reduced Fare Shared-Ride Program for Senior Citizens (**Shared-Ride Program)**. Lottery Funds are used to replace 85% of the fare for senior citizens 65 and older on shared ride, advanced reservation, curb to curb transportation services.

The funding in the transit tables is for planning purposes only. The actual Federal and State funding that is ultimately available each year will be determined during the annual appropriations and budgeting processes. The information in these documents is based on the availability of these funds and is subject to change based on changes in available funding amounts and/or legislative updates.

Appendix 1: Available Funds
2025 Financial Guidance
Highway and Bridge Funds ($000)

Federal Funds	2025	2026	2027	2028	Total
National Highway Performance Program (NHPP)*	1,220,137	1,244,540	1,244,540	1,244,540	4,953,758
Surface Transportation Block Grant Program (STP)*	593,580	605,452	605,452	605,452	2,409,936
Highway Safety Improvement Program (HSIP)*	131,471	134,241	134,241	134,241	534,194
Congestion Mitigation and Air Quality (CMAQ)*	118,415	120,784	120,784	120,784	480,766
National Highway Freight Program*	59,177	60,360	60,360	60,360	240,258
Railway-Highway Safety Crossings (RRX)	7,030	7,030	7,030	7,030	28,121
Carbon Reduction Program (CRP)	54,008	55,088	55,088	55,088	219,271
PROTECT Formula Program (PRTCT)	61,411	62,639	62,639	62,639	249,327
Bridge Formula Program (BRIP)	353,378	353,378	353,378	353,378	1,413,512
Subtotal -- Federal Funds	**2,598,607**	**2,643,512**	**2,643,512**	**2,643,512**	**10,529,143**

State Funds	2025	2026	2027	2028	Total
State Highway (Capital)	581,000	635,000	698,000	752,000	2,666,000
State Bridge	317,000	317,000	312,000	312,000	1,258,000
Subtotal -- State Funds	**898,000**	**952,000**	**1,010,000**	**1,064,000**	**3,924,000**
Grand Total	**3,496,607**	**3,595,512**	**3,653,512**	**3,707,512**	**14,453,143**

*numbers reflect 2% set-aside for Statewide Planning and Research

Federal and State Funds Subject to Distribution via Base Allocation Formulas ($000)

National Highway Performance Program	2025	2026	2027	2028	Total
NHPP Apportionment	1,220,137	1,244,540	1,244,540	1,244,540	4,953,758
Enhanced Interstate Management	**350,947**	**400,947**	**450,947**	**488,177**	**1,691,018**
Remaining	869,190	843,593	793,593	756,363	3,262,740
20% Statewide Reserve	**173,838**	**168,719**	**158,719**	**151,273**	**652,548**
Less Bridge Inspection	8,623	8,623	8,623	8,623	34,490
Less Interstate Management Traditional	**317,378**	**317,378**	**317,378**	**317,378**	**1,269,512**
NHPP Funds to Distribute	**369,352**	**348,874**	**308,874**	**279,090**	**1,306,189**

Surface Transportation Block Grant Program	2025	2026	2027	2028	Total
STP Apportionment	593,580	605,452	605,452	605,452	2,409,936
Less Transportation Alternatives (10%)	49,319	50,305	50,305	50,305	200,234
Less STP-Urban Mandatory Distribution	**186,456**	**190,185**	**190,185**	**190,185**	**757,011**
Less Set-Aside for Off-System Bridges	**98,396**	**98,396**	**98,396**	**98,396**	**393,582**
Less Transit Flex	1,745	1,745	1,745	1,745	6,979
Miscellaneous Inspection/Inventory/Training	11,183	11,183	11,183	11,183	44,730
Less Environmental Resource Agencies	3,082	3,159	3,238	3,319	12,797
Less Oversight and Management	2,000	2,000	2,000	2,000	8,000
Remaining STP	*241,401*	*248,480*	*248,401*	*248,320*	*986,602*
Less Spike (20% of Remaining STP)	48,280	49,696	49,680	49,664	197,320
STP Funds to Distribute	**193,121**	**198,784**	**198,721**	**198,656**	**789,282**

Highway Safety Improvement Program	2025	2026	2027	2028	Total
HSIP Apportionment	131,471	134,241	134,241	134,241	534,194
Less Base of $500K to each MPO/RPO	**12,000**	**12,000**	**12,000**	**12,000**	**48,000**
Less Statewide Reserve	**50,000**	**50,000**	**50,000**	**50,000**	**200,000**
HSIP Funds to Distribute	**69,471**	**72,241**	**72,241**	**72,241**	**286,194**

Congestion Mitigation and Air Quality	2025	2026	2027	2028	Total
CMAQ Apportionment	118,415	120,784	120,784	120,784	480,766
Less Transit Flex	23,255	23,255	23,255	23,255	93,021
CMAQ Funds to distribute	**95,160**	**97,528**	**97,528**	**97,528**	**387,745**

National Highway Freight Program	2025	2026	2027	2028	Total
Interstate Program	**59,177**	**60,360**	**60,360**	**60,360**	**240,258**

Transportation Alternatives	2025	2026	2027	2028	Total
Transportation Alternatives Apportionment	49,319	50,305	50,305	50,305	200,234
Less Recreational Trails	1,991	1,991	1,991	1,991	7,965
Mandatory Distribution for Urban Areas	**17,393**	**17,755**	**17,755**	**17,755**	**70,659**
TAP Funds -- Statewide Competitive Program	**29,935**	**30,558**	**30,558**	**30,558**	**121,610**

Railway-Highway Safety Crossings	2025	2026	2027	2028	Total
Statewide Program	**7,030**	**7,030**	**7,030**	**7,030**	**28,121**

Bridge Formula Program	2025	2026	2027	2028	Total
Special Bridge Formula Program Apportionment	353,378	353,378	353,378	353,378	1,413,512
15% Off System Bridge Funds to Distribute	**53,007**	**53,007**	**53,007**	**53,007**	**212,027**
Special Bridge Formula Funds to Distribute	**300,371**	**300,371**	**300,371**	**300,371**	**1,201,485**

Carbon Reduction Program	2025	2026	2027	2028	Total
Carbon Reduction Apportionment	54,008	55,088	55,088	55,088	219,271
Carbon Reduction Urban Set-Aside > 200K	**21,866**	**22,304**	**22,304**	**22,304**	**88,777**
Carbon Reduction Urban Set-Aside 50-200K	**1,879**	**1,916**	**1,916**	**1,916**	**7,628**
Carbon Reduction 5,000 to 50,000 to Distribute	**3,094**	**3,156**	**3,156**	**3,156**	**12,562**
Carbon Reduction < 5,000 to Distribute	**8,266**	**8,431**	**8,431**	**8,431**	**33,559**
Less TSMO	**10,000**	**10,000**	**10,000**	**10,000**	**40,000**
Carbon Reduction Program Flex to Distribute	**8,903**	**9,281**	**9,281**	**9,281**	**36,745**

PROTECT Formula Program	2025	2026	2027	2028	Total
PROTECT Formula Program	**61,411**	**62,639**	**62,639**	**62,639**	**249,327**

Appendix 1: Available Funds
2025 Financial Guidance
Highway and Bridge Funds ($000)

State Funds	2025	2026	2027	2028	Total
State Highway (Capital)	581,000	635,000	698,000	752,000	2,666,000
State Bridge	317,000	317,000	312,000	312,000	1,258,000
Total State Funds (for Discretionary Calculation)	898,000	952,000	1,010,000	1,064,000	3,924,000
Mandatory 15% Discretionary (Highway Funds)	**134,700**	**142,800**	**151,500**	**159,600**	**588,600**

State Highway (Capital)	2025	2026	2027	2028	Total
Highway (Capital) After Discretionary Set-Aside	446,300	492,200	546,500	592,400	2,077,400
Less Environmental Resource Agencies	770	790	809	830	3,199
Less State Bridge Inspection	29,963	30,787	31,605	32,478	124,833
Less Oversight and Management	3,400	3,400	3,400	3,400	13,600
Less TIIF (Economic Development)	25,000	25,000	25,000	25,000	100,000
State Highway (Capital) Funds to Distribute	**387,167**	**432,223**	**485,686**	**530,692**	**1,835,768**

State Bridge	2025	2026	2027	2028	Total
State Bridge Funds to Distribute	**317,000**	**317,000**	**312,000**	**312,000**	**1,258,000**

Total Distributed/Statewide Reserve	**3,337,315**	**3,433,884**	**3,490,983**	**3,544,024**	**13,806,207**

Amounts in **Bold** are further reflected on the regional distribution charts.

Appendix 2: FFY 2025 -- Highway/Bridge Base Funding Allocation ($000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	Carbon Reduction - - Urban	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	107,329	28,888	53,799	43,249	19,059	22,967	0	0	41,992	8,583	92,009	2,573	10,790	0	44,294	475,531
SPC	86,142	41,280	59,543	55,426	34,692	12,800	0	0	23,280	3,747	40,174	2,421	4,711	0	57,134	421,351
Harrisburg	20,791	8,881	14,053	12,090	7,087	3,697	0	0	5,434	1,054	11,300	617	1,325	0	12,702	99,033
Scranton/WB	14,877	7,425	10,620	9,829	5,503	3,858	0	0	0	788	8,442	499	1,127	0	9,059	72,026
Lehigh Valley	17,230	7,001	12,422	8,570	5,585	5,054	0	0	6,844	1,268	13,596	572	1,594	0	8,494	88,232
NEPA	7,455	8,156	10,581	5,210	5,458	3,118	0	0	537	0	0	1,501	0	0	5,724	47,741
SEDA-COG	17,536	10,984	15,596	15,477	10,864	2,257	0	0	0	0	0	1,544	0	0	14,098	88,358
Altoona	2,647	2,443	2,802	3,005	2,328	1,252	0	0	0	0	0	382	201	0	2,647	17,707
Johnstown	5,936	2,620	4,604	3,730	2,140	1,085	0	0	1,329	0	0	453	166	0	3,242	25,304
Centre County	4,158	2,209	3,462	2,224	1,375	1,075	0	0	0	0	0	471	226	0	2,124	17,325
Williamsport	5,054	3,519	4,589	4,509	3,201	1,042	0	0	0	0	0	452	149	0	4,054	26,569
Erie	4,655	3,890	6,012	3,776	2,732	2,029	0	0	0	0	0	776	507	0	3,222	27,599
Lancaster	13,475	8,862	12,889	8,941	6,808	3,563	0	0	5,505	847	9,083	477	1,065	0	8,479	79,996
York	5,425	6,255	10,075	4,018	3,499	2,829	0	0	4,544	512	5,492	432	797	0	3,798	47,677
Reading	13,538	5,377	9,815	7,000	4,083	3,200	0	0	4,269	593	6,360	398	746	0	7,418	62,799
Lebanon	2,115	1,979	3,149	1,547	1,396	1,324	0	0	1,426	0	0	430	204	0	1,361	14,931
Mercer	1,621	3,225	4,175	2,713	2,604	1,121	0	0	0	0	0	467	0	0	2,483	18,408
Adams	3,257	1,971	3,592	1,266	1,387	999	0	0	0	0	0	385	0	0	1,409	14,266
Franklin	1,770	2,778	3,927	1,685	1,754	1,271	0	0	0	0	0	526	135	0	1,562	15,408
Total Urban	**335,010**	**157,746**	**245,707**	**194,265**	**121,556**	**74,543**	**0**	**0**	**95,160**	**17,393**	**186,456**	**15,377**	**23,745**	**0**	**193,304**	**1,660,262**
Northwest	8,341	8,725	13,111	7,560	6,751	1,641	0	0	0	0	0	1,220	0	0	7,610	54,959
N. Central	8,004	8,299	11,872	6,655	6,395	1,540	0	0	0	0	0	1,171	0	0	6,633	50,569
N. Tier	9,906	8,955	14,359	9,708	8,208	1,417	0	0	0	0	0	1,198	0	0	8,992	62,743
S. Alleghenies	8,090	7,597	11,046	8,845	7,226	1,543	0	0	0	0	0	1,046	0	0	8,213	53,606
Wayne County	0	1,798	2,673	1,077	1,267	789	0	0	0	0	0	250	0	0	1,005	8,858
Total Rural	**34,342**	**35,374**	**53,060**	**33,845**	**29,846**	**6,928**	**0**	**0**	**0**	**0**	**0**	**4,886**	**0**	**0**	**32,452**	**230,734**
Interstate Program	668,325	0	72,760	73,250	0	0	59,177	0	0	0	0	0	0	0	74,615	948,126
Statewide Program	0	0	0	0	0	0	0	7,030	0	29,935	0	10,000	0	61,411	0	108,375
Statewide Reserve	173,838	0	134,700	0	0	50,000	0	0	0	0	0	0	0	0	0	358,538
RBR Regional Share	0	0	15,640	15,640	0	0	0	0	0	0	0	0	0	0	0	31,280
GRAND TOTAL	**1,211,515**	**193,121**	**521,867**	**317,000**	**151,402**	**131,471**	**59,177**	**7,030**	**95,160**	**47,327**	**186,456**	**30,263**	**23,745**	**61,411**	**300,371**	**3,337,315**

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

Appendix 2: FFY 2026 -- Highway/Bridge Base Funding Allocation ($000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	Carbon Reduction - Urban	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	101,378	29,735	60,086	43,248	19,059	23,862	0	0	43,037	8,762	93,849	2,668	11,006	0	44,294	480,983
SPC	81,367	42,491	67,028	55,407	34,692	13,291	0	0	23,860	3,826	40,977	2,510	4,806	0	57,134	427,387
Harrisburg	19,638	9,142	15,759	12,087	7,087	3,825	0	0	5,569	1,076	11,526	640	1,352	0	12,702	100,404
Scranton/WB	14,052	7,643	11,883	9,828	5,503	3,992	0	0	0	804	8,611	517	1,150	0	9,059	73,042
Lehigh Valley	16,275	7,207	13,952	8,567	5,585	5,236	0	0	7,014	1,295	13,868	593	1,626	0	8,494	89,712
NEPA	7,042	8,396	11,956	5,205	5,458	3,222	0	0	551	0	0	1,539	0	0	5,724	49,092
SEDA-COG	16,564	11,307	17,472	15,475	10,864	2,328	0	0	0	0	0	1,583	0	0	14,098	89,691
Altoona	2,500	2,515	3,142	3,005	2,328	1,282	0	0	0	0	0	392	205	0	2,647	18,015
Johnstown	5,607	2,697	5,148	3,730	2,140	1,108	0	0	1,362	0	0	465	169	0	3,242	25,666
Centre County	3,927	2,274	3,899	2,223	1,375	1,098	0	0	0	0	0	483	230	0	2,124	17,635
Williamsport	4,774	3,622	5,146	4,508	3,201	1,064	0	0	0	0	0	463	152	0	4,054	26,985
Erie	4,397	4,004	6,716	3,776	2,732	2,090	0	0	0	0	0	795	517	0	3,222	28,249
Lancaster	12,728	9,122	14,481	8,938	6,808	3,685	0	0	5,642	865	9,264	495	1,086	0	8,479	81,594
York	5,124	6,439	11,288	4,017	3,499	2,922	0	0	4,657	523	5,602	448	813	0	3,798	49,130
Reading	12,788	5,535	10,974	6,999	4,083	3,308	0	0	4,375	606	6,488	413	761	0	7,418	63,748
Lebanon	1,998	2,037	3,519	1,546	1,396	1,357	0	0	1,462	0	0	441	208	0	1,361	15,325
Mercer	1,531	3,319	4,668	2,713	2,604	1,146	0	0	0	0	0	478	0	0	2,483	18,942
Adams	3,076	2,029	4,067	1,264	1,387	1,019	0	0	0	0	0	395	0	0	1,409	14,646
Franklin	1,672	2,860	4,402	1,684	1,754	1,301	0	0	0	0	0	540	138	0	1,562	15,913
Total Urban	**316,436**	**162,372**	**275,585**	**194,221**	**121,556**	**77,136**	**0**	**0**	**97,528**	**17,755**	**190,185**	**15,858**	**24,220**	**0**	**193,304**	**1,686,158**
Northwest	7,879	8,981	14,727	7,557	6,751	1,686	0	0	0	0	0	1,251	0	0	7,610	56,441
N. Central	7,560	8,542	13,389	6,650	6,395	1,581	0	0	0	0	0	1,201	0	0	6,633	51,953
N. Tier	9,357	9,218	16,146	9,704	8,208	1,453	0	0	0	0	0	1,228	0	0	8,992	64,306
S. Alleghenies	7,642	7,820	12,453	8,841	7,226	1,584	0	0	0	0	0	1,073	0	0	8,213	54,851
Wayne County	0	1,851	2,997	1,076	1,267	800	0	0	0	0	0	257	0	0	1,005	9,253
Total Rural	**32,438**	**36,412**	**59,712**	**33,829**	**29,846**	**7,105**	**0**	**0**	**0**	**0**	**0**	**5,010**	**0**	**0**	**32,452**	**236,804**
Interstate Program	718,325	0	81,227	73,250	0	0	60,360	0	0	0	0	0	0	0	74,615	1,007,777
Statewide Program	0	0	0	0	0	0	0	7,030	0	30,558	0	10,000	0	62,639	0	110,228
Statewide Reserve	168,719	0	142,800	0	0	50,000	0	0	0	0	0	0	0	0	0	361,519
RBR Regional Share	0	0	15,700	15,700	0	0	0	0	0	0	0	0	0	0	0	31,400
GRAND TOTAL	**1,235,917**	**198,784**	**575,023**	**317,000**	**151,402**	**134,241**	**60,360**	**7,030**	**97,528**	**48,314**	**190,185**	**30,868**	**24,220**	**62,639**	**300,371**	**3,433,884**

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

Appendix 2: FFY 2027 -- Highway/Bridge Base Funding Allocation ($000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	Carbon Reduction - - Urban	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	89,755	29,725	67,545	42,562	19,059	23,862	0	0	43,037	8,762	93,849	2,668	11,006	0	44,294	476,123
SPC	72,037	42,477	75,917	54,439	34,692	13,291	0	0	23,860	3,826	40,977	2,510	4,806	0	57,134	425,965
Harrisburg	17,386	9,139	17,784	11,885	7,087	3,825	0	0	5,569	1,076	11,526	640	1,352	0	12,702	99,972
Scranton/WB	12,441	7,640	13,383	9,668	5,503	3,992	0	0	0	804	8,611	517	1,150	0	9,059	72,768
Lehigh Valley	14,409	7,204	15,768	8,418	5,585	5,236	0	0	7,014	1,295	13,868	593	1,626	0	8,494	89,511
NEPA	6,234	8,393	13,588	5,099	5,458	3,222	0	0	551	0	0	1,539	0	0	5,724	49,808
SEDA-COG	14,665	11,303	19,699	15,221	10,864	2,328	0	0	0	0	0	1,583	0	0	14,098	89,761
Altoona	2,213	2,514	3,544	2,955	2,328	1,282	0	0	0	0	0	392	205	0	2,647	18,081
Johnstown	4,964	2,696	5,792	3,670	2,140	1,108	0	0	1,362	0	0	465	169	0	3,242	25,607
Centre County	3,477	2,273	4,418	2,183	1,375	1,098	0	0	0	0	0	483	230	0	2,124	17,662
Williamsport	4,227	3,621	5,808	4,433	3,201	1,064	0	0	0	0	0	463	152	0	4,054	27,023
Erie	3,892	4,003	7,551	3,716	2,732	2,090	0	0	0	0	0	795	517	0	3,222	28,519
Lancaster	11,269	9,119	16,370	8,781	6,808	3,685	0	0	5,642	865	9,264	495	1,086	0	8,479	81,865
York	4,536	6,437	12,729	3,947	3,499	2,922	0	0	4,657	523	5,602	448	813	0	3,798	49,910
Reading	11,322	5,533	12,349	6,886	4,083	3,308	0	0	4,375	606	6,488	413	761	0	7,418	63,542
Lebanon	1,769	2,037	3,958	1,522	1,396	1,357	0	0	1,462	0	0	441	208	0	1,361	15,509
Mercer	1,356	3,318	5,253	2,669	2,604	1,146	0	0	0	0	0	478	0	0	2,483	19,307
Adams	2,724	2,028	4,630	1,235	1,387	1,019	0	0	0	0	0	395	0	0	1,409	14,826
Franklin	1,480	2,859	4,965	1,654	1,754	1,301	0	0	0	0	0	540	138	0	1,562	16,254
Total Urban	**280,155**	**162,321**	**311,052**	**190,941**	**121,556**	**77,136**	**0**	**0**	**97,528**	**17,755**	**190,185**	**15,858**	**24,220**	**0**	**193,304**	**1,682,012**
Northwest	6,976	8,978	16,645	7,423	6,751	1,686	0	0	0	0	0	1,251	0	0	7,610	57,318
N. Central	6,694	8,540	15,192	6,523	6,395	1,581	0	0	0	0	0	1,201	0	0	6,633	52,758
N. Tier	8,284	9,215	18,267	9,532	8,208	1,453	0	0	0	0	0	1,228	0	0	8,992	65,179
S. Alleghenies	6,766	7,817	14,124	8,681	7,226	1,584	0	0	0	0	0	1,073	0	0	8,213	55,484
Wayne County	0	1,850	3,382	1,057	1,267	800	0	0	0	0	0	257	0	0	1,005	9,618
Total Rural	**28,719**	**36,400**	**67,610**	**33,215**	**29,846**	**7,105**	**0**	**0**	**0**	**0**	**0**	**5,010**	**0**	**0**	**32,452**	**240,357**
Interstate Program	768,325	0	91,274	72,094	0	0	60,360	0	0	0	0	0	0	0	74,615	1,066,669
Statewide Program	0	0	0	0	0	0	0	7,030	0	30,558	0	10,000	0	62,639	0	110,228
Statewide Reserve	158,719	0	151,500	0	0	50,000	0	0	0	0	0	0	0	0	0	360,219
RBR Regional Share	0	0	15,750	15,750	0	0	0	0	0	0	0	0	0	0	0	31,500
GRAND TOTAL	**1,235,917**	**198,721**	**637,186**	**312,000**	**151,402**	**134,241**	**60,360**	**7,030**	**97,528**	**48,314**	**190,185**	**30,868**	**24,220**	**62,639**	**300,371**	**3,490,983**

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

Appendix 2: FFY 2028 -- Highway/Bridge Base Funding Allocation ($000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	Carbon Reduction - - Urban	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	81,100	29,716	73,825	42,561	19,059	23,862	0	0	43,037	8,762	93,849	2,668	11,006	0	44,294	473,737
SPC	65,091	42,463	83,394	54,420	34,692	13,291	0	0	23,860	3,826	40,977	2,510	4,806	0	57,134	426,462
Harrisburg	15,710	9,136	19,488	11,883	7,087	3,825	0	0	5,569	1,076	11,526	640	1,352	0	12,702	99,994
Scranton/WB	11,241	7,638	14,644	9,667	5,503	3,992	0	0	0	804	8,611	517	1,150	0	9,059	72,827
Lehigh Valley	13,019	7,202	17,297	8,415	5,585	5,236	0	0	7,014	1,295	13,868	593	1,626	0	8,494	89,644
NEPA	5,633	8,390	14,960	5,094	5,458	3,222	0	0	551	0	0	1,539	0	0	5,724	50,572
SEDA-COG	13,251	11,299	21,573	15,219	10,864	2,328	0	0	0	0	0	1,583	0	0	14,098	90,215
Altoona	2,000	2,513	3,883	2,955	2,328	1,282	0	0	0	0	0	392	205	0	2,647	18,205
Johnstown	4,485	2,695	6,335	3,669	2,140	1,108	0	0	1,362	0	0	465	169	0	3,242	25,670
Centre County	3,142	2,272	4,854	2,181	1,375	1,098	0	0	0	0	0	483	230	0	2,124	17,761
Williamsport	3,819	3,620	6,365	4,432	3,201	1,064	0	0	0	0	0	463	152	0	4,054	27,170
Erie	3,517	4,002	8,254	3,716	2,732	2,090	0	0	0	0	0	795	517	0	3,222	28,845
Lancaster	10,182	9,116	17,960	8,778	6,808	3,685	0	0	5,642	865	9,264	495	1,086	0	8,479	82,362
York	4,099	6,435	13,941	3,945	3,499	2,922	0	0	4,657	523	5,602	448	813	0	3,798	50,682
Reading	10,230	5,531	13,507	6,886	4,083	3,308	0	0	4,375	606	6,488	413	761	0	7,418	63,605
Lebanon	1,598	2,036	4,327	1,521	1,396	1,357	0	0	1,462	0	0	441	208	0	1,361	15,707
Mercer	1,225	3,317	5,745	2,669	2,604	1,146	0	0	0	0	0	478	0	0	2,483	19,667
Adams	2,461	2,027	5,104	1,233	1,387	1,019	0	0	0	0	0	395	0	0	1,409	15,035
Franklin	1,338	2,858	5,440	1,654	1,754	1,301	0	0	0	0	0	540	138	0	1,562	16,584
Total Urban	**253,140**	**162,267**	**340,896**	**190,897**	**121,556**	**77,136**	**0**	**0**	**97,528**	**17,755**	**190,185**	**15,858**	**24,220**	**0**	**193,304**	**1,684,744**
Northwest	6,303	8,975	18,258	7,420	6,751	1,686	0	0	0	0	0	1,251	0	0	7,610	58,253
N. Central	6,048	8,537	16,708	6,518	6,395	1,581	0	0	0	0	0	1,201	0	0	6,633	53,621
N. Tier	7,485	9,212	20,052	9,528	8,208	1,453	0	0	0	0	0	1,228	0	0	8,992	66,158
S. Alleghenies	6,113	7,815	15,530	8,677	7,226	1,584	0	0	0	0	0	1,073	0	0	8,213	56,230
Wayne County	0	1,850	3,706	1,057	1,267	800	0	0	0	0	0	257	0	0	1,005	9,941
Total Rural	**25,950**	**36,388**	**74,254**	**33,198**	**29,846**	**7,105**	**0**	**0**	**0**	**0**	**0**	**5,010**	**0**	**0**	**32,452**	**244,203**
Interstate Program	805,555	0	99,732	72,094	0	0	60,360	0	0	0	0	0	0	0	74,615	1,112,357
Statewide Program	0	0	0	0	0	0	0	7,030	0	30,558	0	10,000	0	62,639	0	110,228
Statewide Reserve	151,273	0	159,600	0	0	50,000	0	0	0	0	0	0	0	0	0	360,873
RBR Regional Share	0	0	15,810	15,810	0	0	0	0	0	0	0	0	0	0	0	31,620
GRAND TOTAL	**1,235,917**	**198,656**	**690,292**	**312,000**	**151,402**	**134,241**	**60,360**	**7,030**	**97,528**	**48,314**	**190,185**	**30,868**	**24,220**	**62,639**	**300,371**	**3,544,024**

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

Appendix 2: Total FFY 2025-2028 -- Highway/Bridge Base Funding Allocation ($000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	Carbon Reduction - - Urban	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	379,561	118,064	255,255	171,620	76,238	94,554	0	0	171,102	34,867	373,555	10,576	43,808	0	177,175	1,906,375
SPC	304,638	168,711	285,882	219,691	138,767	52,673	0	0	94,859	15,224	163,105	9,952	19,128	0	228,534	1,701,165
Harrisburg	73,525	36,298	67,084	47,945	28,349	15,172	0	0	22,142	4,282	45,880	2,537	5,380	0	50,808	399,403
Scranton/WB	52,611	30,346	50,530	38,992	22,012	15,836	0	0	0	3,199	34,276	2,049	4,577	0	36,235	290,662
Lehigh Valley	60,933	28,615	59,439	33,970	22,340	20,761	0	0	27,888	5,152	55,199	2,351	6,473	0	33,977	357,099
NEPA	26,365	33,335	51,085	20,607	21,834	12,783	0	0	2,189	0	0	6,118	0	0	22,897	197,213
SEDA-COG	62,015	44,893	74,341	61,392	43,457	9,240	0	0	0	0	0	6,292	0	0	56,393	358,024
Altoona	9,359	9,986	13,372	11,921	9,311	5,097	0	0	0	0	0	1,559	816	0	10,588	72,008
Johnstown	20,991	10,710	21,879	14,798	8,559	4,408	0	0	5,414	0	0	1,847	674	0	12,967	102,248
Centre County	14,704	9,028	16,633	8,812	5,501	4,370	0	0	0	0	0	1,922	917	0	8,497	70,383
Williamsport	17,874	14,381	21,909	17,882	12,803	4,234	0	0	0	0	0	1,841	607	0	16,216	107,747
Erie	16,461	15,899	28,533	14,983	10,926	8,301	0	0	0	0	0	3,162	2,059	0	12,889	113,213
Lancaster	47,653	36,221	61,700	35,439	27,234	14,619	0	0	22,431	3,442	36,876	1,961	4,325	0	33,918	325,818
York	19,184	25,566	48,033	15,927	13,996	11,596	0	0	18,515	2,081	22,297	1,776	3,236	0	15,192	197,399
Reading	47,878	21,977	46,645	27,771	16,334	13,124	0	0	17,396	2,410	25,823	1,636	3,028	0	29,671	253,693
Lebanon	7,479	8,089	14,953	6,136	5,585	5,394	0	0	5,811	0	0	1,753	827	0	5,445	61,472
Mercer	5,732	13,179	19,840	10,764	10,417	4,557	0	0	0	0	0	1,902	0	0	9,932	76,325
Adams	11,518	8,055	17,393	4,997	5,548	4,056	0	0	0	0	0	1,571	0	0	5,634	58,773
Franklin	6,260	11,355	18,734	6,677	7,016	5,175	0	0	0	0	0	2,146	549	0	6,248	64,159
Total Urban	**1,184,741**	**644,707**	**1,173,240**	**770,324**	**486,225**	**305,951**	**0**	**0**	**387,745**	**70,659**	**757,011**	**62,951**	**96,405**	**0**	**773,216**	**6,713,176**
Northwest	29,499	35,659	62,741	29,959	27,002	6,699	0	0	0	0	0	4,974	0	0	30,438	226,971
N. Central	28,306	33,917	57,160	26,346	25,579	6,284	0	0	0	0	0	4,774	0	0	26,533	208,900
N. Tier	35,032	36,600	68,823	38,472	32,833	5,777	0	0	0	0	0	4,883	0	0	35,968	258,386
S. Alleghenies	28,611	31,049	53,154	35,043	28,904	6,295	0	0	0	0	0	4,264	0	0	32,851	220,170
Wayne County	0	7,349	12,757	4,267	5,066	3,189	0	0	0	0	0	1,021	0	0	4,020	37,670
Total Rural	**121,449**	**144,575**	**254,635**	**134,087**	**119,384**	**28,243**	**0**	**0**	**0**	**0**	**0**	**19,915**	**0**	**0**	**129,810**	**952,097**
Interstate Program	2,960,530	0	344,993	290,688	0	0	240,258	0	0	0	0	0	0	0	298,459	4,134,928
Statewide Program	0	0	0	0	0	0	0	28,121	0	121,610	0	40,000	0	249,327	0	439,058
Statewide Reserve	652,548	0	588,600	0	0	200,000	0	0	0	0	0	0	0	0	0	1,441,148
RBR Regional Share	0	0	62,900	62,900	0	0	0	0	0	0	0	0	0	0	0	125,800
GRAND TOTAL	**4,919,267**	**789,282**	**2,424,368**	**1,258,000**	**605,609**	**534,194**	**240,258**	**28,121**	**387,745**	**192,269**	**757,011**	**122,866**	**96,405**	**249,327**	**1,201,485**	**13,806,207**

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

Appendix 2: FFY 2029 -- Highway/Bridge Base Funding Allocation ($000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	Carbon Reduction - - Urban	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	81,100	29,716	73,824	42,560	19,059	23,862	0	0	43,037	8,762	93,849	2,668	11,006	0	44,294	473,736
SPC	65,091	42,463	83,384	54,410	34,692	13,291	0	0	23,860	3,826	40,977	2,510	4,806	0	57,134	426,442
Harrisburg	15,710	9,136	19,487	11,881	7,087	3,825	0	0	5,569	1,076	11,526	640	1,352	0	12,702	99,991
Scranton/WB	11,241	7,638	14,644	9,667	5,503	3,992	0	0	0	804	8,611	517	1,150	0	9,059	72,826
Lehigh Valley	13,019	7,202	17,295	8,413	5,585	5,236	0	0	7,014	1,295	13,868	593	1,626	0	8,494	89,641
NEPA	5,633	8,390	14,958	5,091	5,458	3,222	0	0	551	0	0	1,539	0	0	5,724	50,566
SEDA-COG	13,251	11,299	21,572	15,218	10,864	2,328	0	0	0	0	0	1,583	0	0	14,098	90,213
Altoona	2,000	2,513	3,883	2,955	2,328	1,282	0	0	0	0	0	392	205	0	2,647	18,204
Johnstown	4,485	2,695	6,335	3,669	2,140	1,108	0	0	1,362	0	0	465	169	0	3,242	25,670
Centre County	3,142	2,272	4,854	2,181	1,375	1,098	0	0	0	0	0	483	230	0	2,124	17,760
Williamsport	3,819	3,620	6,365	4,432	3,201	1,064	0	0	0	0	0	463	152	0	4,054	27,169
Erie	3,517	4,002	8,254	3,715	2,732	2,090	0	0	0	0	0	795	517	0	3,222	28,845
Lancaster	10,182	9,116	17,958	8,777	6,808	3,685	0	0	5,642	865	9,264	495	1,086	0	8,479	82,359
York	4,099	6,435	13,940	3,944	3,499	2,922	0	0	4,657	523	5,602	448	813	0	3,798	50,680
Reading	10,230	5,531	13,506	6,885	4,083	3,308	0	0	4,375	606	6,488	413	761	0	7,418	63,604
Lebanon	1,598	2,036	4,327	1,521	1,396	1,357	0	0	1,462	0	0	441	208	0	1,361	15,707
Mercer	1,225	3,317	5,745	2,669	2,604	1,146	0	0	0	0	0	478	0	0	2,483	19,667
Adams	2,461	2,027	5,103	1,232	1,387	1,019	0	0	0	0	0	395	0	0	1,409	15,033
Franklin	1,338	2,858	5,439	1,654	1,754	1,301	0	0	0	0	0	540	138	0	1,562	16,583
Total Urban	**253,140**	**162,267**	**340,873**	**190,873**	**121,556**	**77,136**	**0**	**0**	**97,528**	**17,755**	**190,185**	**15,858**	**24,220**	**0**	**193,304**	**1,684,697**
Northwest	6,303	8,975	18,257	7,418	6,751	1,686	0	0	0	0	0	1,251	0	0	7,610	58,250
N. Central	6,048	8,537	16,705	6,515	6,395	1,581	0	0	0	0	0	1,201	0	0	6,633	53,616
N. Tier	7,485	9,212	20,050	9,526	8,208	1,453	0	0	0	0	0	1,228	0	0	8,992	66,154
S. Alleghenies	6,113	7,815	15,528	8,674	7,226	1,584	0	0	0	0	0	1,073	0	0	8,213	56,226
Wayne County	0	1,850	3,706	1,056	1,267	800	0	0	0	0	0	257	0	0	1,005	9,940
Total Rural	**25,950**	**36,388**	**74,245**	**33,190**	**29,846**	**7,105**	**0**	**0**	**0**	**0**	**0**	**5,010**	**0**	**0**	**32,452**	**244,186**
Interstate Program	805,555	0	99,732	72,094	0	0	60,360	0	0	0	0	0	0	0	74,615	1,112,357
Statewide Program	0	0	0	0	0	0	0	7,030	0	30,558	0	10,000	0	62,639	0	110,228
Statewide Reserve	151,273	0	159,600	0	0	50,000	0	0	0	0	0	0	0	0	0	360,873
RBR Regional Share	0	0	15,843	15,843	0	0	0	0	0	0	0	0	0	0	0	31,685
GRAND TOTAL	**1,235,917**	**198,656**	**690,292**	**312,000**	**151,402**	**134,241**	**60,360**	**7,030**	**97,528**	**48,314**	**190,185**	**30,868**	**24,220**	**62,639**	**300,371**	**3,544,024**

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

Appendix 2: FFY 2030 -- Highway/Bridge Base Funding Allocation ($000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	Carbon Reduction - Urban	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	81,100	29,716	73,823	42,560	19,059	23,862	0	0	43,037	8,762	93,849	2,668	11,006	0	44,294	473,735
SPC	65,091	42,463	83,364	54,390	34,692	13,291	0	0	23,860	3,826	40,977	2,510	4,806	0	57,134	426,402
Harrisburg	15,710	9,136	19,484	11,879	7,087	3,825	0	0	5,569	1,076	11,526	640	1,352	0	12,702	99,986
Scranton/WB	11,241	7,638	14,643	9,666	5,503	3,992	0	0	0	804	8,611	517	1,150	0	9,059	72,824
Lehigh Valley	13,019	7,202	17,292	8,410	5,585	5,236	0	0	7,014	1,295	13,868	593	1,626	0	8,494	89,635
NEPA	5,633	8,390	14,953	5,086	5,458	3,222	0	0	551	0	0	1,539	0	0	5,724	50,556
SEDA-COG	13,251	11,299	21,570	15,215	10,864	2,328	0	0	0	0	0	1,583	0	0	14,098	90,208
Altoona	2,000	2,513	3,883	2,954	2,328	1,282	0	0	0	0	0	392	205	0	2,647	18,203
Johnstown	4,485	2,695	6,335	3,669	2,140	1,108	0	0	1,362	0	0	465	169	0	3,242	25,669
Centre County	3,142	2,272	4,852	2,180	1,375	1,098	0	0	0	0	0	483	230	0	2,124	17,757
Williamsport	3,819	3,620	6,364	4,431	3,201	1,064	0	0	0	0	0	463	152	0	4,054	27,168
Erie	3,517	4,002	8,254	3,715	2,732	2,090	0	0	0	0	0	795	517	0	3,222	28,845
Lancaster	10,182	9,116	17,955	8,773	6,808	3,685	0	0	5,642	865	9,264	495	1,086	0	8,479	82,352
York	4,099	6,435	13,939	3,943	3,499	2,922	0	0	4,657	523	5,602	448	813	0	3,798	50,677
Reading	10,230	5,531	13,506	6,885	4,083	3,308	0	0	4,375	606	6,488	413	761	0	7,418	63,603
Lebanon	1,598	2,036	4,327	1,521	1,396	1,357	0	0	1,462	0	0	441	208	0	1,361	15,707
Mercer	1,225	3,317	5,745	2,668	2,604	1,146	0	0	0	0	0	478	0	0	2,483	19,666
Adams	2,461	2,027	5,101	1,230	1,387	1,019	0	0	0	0	0	395	0	0	1,409	15,029
Franklin	1,338	2,858	5,439	1,653	1,754	1,301	0	0	0	0	0	540	138	0	1,562	16,582
Total Urban	**253,140**	**162,267**	**340,827**	**190,828**	**121,556**	**77,136**	**0**	**0**	**97,528**	**17,755**	**190,185**	**15,858**	**24,220**	**0**	**193,304**	**1,684,606**
Northwest	6,303	8,975	18,253	7,415	6,751	1,686	0	0	0	0	0	1,251	0	0	7,610	58,244
N. Central	6,048	8,537	16,700	6,511	6,395	1,581	0	0	0	0	0	1,201	0	0	6,633	53,606
N. Tier	7,485	9,212	20,046	9,521	8,208	1,453	0	0	0	0	0	1,228	0	0	8,992	66,146
S. Alleghenies	6,113	7,815	15,523	8,670	7,226	1,584	0	0	0	0	0	1,073	0	0	8,213	56,217
Wayne County	0	1,850	3,705	1,056	1,267	800	0	0	0	0	0	257	0	0	1,005	9,939
Total Rural	**25,950**	**36,388**	**74,228**	**33,173**	**29,846**	**7,105**	**0**	**0**	**0**	**0**	**0**	**5,010**	**0**	**0**	**32,452**	**244,152**
Interstate Program	805,555	0	99,732	72,094	0	0	60,360	0	0	0	0	0	0	0	74,615	1,112,357
Statewide Program	0	0	0	0	0	0	0	7,030	0	30,558	0	10,000	0	62,639	0	110,228
Statewide Reserve	151,273	0	159,600	0	0	50,000	0	0	0	0	0	0	0	0	0	360,873
RBR Regional Share	0	0	15,905	15,905	0	0	0	0	0	0	0	0	0	0	0	31,810
GRAND TOTAL	**1,235,917**	**198,656**	**690,292**	**312,000**	**151,402**	**134,241**	**60,360**	**7,030**	**97,528**	**48,314**	**190,185**	**30,868**	**24,220**	**62,639**	**300,371**	**3,544,024**

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

Appendix 2: FFY 2031 -- Highway/Bridge Base Funding Allocation ($000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	Carbon Reduction - - Urban	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	81,100	29,716	73,823	42,559	19,059	23,862	0	0	43,037	8,762	93,849	2,668	11,006	0	44,294	473,733
SPC	65,091	42,463	83,346	54,373	34,692	13,291	0	0	23,860	3,826	40,977	2,510	4,806	0	57,134	426,367
Harrisburg	15,710	9,136	19,482	11,877	7,087	3,825	0	0	5,569	1,076	11,526	640	1,352	0	12,702	99,982
Scranton/WB	11,241	7,638	14,642	9,665	5,503	3,992	0	0	0	804	8,611	517	1,150	0	9,059	72,822
Lehigh Valley	13,019	7,202	17,289	8,408	5,585	5,236	0	0	7,014	1,295	13,868	593	1,626	0	8,494	89,630
NEPA	5,633	8,390	14,948	5,082	5,458	3,222	0	0	551	0	0	1,539	0	0	5,724	50,547
SEDA-COG	13,251	11,299	21,568	15,214	10,864	2,328	0	0	0	0	0	1,583	0	0	14,098	90,204
Altoona	2,000	2,513	3,882	2,954	2,328	1,282	0	0	0	0	0	392	205	0	2,647	18,203
Johnstown	4,485	2,695	6,334	3,669	2,140	1,108	0	0	1,362	0	0	465	169	0	3,242	25,669
Centre County	3,142	2,272	4,851	2,178	1,375	1,098	0	0	0	0	0	483	230	0	2,124	17,755
Williamsport	3,819	3,620	6,363	4,430	3,201	1,064	0	0	0	0	0	463	152	0	4,054	27,166
Erie	3,517	4,002	8,254	3,715	2,732	2,090	0	0	0	0	0	795	517	0	3,222	28,845
Lancaster	10,182	9,116	17,952	8,771	6,808	3,685	0	0	5,642	865	9,264	495	1,086	0	8,479	82,347
York	4,099	6,435	13,937	3,942	3,499	2,922	0	0	4,657	523	5,602	448	813	0	3,798	50,675
Reading	10,230	5,531	13,505	6,884	4,083	3,308	0	0	4,375	606	6,488	413	761	0	7,418	63,602
Lebanon	1,598	2,036	4,327	1,521	1,396	1,357	0	0	1,462	0	0	441	208	0	1,361	15,707
Mercer	1,225	3,317	5,745	2,668	2,604	1,146	0	0	0	0	0	478	0	0	2,483	19,666
Adams	2,461	2,027	5,099	1,228	1,387	1,019	0	0	0	0	0	395	0	0	1,409	15,025
Franklin	1,338	2,858	5,438	1,652	1,754	1,301	0	0	0	0	0	540	138	0	1,562	16,581
Total Urban	**253,140**	**162,267**	**340,787**	**190,788**	**121,556**	**77,136**	**0**	**0**	**97,528**	**17,755**	**190,185**	**15,858**	**24,220**	**0**	**193,304**	**1,684,526**
Northwest	6,303	8,975	18,251	7,412	6,751	1,686	0	0	0	0	0	1,251	0	0	7,610	58,238
N. Central	6,048	8,537	16,696	6,506	6,395	1,581	0	0	0	0	0	1,201	0	0	6,633	53,597
N. Tier	7,485	9,212	20,042	9,518	8,208	1,453	0	0	0	0	0	1,228	0	0	8,992	66,138
S. Alleghenies	6,113	7,815	15,520	8,666	7,226	1,584	0	0	0	0	0	1,073	0	0	8,213	56,209
Wayne County	0	1,850	3,705	1,056	1,267	800	0	0	0	0	0	257	0	0	1,005	9,939
Total Rural	**25,950**	**36,388**	**74,213**	**33,158**	**29,846**	**7,105**	**0**	**0**	**0**	**0**	**0**	**5,010**	**0**	**0**	**32,452**	**244,122**
Interstate Program	805,555	0	99,732	72,094	0	0	60,360	0	0	0	0	0	0	0	74,615	1,112,357
Statewide Program	0	0	0	0	0	0	0	7,030	0	30,558	0	10,000	0	62,639	0	110,228
Statewide Reserve	151,273	0	159,600	0	0	50,000	0	0	0	0	0	0	0	0	0	360,873
RBR Regional Share	0	0	15,960	15,960	0	0	0	0	0	0	0	0	0	0	0	31,920
GRAND TOTAL	**1,235,917**	**198,656**	**690,292**	**312,000**	**151,402**	**134,241**	**60,360**	**7,030**	**97,528**	**48,314**	**190,185**	**30,868**	**24,220**	**62,639**	**300,371**	**3,544,024**

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

Appendix 2: FFY 2032 -- Highway/Bridge Base Funding Allocation ($000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	Carbon Reduction - - Urban	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	81,100	29,716	73,822	42,558	19,059	23,862	0	0	43,037	8,762	93,849	2,668	11,006	0	44,294	473,731
SPC	65,091	42,463	83,325	54,351	34,692	13,291	0	0	23,860	3,826	40,977	2,510	4,806	0	57,134	426,325
Harrisburg	15,710	9,136	19,479	11,874	7,087	3,825	0	0	5,569	1,076	11,526	640	1,352	0	12,702	99,976
Scranton/WB	11,241	7,638	14,641	9,664	5,503	3,992	0	0	0	804	8,611	517	1,150	0	9,059	72,820
Lehigh Valley	13,019	7,202	17,286	8,404	5,585	5,236	0	0	7,014	1,295	13,868	593	1,626	0	8,494	89,623
NEPA	5,633	8,390	14,943	5,076	5,458	3,222	0	0	551	0	0	1,539	0	0	5,724	50,536
SEDA-COG	13,251	11,299	21,566	15,211	10,864	2,328	0	0	0	0	0	1,583	0	0	14,098	90,200
Altoona	2,000	2,513	3,882	2,953	2,328	1,282	0	0	0	0	0	392	205	0	2,647	18,202
Johnstown	4,485	2,695	6,334	3,668	2,140	1,108	0	0	1,362	0	0	465	169	0	3,242	25,668
Centre County	3,142	2,272	4,850	2,177	1,375	1,098	0	0	0	0	0	483	230	0	2,124	17,752
Williamsport	3,819	3,620	6,362	4,429	3,201	1,064	0	0	0	0	0	463	152	0	4,054	27,165
Erie	3,517	4,002	8,254	3,715	2,732	2,090	0	0	0	0	0	795	517	0	3,222	28,844
Lancaster	10,182	9,116	17,949	8,767	6,808	3,685	0	0	5,642	865	9,264	495	1,086	0	8,479	82,340
York	4,099	6,435	13,936	3,940	3,499	2,922	0	0	4,657	523	5,602	448	813	0	3,798	50,671
Reading	10,230	5,531	13,505	6,884	4,083	3,308	0	0	4,375	606	6,488	413	761	0	7,418	63,601
Lebanon	1,598	2,036	4,327	1,521	1,396	1,357	0	0	1,462	0	0	441	208	0	1,361	15,706
Mercer	1,225	3,317	5,744	2,668	2,604	1,146	0	0	0	0	0	478	0	0	2,483	19,665
Adams	2,461	2,027	5,097	1,226	1,387	1,019	0	0	0	0	0	395	0	0	1,409	15,021
Franklin	1,338	2,858	5,438	1,652	1,754	1,301	0	0	0	0	0	540	138	0	1,562	16,580
Total Urban	**253,140**	**162,267**	**340,738**	**190,738**	**121,556**	**77,136**	**0**	**0**	**97,528**	**17,755**	**190,185**	**15,858**	**24,220**	**0**	**193,304**	**1,684,427**
Northwest	6,303	8,975	18,247	7,408	6,751	1,686	0	0	0	0	0	1,251	0	0	7,610	58,231
N. Central	6,048	8,537	16,691	6,501	6,395	1,581	0	0	0	0	0	1,201	0	0	6,633	53,587
N. Tier	7,485	9,212	20,037	9,513	8,208	1,453	0	0	0	0	0	1,228	0	0	8,992	66,130
S. Alleghenies	6,113	7,815	15,515	8,662	7,226	1,584	0	0	0	0	0	1,073	0	0	8,213	56,200
Wayne County	0	1,850	3,704	1,055	1,267	800	0	0	0	0	0	257	0	0	1,005	9,938
Total Rural	**25,950**	**36,388**	**74,195**	**33,140**	**29,846**	**7,105**	**0**	**0**	**0**	**0**	**0**	**5,010**	**0**	**0**	**32,452**	**244,085**
Interstate Program	805,555	0	99,732	72,094	0	0	60,360	0	0	0	0	0	0	0	74,615	1,112,357
Statewide Program	0	0	0	0	0	0	0	7,030	0	30,558	0	10,000	0	62,639	0	110,228
Statewide Reserve	151,273	0	159,600	0	0	50,000	0	0	0	0	0	0	0	0	0	360,873
RBR Regional Share	0	0	16,028	16,028	0	0	0	0	0	0	0	0	0	0	0	32,055
GRAND TOTAL	**1,235,917**	**198,656**	**690,292**	**312,000**	**151,402**	**134,241**	**60,360**	**7,030**	**97,528**	**48,314**	**190,185**	**30,868**	**24,220**	**62,639**	**300,371**	**3,544,024**

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

Appendix 2: Total FFY 2029-2032 -- Highway/Bridge Base Funding Allocation ($000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	Carbon Reduction - - Urban	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	324,399	118,863	295,292	170,237	76,238	95,450	0	0	172,147	35,046	375,395	10,671	44,024	0	177,175	1,894,935
SPC	260,364	169,853	333,419	217,523	138,767	53,163	0	0	95,438	15,302	163,909	10,041	19,222	0	228,534	1,705,536
Harrisburg	62,839	36,544	77,932	47,510	28,349	15,300	0	0	22,278	4,304	46,106	2,560	5,407	0	50,808	399,935
Scranton/WB	44,965	30,552	58,570	38,661	22,012	15,970	0	0	0	3,216	34,445	2,067	4,600	0	36,235	291,291
Lehigh Valley	52,077	28,808	69,163	33,636	22,340	20,942	0	0	28,058	5,179	55,471	2,372	6,505	0	33,977	358,530
NEPA	22,533	33,561	59,801	20,335	21,834	12,888	0	0	2,202	0	0	6,156	0	0	22,897	202,207
SEDA-COG	53,002	45,197	86,275	60,858	43,457	9,310	0	0	0	0	0	6,331	0	0	56,393	360,825
Altoona	7,999	10,053	15,530	11,816	9,311	5,127	0	0	0	0	0	1,569	820	0	10,588	72,812
Johnstown	17,941	10,782	25,338	14,675	8,559	4,431	0	0	5,447	0	0	1,858	678	0	12,967	102,676
Centre County	12,567	9,089	19,407	8,716	5,501	4,393	0	0	0	0	0	1,934	922	0	8,497	71,024
Williamsport	15,276	14,479	25,454	17,722	12,803	4,256	0	0	0	0	0	1,853	610	0	16,216	108,668
Erie	14,068	16,007	33,015	14,861	10,926	8,362	0	0	0	0	0	3,181	2,069	0	12,889	115,379
Lancaster	40,728	36,466	71,814	35,088	27,234	14,742	0	0	22,568	3,460	37,058	1,979	4,346	0	33,918	329,397
York	16,396	25,739	55,752	15,769	13,996	11,689	0	0	18,628	2,092	22,407	1,792	3,252	0	15,192	202,703
Reading	40,920	22,126	54,022	27,538	16,334	13,231	0	0	17,502	2,423	25,950	1,651	3,043	0	29,671	254,410
Lebanon	6,392	8,144	17,308	6,085	5,585	5,427	0	0	5,846	0	0	1,764	831	0	5,445	62,827
Mercer	4,899	13,268	22,979	10,673	10,417	4,582	0	0	0	0	0	1,914	0	0	9,932	78,665
Adams	9,844	8,109	20,400	4,915	5,548	4,076	0	0	0	0	0	1,581	0	0	5,634	60,108
Franklin	5,350	11,432	21,754	6,610	7,016	5,205	0	0	0	0	0	2,159	552	0	6,248	66,327
Total Urban	**1,012,561**	**649,070**	**1,363,225**	**763,227**	**486,225**	**308,544**	**0**	**0**	**390,114**	**71,021**	**760,740**	**63,432**	**96,880**	**0**	**773,216**	**6,738,256**
Northwest	25,212	35,900	73,008	29,653	27,002	6,744	0	0	0	0	0	5,005	0	0	30,438	232,963
N. Central	24,193	34,147	66,792	26,034	25,579	6,325	0	0	0	0	0	4,804	0	0	26,533	214,406
N. Tier	29,941	36,848	80,175	38,078	32,833	5,813	0	0	0	0	0	4,913	0	0	35,968	264,568
S. Alleghenies	24,453	31,259	62,086	34,672	28,904	6,336	0	0	0	0	0	4,291	0	0	32,851	224,852
Wayne County	0	7,399	14,820	4,223	5,066	3,201	0	0	0	0	0	1,027	0	0	4,020	39,756
Total Rural	**103,798**	**145,553**	**296,880**	**132,660**	**119,384**	**28,420**	**0**	**0**	**0**	**0**	**0**	**20,039**	**0**	**0**	**129,810**	**976,545**
Interstate Program	3,222,220	0	398,929	288,378	0	0	241,441	0	0	0	0	0	0	0	298,459	4,449,426
Statewide Program	0	0	0	0	0	0	0	28,121	0	122,234	0	40,000	0	250,556	0	440,910
Statewide Reserve	605,090	0	638,400	0	0	200,000	0	0	0	0	0	0	0	0	0	1,443,490
RBR Regional Share	0	0	63,735	63,735	0	0	0	0	0	0	0	0	0	0	0	127,470
GRAND TOTAL	**4,943,670**	**794,623**	**2,761,169**	**1,248,000**	**605,609**	**536,964**	**241,441**	**28,121**	**390,114**	**193,255**	**760,740**	**123,471**	**96,880**	**250,556**	**1,201,485**	**14,176,098**

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

Appendix 2: FFY 2033 -- Highway/Bridge Base Funding Allocation ($000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	Carbon Reduction - - Urban	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	81,100	29,716	73,821	42,557	19,059	23,862	0	0	43,037	8,762	93,849	2,668	11,006	0	44,294	473,730
SPC	65,091	42,463	83,313	54,339	34,692	13,291	0	0	23,860	3,826	40,977	2,510	4,806	0	57,134	426,301
Harrisburg	15,710	9,136	19,478	11,872	7,087	3,825	0	0	5,569	1,076	11,526	640	1,352	0	12,702	99,973
Scranton/WB	11,241	7,638	14,640	9,663	5,503	3,992	0	0	0	804	8,611	517	1,150	0	9,059	72,819
Lehigh Valley	13,019	7,202	17,284	8,403	5,585	5,236	0	0	7,014	1,295	13,868	593	1,626	0	8,494	89,620
NEPA	5,633	8,390	14,940	5,073	5,458	3,222	0	0	551	0	0	1,539	0	0	5,724	50,530
SEDA-COG	13,251	11,299	21,564	15,210	10,864	2,328	0	0	0	0	0	1,583	0	0	14,098	90,197
Altoona	2,000	2,513	3,881	2,953	2,328	1,282	0	0	0	0	0	392	205	0	2,647	18,201
Johnstown	4,485	2,695	6,334	3,668	2,140	1,108	0	0	1,362	0	0	465	169	0	3,242	25,668
Centre County	3,142	2,272	4,849	2,176	1,375	1,098	0	0	0	0	0	483	230	0	2,124	17,751
Williamsport	3,819	3,620	6,362	4,429	3,201	1,064	0	0	0	0	0	463	152	0	4,054	27,164
Erie	3,517	4,002	8,253	3,715	2,732	2,090	0	0	0	0	0	795	517	0	3,222	28,844
Lancaster	10,182	9,116	17,947	8,765	6,808	3,685	0	0	5,642	865	9,264	495	1,086	0	8,479	82,336
York	4,099	6,435	13,935	3,939	3,499	2,922	0	0	4,657	523	5,602	448	813	0	3,798	50,670
Reading	10,230	5,531	13,504	6,883	4,083	3,308	0	0	4,375	606	6,488	413	761	0	7,418	63,600
Lebanon	1,598	2,036	4,327	1,521	1,396	1,357	0	0	1,462	0	0	441	208	0	1,361	15,706
Mercer	1,225	3,317	5,744	2,668	2,604	1,146	0	0	0	0	0	478	0	0	2,483	19,665
Adams	2,461	2,027	5,096	1,225	1,387	1,019	0	0	0	0	0	395	0	0	1,409	15,019
Franklin	1,338	2,858	5,437	1,651	1,754	1,301	0	0	0	0	0	540	138	0	1,562	16,579
Total Urban	**253,140**	**162,267**	**340,710**	**190,711**	**121,556**	**77,136**	**0**	**0**	**97,528**	**17,755**	**190,185**	**15,858**	**24,220**	**0**	**193,304**	**1,684,373**
Northwest	6,303	8,975	18,245	7,407	6,751	1,686	0	0	0	0	0	1,251	0	0	7,610	58,227
N. Central	6,048	8,537	16,688	6,498	6,395	1,581	0	0	0	0	0	1,201	0	0	6,633	53,581
N. Tier	7,485	9,212	20,035	9,511	8,208	1,453	0	0	0	0	0	1,228	0	0	8,992	66,125
S. Alleghenies	6,113	7,815	15,512	8,659	7,226	1,584	0	0	0	0	0	1,073	0	0	8,213	56,195
Wayne County	0	1,850	3,704	1,055	1,267	800	0	0	0	0	0	257	0	0	1,005	9,937
Total Rural	**25,950**	**36,388**	**74,185**	**33,129**	**29,846**	**7,105**	**0**	**0**	**0**	**0**	**0**	**5,010**	**0**	**0**	**32,452**	**244,065**
Interstate Program	805,555	0	99,732	72,094	0	0	60,360	0	0	0	0	0	0	0	74,615	1,112,357
Statewide Program	0	0	0	0	0	0	0	7,030	0	30,558	0	10,000	0	62,639	0	110,228
Statewide Reserve	151,273	0	159,600	0	0	50,000	0	0	0	0	0	0	0	0	0	360,873
RBR Regional Share	0	0	16,065	16,065	0	0	0	0	0	0	0	0	0	0	0	32,130
GRAND TOTAL	**1,235,917**	**198,656**	**690,292**	**312,000**	**151,402**	**134,241**	**60,360**	**7,030**	**97,528**	**48,314**	**190,185**	**30,868**	**24,220**	**62,639**	**300,371**	**3,544,024**

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

Appendix 2: FFY 2034 -- Highway/Bridge Base Funding Allocation ($000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	Carbon Reduction - Urban	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	81,100	29,716	73,820	42,556	19,059	23,862	0	0	43,037	8,762	93,849	2,668	11,006	0	44,294	473,728
SPC	65,091	42,463	83,291	54,317	34,692	13,291	0	0	23,860	3,826	40,977	2,510	4,806	0	57,134	426,257
Harrisburg	15,710	9,136	19,475	11,870	7,087	3,825	0	0	5,569	1,076	11,526	640	1,352	0	12,702	99,968
Scranton/WB	11,241	7,638	14,639	9,662	5,503	3,992	0	0	0	804	8,611	517	1,150	0	9,059	72,817
Lehigh Valley	13,019	7,202	17,281	8,399	5,585	5,236	0	0	7,014	1,295	13,868	593	1,626	0	8,494	89,613
NEPA	5,633	8,390	14,934	5,067	5,458	3,222	0	0	551	0	0	1,539	0	0	5,724	50,519
SEDA-COG	13,251	11,299	21,562	15,207	10,864	2,328	0	0	0	0	0	1,583	0	0	14,098	90,192
Altoona	2,000	2,513	3,881	2,952	2,328	1,282	0	0	0	0	0	392	205	0	2,647	18,200
Johnstown	4,485	2,695	6,334	3,668	2,140	1,108	0	0	1,362	0	0	465	169	0	3,242	25,667
Centre County	3,142	2,272	4,848	2,175	1,375	1,098	0	0	0	0	0	483	230	0	2,124	17,748
Williamsport	3,819	3,620	6,361	4,428	3,201	1,064	0	0	0	0	0	463	152	0	4,054	27,162
Erie	3,517	4,002	8,253	3,715	2,732	2,090	0	0	0	0	0	795	517	0	3,222	28,844
Lancaster	10,182	9,116	17,943	8,761	6,808	3,685	0	0	5,642	865	9,264	495	1,086	0	8,479	82,328
York	4,099	6,435	13,933	3,938	3,499	2,922	0	0	4,657	523	5,602	448	813	0	3,798	50,666
Reading	10,230	5,531	13,504	6,883	4,083	3,308	0	0	4,375	606	6,488	413	761	0	7,418	63,599
Lebanon	1,598	2,036	4,327	1,521	1,396	1,357	0	0	1,462	0	0	441	208	0	1,361	15,706
Mercer	1,225	3,317	5,744	2,668	2,604	1,146	0	0	0	0	0	478	0	0	2,483	19,665
Adams	2,461	2,027	5,094	1,222	1,387	1,019	0	0	0	0	0	395	0	0	1,409	15,014
Franklin	1,338	2,858	5,436	1,651	1,754	1,301	0	0	0	0	0	540	138	0	1,562	16,578
Total Urban	**253,140**	**162,267**	**340,659**	**190,660**	**121,556**	**77,136**	**0**	**0**	**97,528**	**17,755**	**190,185**	**15,858**	**24,220**	**0**	**193,304**	**1,684,270**
Northwest	6,303	8,975	18,242	7,403	6,751	1,686	0	0	0	0	0	1,251	0	0	7,610	58,220
N. Central	6,048	8,537	16,683	6,493	6,395	1,581	0	0	0	0	0	1,201	0	0	6,633	53,570
N. Tier	7,485	9,212	20,030	9,506	8,208	1,453	0	0	0	0	0	1,228	0	0	8,992	66,115
S. Alleghenies	6,113	7,815	15,508	8,654	7,226	1,584	0	0	0	0	0	1,073	0	0	8,213	56,185
Wayne County	0	1,850	3,703	1,054	1,267	800	0	0	0	0	0	257	0	0	1,005	9,936
Total Rural	**25,950**	**36,388**	**74,166**	**33,111**	**29,846**	**7,105**	**0**	**0**	**0**	**0**	**0**	**5,010**	**0**	**0**	**32,452**	**244,027**
Interstate Program	805,555	0	99,732	72,094	0	0	60,360	0	0	0	0	0	0	0	74,615	1,112,357
Statewide Program	0	0	0	0	0	0	0	7,030	0	30,558	0	10,000	0	62,639	0	110,228
Statewide Reserve	151,273	0	159,600	0	0	50,000	0	0	0	0	0	0	0	0	0	360,873
RBR Regional Share	0	0	16,135	16,135	0	0	0	0	0	0	0	0	0	0	0	32,270
GRAND TOTAL	**1,235,917**	**198,656**	**690,292**	**312,000**	**151,402**	**134,241**	**60,360**	**7,030**	**97,528**	**48,314**	**190,185**	**30,868**	**24,220**	**62,639**	**300,371**	**3,544,024**

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

Appendix 2: FFY 2035 -- Highway/Bridge Base Funding Allocation ($000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	Carbon Reduction - - Urban	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	81,100	29,716	73,819	42,555	19,059	23,862	0	0	43,037	8,762	93,849	2,668	11,006	0	44,294	473,726
SPC	65,091	42,463	83,272	54,298	34,692	13,291	0	0	23,860	3,826	40,977	2,510	4,806	0	57,134	426,219
Harrisburg	15,710	9,136	19,472	11,867	7,087	3,825	0	0	5,569	1,076	11,526	640	1,352	0	12,702	99,963
Scranton/WB	11,241	7,638	14,638	9,661	5,503	3,992	0	0	0	804	8,611	517	1,150	0	9,059	72,815
Lehigh Valley	13,019	7,202	17,278	8,396	5,585	5,236	0	0	7,014	1,295	13,868	593	1,626	0	8,494	89,607
NEPA	5,633	8,390	14,929	5,063	5,458	3,222	0	0	551	0	0	1,539	0	0	5,724	50,509
SEDA-COG	13,251	11,299	21,560	15,205	10,864	2,328	0	0	0	0	0	1,583	0	0	14,098	90,188
Altoona	2,000	2,513	3,880	2,952	2,328	1,282	0	0	0	0	0	392	205	0	2,647	18,199
Johnstown	4,485	2,695	6,333	3,668	2,140	1,108	0	0	1,362	0	0	465	169	0	3,242	25,667
Centre County	3,142	2,272	4,847	2,174	1,375	1,098	0	0	0	0	0	483	230	0	2,124	17,746
Williamsport	3,819	3,620	6,360	4,427	3,201	1,064	0	0	0	0	0	463	152	0	4,054	27,160
Erie	3,517	4,002	8,253	3,715	2,732	2,090	0	0	0	0	0	795	517	0	3,222	28,843
Lancaster	10,182	9,116	17,940	8,758	6,808	3,685	0	0	5,642	865	9,264	495	1,086	0	8,479	82,322
York	4,099	6,435	13,932	3,936	3,499	2,922	0	0	4,657	523	5,602	448	813	0	3,798	50,664
Reading	10,230	5,531	13,503	6,882	4,083	3,308	0	0	4,375	606	6,488	413	761	0	7,418	63,598
Lebanon	1,598	2,036	4,326	1,521	1,396	1,357	0	0	1,462	0	0	441	208	0	1,361	15,706
Mercer	1,225	3,317	5,744	2,667	2,604	1,146	0	0	0	0	0	478	0	0	2,483	19,664
Adams	2,461	2,027	5,092	1,220	1,387	1,019	0	0	0	0	0	395	0	0	1,409	15,010
Franklin	1,338	2,858	5,436	1,650	1,754	1,301	0	0	0	0	0	540	138	0	1,562	16,576
Total Urban	**253,140**	**162,267**	**340,616**	**190,616**	**121,556**	**77,136**	**0**	**0**	**97,528**	**17,755**	**190,185**	**15,858**	**24,220**	**0**	**193,304**	**1,684,183**
Northwest	6,303	8,975	18,239	7,400	6,751	1,686	0	0	0	0	0	1,251	0	0	7,610	58,214
N. Central	6,048	8,537	16,678	6,488	6,395	1,581	0	0	0	0	0	1,201	0	0	6,633	53,561
N. Tier	7,485	9,212	20,026	9,502	8,208	1,453	0	0	0	0	0	1,228	0	0	8,992	66,108
S. Alleghenies	6,113	7,815	15,503	8,650	7,226	1,584	0	0	0	0	0	1,073	0	0	8,213	56,177
Wayne County	0	1,850	3,703	1,054	1,267	800	0	0	0	0	0	257	0	0	1,005	9,935
Total Rural	**25,950**	**36,388**	**74,149**	**33,094**	**29,846**	**7,105**	**0**	**0**	**0**	**0**	**0**	**5,010**	**0**	**0**	**32,452**	**243,995**
Interstate Program	805,555	0	99,732	72,094	0	0	60,360	0	0	0	0	0	0	0	74,615	1,112,357
Statewide Program	0	0	0	0	0	0	0	7,030	0	30,558	0	10,000	0	62,639	0	110,228
Statewide Reserve	151,273	0	159,600	0	0	50,000	0	0	0	0	0	0	0	0	0	360,873
RBR Regional Share	0	0	16,195	16,195	0	0	0	0	0	0	0	0	0	0	0	32,390
GRAND TOTAL	**1,235,917**	**198,656**	**690,292**	**312,000**	**151,402**	**134,241**	**60,360**	**7,030**	**97,528**	**48,314**	**190,185**	**30,868**	**24,220**	**62,639**	**300,371**	**3,544,024**

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

Appendix 2: FFY 2036 -- Highway/Bridge Base Funding Allocation ($000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	Carbon Reduction - - Urban	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	81,100	29,716	73,818	42,554	19,059	23,862	0	0	43,037	8,762	93,849	2,668	11,006	0	44,294	473,724
SPC	65,091	42,463	83,249	54,275	34,692	13,291	0	0	23,860	3,826	40,977	2,510	4,806	0	57,134	426,173
Harrisburg	15,710	9,136	19,470	11,864	7,087	3,825	0	0	5,569	1,076	11,526	640	1,352	0	12,702	99,957
Scranton/WB	11,241	7,638	14,637	9,660	5,503	3,992	0	0	0	804	8,611	517	1,150	0	9,059	72,812
Lehigh Valley	13,019	7,202	17,275	8,393	5,585	5,236	0	0	7,014	1,295	13,868	593	1,626	0	8,494	89,600
NEPA	5,633	8,390	14,923	5,057	5,458	3,222	0	0	551	0	0	1,539	0	0	5,724	50,498
SEDA-COG	13,251	11,299	21,557	15,203	10,864	2,328	0	0	0	0	0	1,583	0	0	14,098	90,183
Altoona	2,000	2,513	3,880	2,951	2,328	1,282	0	0	0	0	0	392	205	0	2,647	18,198
Johnstown	4,485	2,695	6,333	3,667	2,140	1,108	0	0	1,362	0	0	465	169	0	3,242	25,666
Centre County	3,142	2,272	4,845	2,173	1,375	1,098	0	0	0	0	0	483	230	0	2,124	17,743
Williamsport	3,819	3,620	6,359	4,426	3,201	1,064	0	0	0	0	0	463	152	0	4,054	27,158
Erie	3,517	4,002	8,253	3,714	2,732	2,090	0	0	0	0	0	795	517	0	3,222	28,843
Lancaster	10,182	9,116	17,936	8,755	6,808	3,685	0	0	5,642	865	9,264	495	1,086	0	8,479	82,315
York	4,099	6,435	13,930	3,934	3,499	2,922	0	0	4,657	523	5,602	448	813	0	3,798	50,660
Reading	10,230	5,531	13,502	6,881	4,083	3,308	0	0	4,375	606	6,488	413	761	0	7,418	63,596
Lebanon	1,598	2,036	4,326	1,521	1,396	1,357	0	0	1,462	0	0	441	208	0	1,361	15,705
Mercer	1,225	3,317	5,743	2,667	2,604	1,146	0	0	0	0	0	478	0	0	2,483	19,663
Adams	2,461	2,027	5,089	1,218	1,387	1,019	0	0	0	0	0	395	0	0	1,409	15,006
Franklin	1,338	2,858	5,435	1,649	1,754	1,301	0	0	0	0	0	540	138	0	1,562	16,575
Total Urban	**253,140**	**162,267**	**340,563**	**190,563**	**121,556**	**77,136**	**0**	**0**	**97,528**	**17,755**	**190,185**	**15,858**	**24,220**	**0**	**193,304**	**1,684,077**
Northwest	6,303	8,975	18,235	7,396	6,751	1,686	0	0	0	0	0	1,251	0	0	7,610	58,207
N. Central	6,048	8,537	16,672	6,483	6,395	1,581	0	0	0	0	0	1,201	0	0	6,633	53,550
N. Tier	7,485	9,212	20,022	9,498	8,208	1,453	0	0	0	0	0	1,228	0	0	8,992	66,098
S. Alleghenies	6,113	7,815	15,498	8,645	7,226	1,584	0	0	0	0	0	1,073	0	0	8,213	56,167
Wayne County	0	1,850	3,702	1,053	1,267	800	0	0	0	0	0	257	0	0	1,005	9,934
Total Rural	**25,950**	**36,388**	**74,130**	**33,075**	**29,846**	**7,105**	**0**	**0**	**0**	**0**	**0**	**5,010**	**0**	**0**	**32,452**	**243,955**
Interstate Program	805,555	0	99,732	72,094	0	0	60,360	0	0	0	0	0	0	0	74,615	1,112,357
Statewide Program	0	0	0	0	0	0	0	7,030	0	30,558	0	10,000	0	62,639	0	110,228
Statewide Reserve	151,273	0	159,600	0	0	50,000	0	0	0	0	0	0	0	0	0	360,873
RBR Regional Share	0	0	16,268	16,268	0	0	0	0	0	0	0	0	0	0	0	32,535
GRAND TOTAL	**1,235,917**	**198,656**	**690,292**	**312,000**	**151,402**	**134,241**	**60,360**	**7,030**	**97,528**	**48,314**	**190,185**	**30,868**	**24,220**	**62,639**	**300,371**	**3,544,024**

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

Appendix 2: Total FFY 2033-2036 -- Highway/Bridge Base Funding Allocation ($000)

Region	NHPP	STP	State Highway (Capital)	State Bridge	Off System Bridges (BOF)	HSIP	Highway Freight Program	Rail Highway Safety	CMAQ	STP TAP Set-Aside	STP-Urban	Carbon Reduction	Carbon Reduction - - Urban	PROTECT	Bridge Formula Program (BRIP)	Total
DVRPC	324,399	118,863	295,278	170,223	76,238	95,450	0	0	172,147	35,046	375,395	10,671	44,024	0	177,175	1,894,908
SPC	260,364	169,853	333,126	217,230	138,767	53,163	0	0	95,438	15,302	163,909	10,041	19,222	0	228,534	1,704,950
Harrisburg	62,839	36,544	77,895	47,473	28,349	15,300	0	0	22,278	4,304	46,106	2,560	5,407	0	50,808	399,861
Scranton/WB	44,965	30,552	58,556	38,646	22,012	15,970	0	0	0	3,216	34,445	2,067	4,600	0	36,235	291,262
Lehigh Valley	52,077	28,808	69,118	33,591	22,340	20,942	0	0	28,058	5,179	55,471	2,372	6,505	0	33,977	358,441
NEPA	22,533	33,561	59,726	20,260	21,834	12,888	0	0	2,202	0	0	6,156	0	0	22,897	202,056
SEDA-COG	53,002	45,197	86,243	60,826	43,457	9,310	0	0	0	0	0	6,331	0	0	56,393	360,760
Altoona	7,999	10,053	15,523	11,809	9,311	5,127	0	0	0	0	0	1,569	820	0	10,588	72,798
Johnstown	17,941	10,782	25,334	14,671	8,559	4,431	0	0	5,447	0	0	1,858	678	0	12,967	102,668
Centre County	12,567	9,089	19,389	8,698	5,501	4,393	0	0	0	0	0	1,934	922	0	8,497	70,989
Williamsport	15,276	14,479	25,441	17,709	12,803	4,256	0	0	0	0	0	1,853	610	0	16,216	108,643
Erie	14,068	16,007	33,013	14,859	10,926	8,362	0	0	0	0	0	3,181	2,069	0	12,889	115,374
Lancaster	40,728	36,466	71,765	35,039	27,234	14,742	0	0	22,568	3,460	37,058	1,979	4,346	0	33,918	329,301
York	16,396	25,739	55,731	15,747	13,996	11,689	0	0	18,628	2,092	22,407	1,792	3,252	0	15,192	202,660
Reading	40,920	22,126	54,013	27,529	16,334	13,231	0	0	17,502	2,423	25,950	1,651	3,043	0	29,671	254,393
Lebanon	6,392	8,144	17,306	6,083	5,585	5,427	0	0	5,846	0	0	1,764	831	0	5,445	62,824
Mercer	4,899	13,268	22,975	10,670	10,417	4,582	0	0	0	0	0	1,914	0	0	9,932	78,657
Adams	9,844	8,109	20,371	4,885	5,548	4,076	0	0	0	0	0	1,581	0	0	5,634	60,049
Franklin	5,350	11,432	21,745	6,601	7,016	5,205	0	0	0	0	0	2,159	552	0	6,248	66,308
Total Urban	**1,012,561**	**649,070**	**1,362,548**	**762,551**	**486,225**	**308,544**	**0**	**0**	**390,114**	**71,021**	**760,740**	**63,432**	**96,880**	**0**	**773,216**	**6,736,903**
Northwest	25,212	35,900	72,961	29,606	27,002	6,744	0	0	0	0	0	5,005	0	0	30,438	232,868
N. Central	24,193	34,147	66,721	25,962	25,579	6,325	0	0	0	0	0	4,804	0	0	26,533	214,263
N. Tier	29,941	36,848	80,114	38,017	32,833	5,813	0	0	0	0	0	4,913	0	0	35,968	264,446
S. Alleghenies	24,453	31,259	62,022	34,608	28,904	6,336	0	0	0	0	0	4,291	0	0	32,851	224,724
Wayne County	0	7,399	14,813	4,216	5,066	3,201	0	0	0	0	0	1,027	0	0	4,020	39,742
Total Rural	**103,798**	**145,553**	**296,629**	**132,409**	**119,384**	**28,420**	**0**	**0**	**0**	**0**	**0**	**20,039**	**0**	**0**	**129,810**	**976,042**
Interstate Program	3,222,220	0	398,929	288,378	0	0	241,441	0	0	0	0	0	0	0	298,459	4,449,426
Statewide Program	0	0	0	0	0	0	0	28,121	0	122,234	0	40,000	0	250,556	0	440,910
Statewide Reserve	605,090	0	638,400	0	0	200,000	0	0	0	0	0	0	0	0	0	1,443,490
RBR Regional Share	0	0	64,663	64,663	0	0	0	0	0	0	0	0	0	0	0	129,325
GRAND TOTAL	**4,943,670**	**794,623**	**2,761,169**	**1,248,000**	**605,609**	**536,964**	**241,441**	**28,121**	**390,114**	**193,255**	**760,740**	**123,471**	**96,880**	**250,556**	**1,201,485**	**14,176,098**

State Highway and State Bridge fund regional distributions do not include funds distributed but reserved for the Rapid Bridge Replacement (RBR) Program; Off-System Bridges include set-asides from the Surface Transportation Block Grant Program and the Bridge Investment Program

Appendix 3 -- Rapid Bridge Replacement Program -- MPO/RPO Share ($000) (50% A-581)

MPO/RPO	RBR Deck Area	% Share	2025	2026	2027	2028	TIP TOTAL	2029	2030	2031	2032	2033	2034	2035	2036	Total TYP
DVRPC	12,755.5	1.46%	228.09	228.97	229.69	230.57	**917.32**	231.04	231.96	232.76	233.74	234.29	235.31	236.18	237.24	**2,789.84**
SPC	276,302.9	31.59%	4,940.77	4,959.73	4,975.52	4,994.48	**19,870.50**	5,004.74	5,024.49	5,041.86	5,063.19	5,075.03	5,097.15	5,116.10	5,139.00	**60,432.07**
Harrisburg	34,925.0	3.99%	624.52	626.92	628.91	631.31	**2,511.65**	632.61	635.10	637.30	639.99	641.49	644.29	646.68	649.58	**7,638.68**
Scranton/WB	13,629.0	1.56%	243.71	244.65	245.42	246.36	**980.14**	246.87	247.84	248.70	249.75	250.33	251.42	252.36	253.49	**2,980.89**
Lehigh Valley	41,874.0	4.79%	748.78	751.65	754.05	756.92	**3,011.40**	758.47	761.47	764.10	767.33	769.13	772.48	775.35	778.82	**9,158.54**
NEPA	70,903.5	8.11%	1,267.88	1,272.74	1,276.79	1,281.66	**5,099.07**	1,284.29	1,289.36	1,293.82	1,299.29	1,302.33	1,308.00	1,312.87	1,318.75	**15,507.78**
SEDA-COG	30,389.6	3.47%	543.42	545.50	547.24	549.33	**2,185.49**	550.45	552.63	554.54	556.88	558.19	560.62	562.70	565.22	**6,646.71**
Altoona	6,584.4	0.75%	117.74	118.19	118.57	119.02	**473.52**	119.26	119.74	120.15	120.66	120.94	121.47	121.92	122.46	**1,440.12**
Johnstown	3,702.1	0.42%	66.20	66.45	66.67	66.92	**266.24**	67.06	67.32	67.55	67.84	68.00	68.30	68.55	68.86	**809.71**
Centre County	16,835.4	1.92%	301.05	302.20	303.16	304.32	**1,210.73**	304.94	306.15	307.21	308.50	309.23	310.57	311.73	313.12	**3,682.18**
Williamsport	11,654.8	1.33%	208.41	209.21	209.87	210.67	**838.16**	211.11	211.94	212.67	213.57	214.07	215.00	215.80	216.77	**2,549.10**
Erie	2,079.0	0.24%	37.18	37.32	37.44	37.58	**149.51**	37.66	37.81	37.94	38.10	38.19	38.35	38.50	38.67	**454.71**
Lancaster	45,475.8	5.20%	813.19	816.31	818.91	822.02	**3,270.42**	823.71	826.96	829.82	833.33	835.28	838.92	842.04	845.81	**9,946.32**
York	20,394.8	2.33%	364.69	366.09	367.26	368.66	**1,466.71**	369.42	370.87	372.16	373.73	374.60	376.24	377.64	379.33	**4,460.68**
Reading	8,141.2	0.93%	145.58	146.14	146.60	147.16	**585.48**	147.46	148.05	148.56	149.19	149.53	150.19	150.74	151.42	**1,780.62**
Lebanon	1,655.0	0.19%	29.59	29.71	29.80	29.92	**119.02**	29.98	30.10	30.20	30.33	30.40	30.53	30.64	30.78	**361.98**
Mercer	3,586.9	0.41%	64.14	64.39	64.59	64.84	**257.95**	64.97	65.23	65.45	65.73	65.88	66.17	66.42	66.71	**784.52**
Adams	28,042.5	3.21%	501.45	503.37	504.98	506.90	**2,016.69**	507.94	509.94	511.71	513.87	515.07	517.32	519.24	521.57	**6,133.36**
Franklin	8,918.4	1.02%	159.48	160.09	160.60	161.21	**641.37**	161.54	162.18	162.74	163.43	163.81	164.52	165.14	165.87	**1,950.60**
Northwest	44,543.1	5.09%	796.51	799.56	802.11	805.17	**3,203.35**	806.82	810.00	812.80	816.24	818.15	821.72	824.77	828.46	**9,742.32**
N. Central	67,603.4	7.73%	1,208.87	1,213.50	1,217.37	1,222.01	**4,861.74**	1,224.52	1,229.35	1,233.60	1,238.82	1,241.72	1,247.13	1,251.76	1,257.37	**14,785.99**
N. Tier	57,527.4	6.58%	1,028.69	1,032.64	1,035.92	1,039.87	**4,137.12**	1,042.01	1,046.12	1,049.74	1,054.18	1,056.64	1,061.25	1,065.19	1,069.96	**12,582.20**
S. Alleghenies	60,493.3	6.92%	1,081.72	1,085.87	1,089.33	1,093.48	**4,350.41**	1,095.73	1,100.05	1,103.86	1,108.53	1,111.12	1,115.96	1,120.11	1,125.13	**13,230.90**
Wayne	6,618.9	0.76%	118.36	118.81	119.19	119.64	**476.00**	119.89	120.36	120.78	121.29	121.57	122.10	122.56	123.11	**1,447.66**
Total (No IM)	**874,635.9**	**100.00%**	**15,640.00**	**15,700.00**	**15,750.00**	**15,810.00**	**62,900.00**	**15,842.50**	**15,905.00**	**15,960.00**	**16,027.50**	**16,065.00**	**16,135.00**	**16,195.00**	**16,267.50**	**191,297.50**

Rapid Bridge Replacement Program -- MPO/RPO Share ($000) (50% A-185)

MPO/RPO	RBR Deck Area	% Share	2025	2026	2027	2028	TIP TOTAL	2029	2030	2031	2032	2033	2034	2035	2036	Total TYP
DVRPC	12,755.5	1.46%	228.09	228.97	229.69	230.57	**917.32**	231.04	231.96	232.76	233.74	234.29	235.31	236.18	237.24	**2,789.84**
SPC	276,302.9	31.59%	4,940.77	4,959.73	4,975.52	4,994.48	**19,870.50**	5,004.74	5,024.49	5,041.86	5,063.19	5,075.03	5,097.15	5,116.10	5,139.00	**60,432.07**
Harrisburg	34,925.0	3.99%	624.52	626.92	628.91	631.31	**2,511.65**	632.61	635.10	637.30	639.99	641.49	644.29	646.68	649.58	**7,638.68**
Scranton/WB	13,629.0	1.56%	243.71	244.65	245.42	246.36	**980.14**	246.87	247.84	248.70	249.75	250.33	251.42	252.36	253.49	**2,980.89**
Lehigh Valley	41,874.0	4.79%	748.78	751.65	754.05	756.92	**3,011.40**	758.47	761.47	764.10	767.33	769.13	772.48	775.35	778.82	**9,158.54**
NEPA	70,903.5	8.11%	1,267.88	1,272.74	1,276.79	1,281.66	**5,099.07**	1,284.29	1,289.36	1,293.82	1,299.29	1,302.33	1,308.00	1,312.87	1,318.75	**15,507.78**
SEDA-COG	30,389.6	3.47%	543.42	545.50	547.24	549.33	**2,185.49**	550.45	552.63	554.54	556.88	558.19	560.62	562.70	565.22	**6,646.71**
Altoona	6,584.4	0.75%	117.74	118.19	118.57	119.02	**473.52**	119.26	119.74	120.15	120.66	120.94	121.47	121.92	122.46	**1,440.12**
Johnstown	3,702.1	0.42%	66.20	66.45	66.67	66.92	**266.24**	67.06	67.32	67.55	67.84	68.00	68.30	68.55	68.86	**809.71**
Centre County	16,835.4	1.92%	301.05	302.20	303.16	304.32	**1,210.73**	304.94	306.15	307.21	308.50	309.23	310.57	311.73	313.12	**3,682.18**
Williamsport	11,654.8	1.33%	208.41	209.21	209.87	210.67	**838.16**	211.11	211.94	212.67	213.57	214.07	215.00	215.80	216.77	**2,549.10**
Erie	2,079.0	0.24%	37.18	37.32	37.44	37.58	**149.51**	37.66	37.81	37.94	38.10	38.19	38.35	38.50	38.67	**454.71**
Lancaster	45,475.8	5.20%	813.19	816.31	818.91	822.02	**3,270.42**	823.71	826.96	829.82	833.33	835.28	838.92	842.04	845.81	**9,946.32**
York	20,394.8	2.33%	364.69	366.09	367.26	368.66	**1,466.71**	369.42	370.87	372.16	373.73	374.60	376.24	377.64	379.33	**4,460.68**
Reading	8,141.2	0.93%	145.58	146.14	146.60	147.16	**585.48**	147.46	148.05	148.56	149.19	149.53	150.19	150.74	151.42	**1,780.62**
Lebanon	1,655.0	0.19%	29.59	29.71	29.80	29.92	**119.02**	29.98	30.10	30.20	30.33	30.40	30.53	30.64	30.78	**361.98**
Mercer	3,586.9	0.41%	64.14	64.39	64.59	64.84	**257.95**	64.97	65.23	65.45	65.73	65.88	66.17	66.42	66.71	**784.52**
Adams	28,042.5	3.21%	501.45	503.37	504.98	506.90	**2,016.69**	507.94	509.94	511.71	513.87	515.07	517.32	519.24	521.57	**6,133.36**
Franklin	8,918.4	1.02%	159.48	160.09	160.60	161.21	**641.37**	161.54	162.18	162.74	163.43	163.81	164.52	165.14	165.87	**1,950.60**
Northwest	44,543.1	5.09%	796.51	799.56	802.11	805.17	**3,203.35**	806.82	810.00	812.80	816.24	818.15	821.72	824.77	828.46	**9,742.32**
N. Central	67,603.4	7.73%	1,208.87	1,213.50	1,217.37	1,222.01	**4,861.74**	1,224.52	1,229.35	1,233.60	1,238.82	1,241.72	1,247.13	1,251.76	1,257.37	**14,785.99**
N. Tier	57,527.4	6.58%	1,028.69	1,032.64	1,035.92	1,039.87	**4,137.12**	1,042.01	1,046.12	1,049.74	1,054.18	1,056.64	1,061.25	1,065.19	1,069.96	**12,582.20**
S. Alleghenies	60,493.3	6.92%	1,081.72	1,085.87	1,089.33	1,093.48	**4,350.41**	1,095.73	1,100.05	1,103.86	1,108.53	1,111.12	1,115.96	1,120.11	1,125.13	**13,230.90**
Wayne	6,618.9	0.76%	118.36	118.81	119.19	119.64	**476.00**	119.89	120.36	120.78	121.29	121.57	122.10	122.56	123.11	**1,447.66**
Total (No IM)	**874,635.9**	**100.00%**	**15,640.00**	**15,700.00**	**15,750.00**	**15,810.00**	**62,900.00**	**15,842.50**	**15,905.00**	**15,960.00**	**16,027.50**	**16,065.00**	**16,135.00**	**16,195.00**	**16,267.50**	**191,297.50**

Appendix 3: Rapid Bridge Replacement Program -- MPO/RPO Share ($000) Total (A-581 + A-185)

MPO/RPO	RBR Deck Area	% Share	2025	2026	2027	2028	TIP TOTAL	2029	2030	2031	2032	2033	2034	2035	2036	Total TYP
DVRPC	12,755.5	1.46%	456.18	457.93	459.39	461.14	**1,834.64**	462.09	463.91	465.51	467.48	468.58	470.62	472.37	474.48	**5,579.68**
SPC	276,302.9	31.59%	9,881.55	9,919.45	9,951.05	9,988.95	**39,741.00**	10,009.49	10,048.98	10,083.73	10,126.37	10,150.07	10,194.29	10,232.20	10,278.01	**120,864.13**
Harrisburg	34,925.0	3.99%	1,249.04	1,253.83	1,257.82	1,262.62	**5,023.31**	1,265.21	1,270.20	1,274.59	1,279.99	1,282.98	1,288.57	1,293.36	1,299.15	**15,277.36**
Scranton/WB	13,629.0	1.56%	487.42	489.29	490.85	492.72	**1,960.28**	493.73	495.68	497.39	499.50	500.67	502.85	504.72	506.98	**5,961.78**
Lehigh Valley	41,874.0	4.79%	1,497.56	1,503.30	1,508.09	1,513.84	**6,022.79**	1,516.95	1,522.93	1,528.20	1,534.66	1,538.25	1,544.96	1,550.70	1,557.64	**18,317.09**
NEPA	70,903.5	8.11%	2,535.75	2,545.48	2,553.59	2,563.32	**10,198.14**	2,568.59	2,578.72	2,587.64	2,598.58	2,604.66	2,616.01	2,625.74	2,637.49	**31,015.56**
SEDA-COG	30,389.6	3.47%	1,086.84	1,091.01	1,094.48	1,098.65	**4,370.98**	1,100.91	1,105.25	1,109.07	1,113.76	1,116.37	1,121.24	1,125.40	1,130.44	**13,293.43**
Altoona	6,584.4	0.75%	235.48	236.38	237.14	238.04	**947.04**	238.53	239.47	240.30	241.32	241.88	242.93	243.84	244.93	**2,880.24**
Johnstown	3,702.1	0.42%	132.40	132.91	133.33	133.84	**532.48**	134.11	134.64	135.11	135.68	136.00	136.59	137.10	137.71	**1,619.42**
Centre County	16,835.4	1.92%	602.09	604.40	606.33	608.64	**2,421.46**	609.89	612.29	614.41	617.01	618.45	621.15	623.46	626.25	**7,364.37**
Williamsport	11,654.8	1.33%	416.82	418.41	419.75	421.35	**1,676.32**	422.21	423.88	425.34	427.14	428.14	430.01	431.61	433.54	**5,098.20**
Erie	2,079.0	0.24%	74.35	74.64	74.88	75.16	**299.03**	75.31	75.61	75.87	76.19	76.37	76.71	76.99	77.34	**909.42**
Lancaster	45,475.8	5.20%	1,626.37	1,632.61	1,637.81	1,644.05	**6,540.84**	1,647.43	1,653.93	1,659.65	1,666.67	1,670.57	1,677.85	1,684.08	1,691.62	**19,892.64**
York	20,394.8	2.33%	729.39	732.19	734.52	737.32	**2,933.41**	738.83	741.75	744.31	747.46	749.21	752.47	755.27	758.65	**8,921.37**
Reading	8,141.2	0.93%	291.16	292.27	293.21	294.32	**1,170.96**	294.93	296.09	297.11	298.37	299.07	300.37	301.49	302.84	**3,561.23**
Lebanon	1,655.0	0.19%	59.19	59.42	59.60	59.83	**238.04**	59.95	60.19	60.40	60.65	60.80	61.06	61.29	61.56	**723.95**
Mercer	3,586.9	0.41%	128.28	128.77	129.18	129.67	**515.91**	129.94	130.45	130.90	131.46	131.77	132.34	132.83	133.43	**1,569.03**
Adams	28,042.5	3.21%	1,002.90	1,006.74	1,009.95	1,013.80	**4,033.39**	1,015.88	1,019.89	1,023.42	1,027.74	1,030.15	1,034.64	1,038.49	1,043.13	**12,266.73**
Franklin	8,918.4	1.02%	318.95	320.18	321.20	322.42	**1,282.74**	323.08	324.36	325.48	326.86	327.62	329.05	330.27	331.75	**3,901.21**
Northwest	44,543.1	5.09%	1,593.02	1,599.13	1,604.22	1,610.33	**6,406.69**	1,613.64	1,620.01	1,625.61	1,632.48	1,636.30	1,643.43	1,649.54	1,656.93	**19,484.64**
N. Central	67,603.4	7.73%	2,417.73	2,427.01	2,434.74	2,444.01	**9,723.48**	2,449.03	2,458.70	2,467.20	2,477.63	2,483.43	2,494.25	2,503.53	2,514.73	**29,571.99**
N. Tier	57,527.4	6.58%	2,057.38	2,065.27	2,071.85	2,079.74	**8,274.24**	2,084.02	2,092.24	2,099.47	2,108.35	2,113.29	2,122.49	2,130.39	2,139.92	**25,164.41**
S. Alleghenies	60,493.3	6.92%	2,163.45	2,171.75	2,178.67	2,186.97	**8,700.83**	2,191.46	2,200.11	2,207.71	2,217.05	2,222.24	2,231.92	2,240.22	2,250.25	**26,461.79**
Wayne	6,618.9	0.76%	236.71	237.62	238.38	239.29	**952.00**	239.78	240.73	241.56	242.58	243.15	244.21	245.11	246.21	**2,895.33**
Total (No IM)	**874,635.9**	**100.00%**	**31,280.00**	**31,400.00**	**31,500.00**	**31,620.00**	**125,800.00**	**31,685.00**	**31,810.00**	**31,920.00**	**32,055.00**	**32,130.00**	**32,270.00**	**32,390.00**	**32,535.00**	**382,595.00**

Appendix 4: Asset Management Factor

The Asset Management Factor (AMF) is a value that is proposed to be added to the National Highway Performance Program (NHPP) distribution formula. This factor will consider necessary treatment needs (by dollar value) consistent with Pennsylvania's Transportation Asset Management Plan (TAMP) to maintain existing pavements and bridges in a state of good repair. For use in the formula, each county/region's dollar value will be divided by the statewide total to produce a ratio of the overall statewide needs.

To calculate the AMF, the Bureau of Maintenance and Operations (BOMO) Asset Management Division will consider the following information.

Pavement:

- Condition Surveys (STAMPP Program):
  - Since 1997, Automated Pavement Distress Condition Surveying program (Videologging)
  - Contractor also collects pavement condition for Local Federal Aid roads
  - Unpaved Roads, Shoulder, Drainage, Guide Rail condition data is collect via manual surveys

- Condition Survey Field Manuals:
  - Publication 336: Pavement (Bituminous & Jointed Concrete)
  - Publication 343: Continuously Reinforced Concrete & Unpaved Roads
  - Publication 33: Shoulder And Guide Rail
  - Publication 73: Storm Water Facility

- Treatments/Dollar Needs:
  - For each segment, the latest condition data is used to determine the appropriate treatment(s) for pavement, shoulder, drainage, and guide rail. Treatments are determined by matrices, with an example as follows:

Bituminous Pavement Fatigue Cracking (High Severity)

% Length Extent	Interstate / NHS Expressway	NHS – NON-Expressway	NON – NHS ≥ 2000 ADT	NON – NHS < 2000 ADT
>0 – 10%	10	10	10	5
11 – 25%	11	11	11	11
26 – 50%	21	11	11	11
51 – 75%	23	11	11	19
> 75%	23	23	23	23

0 - Routine Maintenance	1 - Crack Seal	2 - Spray Patch	3 - Skin Patch
4 - Manual Patch	5 - Manual Patch, Skin Patch	6 - Mechanized Patch	7 - Mill, Manual Patch
8 - Mill, Mechanized Patch	9 - Mill, Mechanized Edge Patch	10 - Base Repair, Manual Patch	11 - Base Repair, Mechanized Patch
12 - Seal Coat	13 - Level, Seal Coat	14 - Widening, Seal Coat	15 - Scratch, Level, Seal Coat
16 - Microsurface/ Thin Overlay	17 - Level, Resurface	18 - Mill, Conc. Patch, Level, Resurface	19 - Level, Resurface, Base Repair
20 - Mill, Level, Resurface	21 - Mill, Level, Resurface, Base Repair	22 - Construct Paved Shoulder	23 - Reconstruction

  - For each segment, the quantities of treatment materials are determined.
  - For each segment, the costs of the treatments are determined.
  - Cost of Treatments = Dollar Needs
  - Dollar Needs are summed for each SR, and County, and expressed as a proportion of the total in the Commonwealth. The District or Planning region totals can also be expressed as a proportion of the total.

Appendix 4: Asset Management Factor

Bridges

- Condition Surveys
  - Bridge inspections have been performed through progressive Federal minimum standards since 1971
  - Bridges are inspected every 2 years or less, depending on condition

- Condition Survey Field Manual
  - Publication 100A

- Treatment / Dollar needs
  - For each bridge, the latest condition data is used to determine the appropriate treatment(s) for the structure. Treatments are determined by matrices, with an example as follows:
  - For each bridge, the treatment and cost are determined.
  - Total cost of treatments = Dollar Needs
  - Dollar Needs are summed for each County, and expressed as a proportion of the total in the Commonwealth. The District or Planning region totals can also be expressed as a proportion of the total.

Appendix 5: Financial Guidance Distribution Formula Summary

Category	2025 Financial Guidance	
NHPP	40% Bridge	3/4 Deck Area Non-Interstate NHS Bridges > 20 feet
		1/4 Bridge AMF*
	60% Highway	1/4 Non-Interstate NHS Lane Miles
		1/4 Non-Interstate NHS VMT
		1/4 Non-Interstate NHS Truck VMT
		1/4 Pavement AMF*
	Interstate -- 26/55ths of Apportionment in 2021; $50,000,000 additional in each subsequent year to a maximum of $1 billion for the entire program	
STP	40% Bridge	Deck Area Non-NHS State and Local Bridges > 20 feet
	60% Highway	1/2 Non-NHS Lane Miles
		1/4 Non-NHS VMT
		1/4 Non-NHS Truck VMT
State Highway	1/4 VMT	
	1/4 Truck VMT	
	1/2 Lane Miles	
State Bridge	Deck Area State bridges > 8 feet and Local bridges > 20 feet	
Federal Off-System Bridge	Deck Area State and Local Bridges > 20 feet	
HSIP	39:1 Crash Severity Weighting (Fatal and Injury Crashses versus Property Damage only Crashes) $500,000 base to each Planning Region, $50 million Statewide	
Rail	Statewide Program	
NHFP	Interstate Program	
CMAQ	Population with CMAQ Factor Multiplier Based upon regional air quality classification for non-attainment/maintenance counties	
TAP	Statewide Program; funds designated to urban areas distributed according to federal formula	
STP-Urban	Funds distributed according to federal formula based on 2020 census	
Bridge Investment Program	60% NHS Bridges	3/4 Bridge Deck Area NHS and Interstate Bridges > 20 feet
		1/4 Bridge AMF*
	40% STP Bridge	Deck Area Non-NHS State and Local Bridges > 20 feet
Carbon Reduction	1/3 Vehicle Miles Travelled	
	1/3 Lane Miles	
	1/3 Vehicle Registrations	
Carbon Reduction -- Urban	Funds distributed according to federal formula based on 2020 census	
PROTECT	Statewide 2025, 2026, Distributed regionally thereafter. Formula TBD	

* Asset Management Factor

Appendix 6: 2025 Estimated State Transit Funds ($000)

	OPERATOR	Asset * Improvement	Operating # Assistance	Shared Ride @	Total
URBAN	SEPTA	416,220	849,850	15,100	1,281,170
	Upper Merion	0	19	0	19
	PAAC	135,540	280,383	12,500	428,423
	AMTRAN -- Blair	0	4,130	0	4,130
	BCTA -- Beaver	0	5,077	648	5,725
	CAT -- Dauphin	0	12,143	1,380	13,523
	CATA -- Centre	0	9,979	293	10,272
	CCTA -- Cambria	0	9,025	921	9,946
	COLTS -- Lackawanna	0	8,985	1,984	10,969
	CPTA -- Adams, Columbia, Cumberland, Franklin, Montour, Northumberland, Perry, Snyder, Union and York	0	9,910	5,700	15,610
	EMTA -- Erie	0	13,041	1,216	14,257
	FACT -- Fayette	0	1,808	577	2,385
	HPT -- Hazleton	0	2,672	0	2,672
	LANTA -- Lehigh-Northampton	0	24,161	3,628	27,789
	LCTA -- Luzerne	0	8,139	694	8,833
	Martz	0	13	0	13
	LT -- Lebanon	0	2,710	604	3,314
	MMVTA -- Mid Mon Valley	0	3,936	0	3,936
	MCTA -- Monroe	0	2,682	1,372	4,054
	Pottstown -- Montgomery	0	1,790	0	1,790
	SCTA -- South Central	0	22,766	4,612	27,378
	SVSS -- Shenango Valley	0	1,088	963	2,051
	WCTA -- Washington	0	2,005	2,215	4,220
	WBT -- Williamsport	0	5,856	0	5,856
	WCTA -- Westmoreland	0	5,250	1,657	6,907
	Urban Total	**551,760**	**1,287,418**	**56,064**	**1,895,242**
RURAL	ATA	0	7,532	411	7,943
	BTA -- Butler	0	1,332	0	1,332
	Carbon	0	323	506	829
	CATA -- Crawford	0	2,050	785	2,835
	EMTA -- Endless Mtns.	0	1,591	1,291	2,882
	ICTA -- Indiana	0	2,312	417	2,729
	Mid-County -- Armstrong	0	755	315	1,070
	Mt. Carmel	0	426	0	426
	NCATA -- New Castle	0	5,782	0	5,782
	STS -- Schuylkill	0	2,127	1,032	3,159
	TAWC -- Warren	0	958	513	1,471
	Rural Total	**0**	**25,188**	**5,270**	**30,458**
Shared-Ride Only	ALLIED COORD. TRANS. (Lawrence Co.)	0	0	420	420
	BLAIR COUNTY SENIOR SERVICES	0	0	1,164	1,164
	BUCKS COUNTY TRANSPORT, INC.	0	0	2,897	2,897
	BUTLER COUNTY	0	0	457	457
	CENTRE COUNTY	0	0	664	664
	CLARION COUNTY	0	0	470	470
	COMMUNITY TRANS OF DELAWARE	0	0	3,012	3,012
	FOREST COUNTY	0	0	358	358
	GREENE COUNTY	0	0	379	379
	HUNTINGDON-BEDFORD-FULTON AAA	0	0	1,159	1,159
	K-CAB (Columbia Co.)	0	0	0	0
	KRAPF'S (Chester Co.)	0	0	2,715	2,715
	MIFFLIN-JUNIATA AA ON AGING	0	0	430	430
	PERRY COUNTY	0	0	0	0
	PIKE COUNTY	0	0	470	470
	SOMERSET COUNTY	0	0	249	249
	STEP (Clinton/ Lycoming)	0	0	1,051	1,051
	SUBURBAN TRANS (Montgomery)	0	0	4,390	4,390
	Susquehanna Co.	0	0	859	859
	UNION-SNYDER TRANS. ALLIANCE	0	0	0	0
	WAYNE COUNTY	0	0	1,162	1,162
	Shared-Ride Total	**0**	**0**	**22,306**	**22,306**
Other Agencies	Bucks County Transport	0	752	0	752
	Chester County TMA	0	1,163	0	1,163
	Philadelphia Unemployment Project	0	367	0	367
	Philly Phlash	0	918	0	918
	ACTA	0	668	0	668
	Heritage Health Foundation	0	1,121	0	1,121
	Other Agency Total	**0**	**4,989**	**0**	**4,989**
	PennDOT Discretion	31,570	0	0	31,570
	Other Unallocated (Urban/Rural)	47,980	32,940	0	80,920
	GRAND TOTAL	**631,310**	**1,350,535**	**83,640**	**2,065,485**

* Act 89 allocates Asset Improvement funds in the following way - PennDOT 5%, the remaining 95% is distributed as follows - SEPTA 69.4%, PAAC 22.6% and other systems 8%. Allocations in SFY 22-23 and subsequent years are projected based on the Governor's March 2023 projected budget.

Distribution for all fiscal years is based on FY 2021-22 operating statistics and uses SFY 23-24 allocations. Additional operating funding is projected using estimated revenues. The additional funding will be distributed using performance factors from the prior year and is captured on the "Other Unallocated" line, under the Operating Assistance column.

@ Shared Ride allocation in SFY 22-23 equal the actual grants for both the Shared-Ride and PwD Programs. In subsequent years, the amount remains constant.

Date Prepared: 4/7/2023
PennDOT Bureau of Public Transportation

Appendix 6: 2026 Estimated State Transit Funds ($000)

	OPERATOR	Asset * Improvement	Operating # Assistance	Shared Ride @	Total
URBAN	SEPTA	424,100	849,850	15,100	1,289,050
	Upper Merion	0	19	0	19
	PAAC	138,110	280,383	12,500	430,993
	AMTRAN -- Blair	0	4,130	0	4,130
	BCTA -- Beaver	0	5,077	648	5,725
	CAT -- Dauphin	0	12,143	1,380	13,523
	CATA -- Centre	0	9,979	293	10,272
	CCTA -- Cambria	0	9,025	921	9,946
	COLTS -- Lackawanna	0	8,985	1,984	10,969
	CPTA -- Adams, Columbia, Cumberland, Franklin, Montour, Northumberland, Perry, Snyder, Union and York	0	9,910	5,700	15,610
	EMTA -- Erie	0	13,041	1,216	14,257
	FACT -- Fayette	0	1,808	577	2,385
	HPT -- Hazleton	0	2,672	0	2,672
	LANTA -- Lehigh-Northampton	0	24,161	3,628	27,789
	LCTA -- Luzerne	0	8,139	694	8,833
	Martz	0	13	0	13
	LT -- Lebanon	0	2,710	604	3,314
	MMVTA -- Mid Mon Valley	0	3,936	0	3,936
	MCTA -- Monroe	0	2,682	1,372	4,054
	Pottstown -- Montgomery	0	1,790	0	1,790
	SCTA -- South Central	0	22,766	4,612	27,378
	SVSS -- Shenango Valley	0	1,088	963	2,051
	WCTA -- Washington	0	2,005	2,215	4,220
	WBT -- Williamsport	0	5,856	0	5,856
	WCTA -- Westmoreland	0	5,250	1,657	6,907
	Urban Total	**562,210**	**1,287,418**	**56,064**	**1,905,692**
RURAL	ATA	0	7,532	411	7,943
	BTA -- Butler	0	1,332	0	1,332
	Carbon	0	323	506	829
	CATA -- Crawford	0	2,050	785	2,835
	EMTA -- Endless Mtns.	0	1,591	1,291	2,882
	ICTA -- Indiana	0	2,312	417	2,729
	Mid-County -- Armstrong	0	755	315	1,070
	Mt. Carmel	0	426	0	426
	NCATA -- New Castle	0	5,782	0	5,782
	STS -- Schuylkill	0	2,127	1,032	3,159
	TAWC -- Warren	0	958	513	1,471
	Rural Total	**0**	**25,188**	**5,270**	**30,458**
Shared-Ride Only	ALLIED COORD. TRANS. (Lawrence Co.)	0	0	420	420
	BLAIR COUNTY SENIOR SERVICES	0	0	1,164	1,164
	BUCKS COUNTY TRANSPORT, INC.	0	0	2,897	2,897
	BUTLER COUNTY	0	0	457	457
	CENTRE COUNTY	0	0	664	664
	CLARION COUNTY	0	0	470	470
	COMMUNITY TRANS OF DELAWARE	0	0	3,012	3,012
	FOREST COUNTY	0	0	358	358
	GREENE COUNTY	0	0	379	379
	HUNTINGDON-BEDFORD-FULTON AAA	0	0	1,159	1,159
	K-CAB (Columbia Co.)	0	0	0	0
	KRAPF'S (Chester Co.)	0	0	2,715	2,715
	MIFFLIN-JUNIATA AA ON AGING	0	0	430	430
	PERRY COUNTY	0	0	0	0
	PIKE COUNTY	0	0	470	470
	SOMERSET COUNTY	0	0	249	249
	STEP (Clinton/ Lycoming)	0	0	1,051	1,051
	SUBURBAN TRANS (Montgomery)	0	0	4,390	4,390
	Susquehanna Co.	0	0	859	859
	UNION-SNYDER TRANS. ALLIANCE	0	0	0	0
	WAYNE COUNTY	0	0	1,162	1,162
	Shared-Ride Total	**0**	**0**	**22,306**	**22,306**
Other Agencies	Bucks County Transport	0	752	0	752
	Chester County TMA	0	1,163	0	1,163
	Philadelphia Unemployment Project	0	367	0	367
	Philly Phlash	0	918	0	918
	ACTA	0	668	0	668
	Heritage Health Foundation	0	1,121	0	1,121
	Other Agency Total	**0**	**4,989**	**0**	**4,989**
	PennDOT Discretion	32,160	0	0	32,160
	Other Unallocated (Urban/Rural)	48,890	66,703	0	115,593
	GRAND TOTAL	**643,260**	**1,384,298**	**83,640**	**2,111,198**

* Act 89 allocates Asset Improvement funds in the following way - PennDOT 5%, the remaining 95% is distributed as follows - SEPTA 69.4%, PAAC 22.6% and other systems 8%. Allocations in SFY 22-23 and subsequent years are projected based on the Governor's March 2023 projected budget.

Distribution for all fiscal years is based on FY 2021-22 operating statistics and uses SFY 23-24 allocations. Additional operating funding is projected using estimated revenues. The additional funding will be distributed using performance factors from the prior year and is captured on the "Other Unallocated" line, under the Operating Assistance column.

@ Shared Ride allocation in SFY 22-23 equal the actual grants for both the Shared-Ride and PwD Programs. In subsequent years, the amount remains constant.

Date Prepared: 4/7/2023
PennDOT Bureau of Public Transportation

Appendix 6: 2027 Estimated State Transit Funds ($000)

	OPERATOR	Asset * Improvement	Operating # Assistance	Shared Ride @	Total
URBAN	SEPTA	431,910	849,850	15,100	1,296,860
	Upper Merion	0	19	0	19
	PAAC	140,650	280,383	12,500	433,533
	AMTRAN -- Blair	0	4,130	0	4,130
	BCTA -- Beaver	0	5,077	648	5,725
	CAT -- Dauphin	0	12,143	1,380	13,523
	CATA -- Centre	0	9,979	293	10,272
	CCTA -- Cambria	0	9,025	921	9,946
	COLTS -- Lackawanna	0	8,985	1,984	10,969
	CPTA -- Adams, Columbia, Cumberland, Franklin, Montour, Northumberland, Perry, Snyder, Union and York	0	9,910	5,700	15,610
	EMTA -- Erie	0	13,041	1,216	14,257
	FACT -- Fayette	0	1,808	577	2,385
	HPT -- Hazleton	0	2,672	0	2,672
	LANTA -- Lehigh-Northampton	0	24,161	3,628	27,789
	LCTA -- Luzerne	0	8,139	694	8,833
	Martz	0	13	0	13
	LT -- Lebanon	0	2,710	604	3,314
	MMVTA -- Mid Mon Valley	0	3,936	0	3,936
	MCTA -- Monroe	0	2,682	1,372	4,054
	Pottstown -- Montgomery	0	1,790	0	1,790
	SCTA -- South Central	0	22,766	4,612	27,378
	SVSS -- Shenango Valley	0	1,088	963	2,051
	WCTA -- Washington	0	2,005	2,215	4,220
	WBT -- Williamsport	0	5,856	0	5,856
	WCTA -- Westmoreland	0	5,250	1,657	6,907
	Urban Total	**572,560**	**1,287,418**	**56,064**	**1,916,042**
RURAL	ATA	0	7,532	411	7,943
	BTA -- Butler	0	1,332	0	1,332
	Carbon	0	323	506	829
	CATA -- Crawford	0	2,050	785	2,835
	EMTA -- Endless Mtns.	0	1,591	1,291	2,882
	ICTA -- Indiana	0	2,312	417	2,729
	Mid-County -- Armstrong	0	755	315	1,070
	Mt. Carmel	0	426	0	426
	NCATA -- New Castle	0	5,782	0	5,782
	STS -- Schuylkill	0	2,127	1,032	3,159
	TAWC -- Warren	0	958	513	1,471
	Rural Total	**0**	**25,188**	**5,270**	**30,458**
Shared-Ride Only	ALLIED COORD. TRANS. (Lawrence Co.)	0	0	420	420
	BLAIR COUNTY SENIOR SERVICES	0	0	1,164	1,164
	BUCKS COUNTY TRANSPORT, INC.	0	0	2,897	2,897
	BUTLER COUNTY	0	0	457	457
	CENTRE COUNTY	0	0	664	664
	CLARION COUNTY	0	0	470	470
	COMMUNITY TRANS OF DELAWARE	0	0	3,012	3,012
	FOREST COUNTY	0	0	358	358
	GREENE COUNTY	0	0	379	379
	HUNTINGDON-BEDFORD-FULTON AAA	0	0	1,159	1,159
	K-CAB (Columbia Co.)	0	0	0	0
	KRAPF'S (Chester Co.)	0	0	2,715	2,715
	MIFFLIN-JUNIATA AA ON AGING	0	0	430	430
	PERRY COUNTY	0	0	0	0
	PIKE COUNTY	0	0	470	470
	SOMERSET COUNTY	0	0	249	249
	STEP (Clinton/ Lycoming)	0	0	1,051	1,051
	SUBURBAN TRANS (Montgomery)	0	0	4,390	4,390
	Susquehanna Co.	0	0	859	859
	UNION-SNYDER TRANS. ALLIANCE	0	0	0	0
	WAYNE COUNTY	0	0	1,162	1,162
	Shared-Ride Total	**0**	**0**	**22,306**	**22,306**
Other Agencies	Bucks County Transport	0	752	0	752
	Chester County TMA	0	1,163	0	1,163
	Philadelphia Unemployment Project	0	367	0	367
	Philly Phlash	0	918	0	918
	ACTA	0	668	0	668
	Heritage Health Foundation	0	1,121	0	1,121
	Other Agency Total	**0**	**4,989**	**0**	**4,989**
	PennDOT Discretion	32,760	0	0	32,760
	Other Unallocated (Urban/Rural)	49,790	101,311	0	151,101
	GRAND TOTAL	**655,110**	**1,418,906**	**83,640**	**2,157,656**

* Act 89 allocates Asset Improvement funds in the following way - PennDOT 5%, the remaining 95% is distributed as follows - SEPTA 69.4%, PAAC 22.6% and other systems 8%. Allocations in SFY 22-23 and subsequent years are projected based on the Governor's March 2023 projected budget.

Distribution for all fiscal years is based on FY 2021-22 operating statistics and uses SFY 23-24 allocations. Additional operating funding is projected using estimated revenues. The additional funding will be distributed using performance factors from the prior year and is captured on the "Other Unallocated" line, under the Operating Assistance column.

@ Shared Ride allocation in SFY 22-23 equal the actual grants for both the Shared-Ride and PwD Programs. In subsequent years, the amount remains constant.

Date Prepared: 4/7/2023
PennDOT Bureau of Public Transportation

Appendix 6: 2028 Estimated State Transit Funds ($000)

	OPERATOR	Asset * Improvement	Operating # Assistance	Shared Ride @	Total
URBAN	SEPTA	442,420	849,850	15,100	1,307,370
	Upper Merion	0	19	0	19
	PAAC	144,070	280,383	12,500	436,953
	AMTRAN -- Blair	0	4,130	0	4,130
	BCTA -- Beaver	0	5,077	648	5,725
	CAT -- Dauphin	0	12,143	1,380	13,523
	CATA -- Centre	0	9,979	293	10,272
	CCTA -- Cambria	0	9,025	921	9,946
	COLTS -- Lackawanna	0	8,985	1,984	10,969
	CPTA -- Adams, Columbia, Cumberland, Franklin, Montour, Northumberland, Perry, Snyder, Union and York	0	9,910	5,700	15,610
	EMTA -- Erie	0	13,041	1,216	14,257
	FACT -- Fayette	0	1,808	577	2,385
	HPT -- Hazleton	0	2,672	0	2,672
	LANTA -- Lehigh-Northampton	0	24,161	3,628	27,789
	LCTA -- Luzerne	0	8,139	694	8,833
	Martz	0	13	0	13
	LT -- Lebanon	0	2,710	604	3,314
	MMVTA -- Mid Mon Valley	0	3,936	0	3,936
	MCTA -- Monroe	0	2,682	1,372	4,054
	Pottstown -- Montgomery	0	1,790	0	1,790
	SCTA -- South Central	0	22,766	4,612	27,378
	SVSS -- Shenango Valley	0	1,088	963	2,051
	WCTA -- Washington	0	2,005	2,215	4,220
	WBT -- Williamsport	0	5,856	0	5,856
	WCTA -- Westmoreland	0	5,250	1,657	6,907
	Urban Total	**586,490**	**1,287,418**	**56,064**	**1,929,972**
RURAL	ATA	0	7,532	411	7,943
	BTA -- Butler	0	1,332	0	1,332
	Carbon	0	323	506	829
	CATA -- Crawford	0	2,050	785	2,835
	EMTA -- Endless Mtns.	0	1,591	1,291	2,882
	ICTA -- Indiana	0	2,312	417	2,729
	Mid-County -- Armstrong	0	755	315	1,070
	Mt. Carmel	0	426	0	426
	NCATA -- New Castle	0	5,782	0	5,782
	STS -- Schuylkill	0	2,127	1,032	3,159
	TAWC -- Warren	0	958	513	1,471
	Rural Total	**0**	**25,188**	**5,270**	**30,458**
Shared-Ride Only	ALLIED COORD. TRANS. (Lawrence Co.)	0	0	420	420
	BLAIR COUNTY SENIOR SERVICES	0	0	1,164	1,164
	BUCKS COUNTY TRANSPORT, INC.	0	0	2,897	2,897
	BUTLER COUNTY	0	0	457	457
	CENTRE COUNTY	0	0	664	664
	CLARION COUNTY	0	0	470	470
	COMMUNITY TRANS OF DELAWARE	0	0	3,012	3,012
	FOREST COUNTY	0	0	358	358
	GREENE COUNTY	0	0	379	379
	HUNTINGDON-BEDFORD-FULTON AAA	0	0	1,159	1,159
	K-CAB (Columbia Co.)	0	0	0	0
	KRAPF'S (Chester Co.)	0	0	2,715	2,715
	MIFFLIN-JUNIATA AA ON AGING	0	0	430	430
	PERRY COUNTY	0	0	0	0
	PIKE COUNTY	0	0	470	470
	SOMERSET COUNTY	0	0	249	249
	STEP (Clinton/ Lycoming)	0	0	1,051	1,051
	SUBURBAN TRANS (Montgomery)	0	0	4,390	4,390
	Susquehanna Co.	0	0	859	859
	UNION-SNYDER TRANS. ALLIANCE	0	0	0	0
	WAYNE COUNTY	0	0	1,162	1,162
	Shared-Ride Total	**0**	**0**	**22,306**	**22,306**
Other Agencies	Bucks County Transport	0	752	0	752
	Chester County TMA	0	1,163	0	1,163
	Philadelphia Unemployment Project	0	367	0	367
	Philly Phlash	0	918	0	918
	ACTA	0	668	0	668
	Heritage Health Foundation	0	1,121	0	1,121
	Other Agency Total	**0**	**4,989**	**0**	**4,989**
	PennDOT Discretion	33,550	0	0	33,550
	Other Unallocated (Urban/Rural)	51,000	136,783	0	187,783
	GRAND TOTAL	**671,040**	**1,454,378**	**83,640**	**2,209,058**

* Act 89 allocates Asset Improvement funds in the following way - PennDOT 5%, the remaining 95% is distributed as follows - SEPTA 69.4%, PAAC 22.6% and other systems 8%. Allocations in SFY 22-23 and subsequent years are projected based on the Governor's March 2023 projected budget.

Distribution for all fiscal years is based on FY 2021-22 operating statistics and uses SFY 23-24 allocations. Additional operating funding is projected using estimated revenues. The additional funding will be distributed using performance factors from the prior year and is captured on the "Other Unallocated" line, under the Operating Assistance column.

@ Shared Ride allocation in SFY 22-23 equal the actual grants for both the Shared-Ride and PwD Programs. In subsequent years, the amount remains constant.

Date Prepared: 4/7/2023
PennDOT Bureau of Public Transportation

Appendix 6: 2025-2028 Estimated State Transit Funds ($000)

	OPERATOR	Asset * Improvement	Operating # Assistance	Shared Ride @	Total
URBAN	SEPTA	1,714,650	3,399,400	60,400	5,174,450
	Upper Merion	0	76	0	76
	PAAC	558,370	1,121,532	50,000	1,729,902
	AMTRAN -- Blair	0	16,520	0	16,520
	BCTA -- Beaver	0	20,308	2,592	22,900
	CAT -- Dauphin	0	48,572	5,520	54,092
	CATA -- Centre	0	39,916	1,172	41,088
	CCTA -- Cambria	0	36,100	3,684	39,784
	COLTS -- Lackawanna	0	35,940	7,936	43,876
	CPTA -- Adams, Columbia, Cumberland, Franklin, Montour, Northumberland, Perry, Snyder, Union and York	0	39,640	22,800	62,440
	EMTA -- Erie	0	52,164	4,864	57,028
	FACT -- Fayette	0	7,232	2,308	9,540
	HPT -- Hazleton	0	10,688	0	10,688
	LANTA -- Lehigh-Northampton	0	96,644	14,512	111,156
	LCTA -- Luzerne	0	32,556	2,776	35,332
	Martz	0	52	0	52
	LT -- Lebanon	0	10,840	2,416	13,256
	MMVTA -- Mid Mon Valley	0	15,744	0	15,744
	MCTA -- Monroe	0	10,728	5,488	16,216
	Pottstown -- Montgomery	0	7,160	0	7,160
	SCTA -- South Central	0	91,064	18,448	109,512
	SVSS -- Shenango Valley	0	4,352	3,852	8,204
	WCTA -- Washington	0	8,020	8,860	16,880
	WBT -- Williamsport	0	23,424	0	23,424
	WCTA -- Westmoreland	0	21,000	6,628	27,628
	Urban Total	**2,273,020**	**5,149,672**	**224,256**	**7,646,948**
RURAL	ATA	0	30,128	1,644	31,772
	BTA -- Butler	0	5,328	0	5,328
	Carbon	0	1,292	2,024	3,316
	CATA -- Crawford	0	8,200	3,140	11,340
	EMTA -- Endless Mtns.	0	6,364	5,164	11,528
	ICTA -- Indiana	0	9,248	1,668	10,916
	Mid-County -- Armstrong	0	3,020	1,260	4,280
	Mt. Carmel	0	1,704	0	1,704
	NCATA -- New Castle	0	23,128	0	23,128
	STS -- Schuylkill	0	8,508	4,128	12,636
	TAWC -- Warren	0	3,832	2,052	5,884
	Rural Total	**0**	**100,752**	**21,080**	**121,832**
Shared-Ride Only	ALLIED COORD. TRANS. (Lawrence Co.)	0	0	1,680	1,680
	BLAIR COUNTY SENIOR SERVICES	0	0	4,656	4,656
	BUCKS COUNTY TRANSPORT, INC.	0	0	11,588	11,588
	BUTLER COUNTY	0	0	1,828	1,828
	CENTRE COUNTY	0	0	2,656	2,656
	CLARION COUNTY	0	0	1,880	1,880
	COMMUNITY TRANS OF DELAWARE	0	0	12,048	12,048
	FOREST COUNTY	0	0	1,432	1,432
	GREENE COUNTY	0	0	1,516	1,516
	HUNTINGDON-BEDFORD-FULTON AAA	0	0	4,636	4,636
	K-CAB (Columbia Co.)	0	0	0	0
	KRAPF'S (Chester Co.)	0	0	10,860	10,860
	MIFFLIN-JUNIATA AA ON AGING	0	0	1,720	1,720
	PERRY COUNTY	0	0	0	0
	PIKE COUNTY	0	0	1,880	1,880
	SOMERSET COUNTY	0	0	996	996
	STEP (Clinton/ Lycoming)	0	0	4,204	4,204
	SUBURBAN TRANS (Montgomery)	0	0	17,560	17,560
	Susquehanna Co.	0	0	3,436	3,436
	UNION-SNYDER TRANS. ALLIANCE	0	0	0	0
	WAYNE COUNTY	0	0	4,648	4,648
	Shared-Ride Total	**0**	**0**	**89,224**	**89,224**
Other Agencies	Bucks County Transport	0	3,008	0	3,008
	Chester County TMA	0	4,652	0	4,652
	Philadelphia Unemployment Project	0	1,468	0	1,468
	Philly Phlash	0	3,672	0	3,672
	ACTA	0	2,672	0	2,672
	Heritage Health Foundation	0	4,484	0	4,484
	Other Agency Total	**0**	**19,956**	**0**	**19,956**
	PennDOT Discretion	130,040	0	0	130,040
	Other Unallocated (Urban/Rural)	197,660	337,737	0	535,397
	GRAND TOTAL	**2,600,720**	**5,608,117**	**334,560**	**8,543,397**

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Distribution for all fiscal years is based on FY 2021-22 operating statistics and uses SFY 23-24 allocations. Additional operating funding is projected using estimated revenues. The additional funding will be distributed using performance factors from the prior year and is captured on the "Other Unallocated" line, under the Operating Assistance column.

@ Shared Ride allocation in SFY 22-23 equal the actual grants for both the Shared-Ride and PwD Programs. In subsequent years, the amount remains constant.

Date Prepared: 4/7/2023
PennDOT Bureau of Public Transportation

Appendix 7
Financial Guidance
Federal Transit Funding 2025-2028 ($000)

Federal Transit	FFY 2025						
Urban Area	**Urbanized Area (5307 & 5340)**	**5337 (State of Good Repair)**	**5310**	**5311+**	**Appalachian Funds+**	**5339 (Bus and Bus Facilities)**	**Total**
Allentown-Bethlehem*	10,284	0	927	0	0	861	**12,073**
Altoona*	1,733	0	0	0	0	0	**1,733**
East Stroudsburg[2]	0	0	0	0	0	0	**0**
Erie*	6,172	0	0	0	0	0	**6,172**
Harrisburg*	7,135	0	664	0	0	573	**8,372**
Hanover*	1,312	0	0	0	0	0	**1,312**
Hazleton*	1,175	0	0	0	0	0	**1,175**
Johnstown*	2,486	22	0	0	0	0	**2,508**
Lancaster*	6,428	0	615	0	0	527	**7,570**
Lebanon*	1,517	0	0	0	0	0	**1,517**
Monessen[2]	0	0	0	0	0	0	**0**
Philadelphia**	138,400	189,505	5,258	0	0	8,451	**341,613**
Pittsburgh**	45,575	34,876	2,714	0	0	3,260	**86,425**
Pottstown*[1]	1,889	0	0	0	0	0	**1,889**
Reading*	4,876	0	392	0	0	419	**5,686**
Scranton/Wilkes-Barre*	6,574	0	617	0	0	559	**7,750**
Sharon[3]	0	0	98	0	0	0	**98**
State College*	5,592	0	0	0	0	0	**5,592**
Uniontown-Connellsville[2]	0	0	0	0	0	0	**0**
Williamsport*	2,315	0	0	0	0	0	**2,315**
York*	4,347	0	350	0	0	377	**5,074**
Large Urban	8,585	5,967	0	0	0	0	**14,552**
Small Urban	2,187	0	3,146	0	0	1,872	**7,205**
Large or Small Urban	0	17,997	0	0	0	4,000	**21,997**
Non Urbanized	0	0	3,583	27,391	0	0	**30,974**
Intercity Bus	0	0	0	4,834	0	0	**4,834**
Appalachian Counties	0	0	0	0	6,428	0	**6,428**
TOTALS	**258,581**	**248,367**	**18,364**	**32,224**	**6,428**	**20,899**	**584,862**

Date prepared: 3/20/2023

+These funds can be used for operating, capital or technical assistance

* Systems that can use a portion of their federal 5307 funds for operating assistance

** Systems are not able to use their federal section 5307 funds for operating assistance

U.S. Census Bureau released the 2020 Census data taking effect in FY 2024 apportionments.

[1] Pottstown Urban Area merged into the Philadelphia Urban Area in 2020 Census. Assuming an equal amount received in Philadelphia suballocation.

[2] Urban Areas in 2020 Census that fell below the 50,000 population threshold to be eligible for Section 5307. Will not receive Section 5307.

[3] Youngstown, OH Urban Area boundaries changed in 2020 Census. Sharon, PA no longer within boundaries and will not receive Section 5307 suballocation.

[4] Rural Section 5311 may increase due to changes in 2020 Census Urban Area boundaries. However, assuming flat increases FY 2024 and beyond.

Appendix 7
Financial Guidance
Federal Transit Funding 2025-2028 ($000)

Federal Transit	FFY 2026						
Urban Area	**Urbanized Area (5307 & 5340)**	**5337 (State of Good Repair)**	**5310**	**5311+**	**Appalachian Funds+**	**5339 (Bus and Bus Facilities)**	**Total**
Allentown-Bethlehem*	10,284	0	927	0	0	861	**12,073**
Altoona*	1,733	0	0	0	0	0	**1,733**
East Stroudsburg[2]	0	0	0	0	0	0	**0**
Erie*	6,172	0	0	0	0	0	**6,172**
Harrisburg*	7,135	0	664	0	0	573	**8,372**
Hanover*	1,312	0	0	0	0	0	**1,312**
Hazleton*	1,175	0	0	0	0	0	**1,175**
Johnstown*	2,486	22	0	0	0	0	**2,508**
Lancaster*	6,428	0	615	0	0	527	**7,570**
Lebanon*	1,517	0	0	0	0	0	**1,517**
Monessen[2]	0	0	0	0	0	0	**0**
Philadelphia**	138,400	189,505	5,258	0	0	8,451	**341,613**
Pittsburgh**	45,575	34,876	2,714	0	0	3,260	**86,425**
Pottstown*[1]	1,889	0	0	0	0	0	**1,889**
Reading*	4,876	0	392	0	0	419	**5,686**
Scranton/Wilkes-Barre*	6,574	0	617	0	0	559	**7,750**
Sharon[3]	0	0	98	0	0	0	**98**
State College*	5,592	0	0	0	0	0	**5,592**
Uniontown-Connellsville[2]	0	0	0	0	0	0	**0**
Williamsport*	2,315	0	0	0	0	0	**2,315**
York*	4,347	0	350	0	0	377	**5,074**
Large Urban	8,585	5,967	0	0	0	0	**14,552**
Small Urban	2,187	0	3,146	0	0	1,872	**7,205**
Large or Small Urban	0	17,997	0	0	0	4,000	**21,997**
Non Urbanized	0	0	3,583	27,391	0	0	**30,974**
Intercity Bus	0	0	0	4,834	0	0	**4,834**
Appalachian Counties	0	0	0	0	6,428	0	**6,428**
TOTALS	**258,581**	**248,367**	**18,364**	**32,224**	**6,428**	**20,899**	**584,862**

Date prepared: 3/20/2023

+These funds can be used for operating, capital or technical assistance

* Systems that can use a portion of their federal 5307 funds for operating assistance

** Systems are not able to use their federal section 5307 funds for operating assistance

U.S. Census Bureau released the 2020 Census data taking effect in FY 2024 apportionments.

[1] Pottstown Urban Area merged into the Philadelphia Urban Area in 2020 Census. Assuming an equal amount received in Philadelphia suballocation.

[2] Urban Areas in 2020 Census that fell below the 50,000 population threshold to be eligible for Section 5307. Will not receive Section 5307.

[3] Youngstown, OH Urban Area boundaries changed in 2020 Census. Sharon, PA no longer within boundaries and will not receive Section 5307 suballocation.

[4] Rural Section 5311 may increase due to changes in 2020 Census Urban Area boundaries. However, assuming flat increases FY 2024 and beyond.

Appendix 7
Financial Guidance
Federal Transit Funding 2025-2028 ($000)

Federal Transit	FFY 2027						
Urban Area	**Urbanized Area (5307 & 5340)**	**5337 (State of Good Repair)**	**5310**	**5311+**	**Appalachian Funds+**	**5339 (Bus and Bus Facilities)**	**Total**
Allentown-Bethlehem*	10,284	0	927	0	0	861	**12,073**
Altoona*	1,733	0	0	0	0	0	**1,733**
East Stroudsburg[2]	0	0	0	0	0	0	**0**
Erie*	6,172	0	0	0	0	0	**6,172**
Harrisburg*	7,135	0	664	0	0	573	**8,372**
Hanover*	1,312	0	0	0	0	0	**1,312**
Hazleton*	1,175	0	0	0	0	0	**1,175**
Johnstown*	2,486	22	0	0	0	0	**2,508**
Lancaster*	6,428	0	615	0	0	527	**7,570**
Lebanon*	1,517	0	0	0	0	0	**1,517**
Monessen[2]	0	0	0	0	0	0	**0**
Philadelphia**	138,400	189,505	5,258	0	0	8,451	**341,613**
Pittsburgh**	45,575	34,876	2,714	0	0	3,260	**86,425**
Pottstown*[1]	1,889	0	0	0	0	0	**1,889**
Reading*	4,876	0	392	0	0	419	**5,686**
Scranton/Wilkes-Barre*	6,574	0	617	0	0	559	**7,750**
Sharon[3]	0	0	98	0	0	0	**98**
State College*	5,592	0	0	0	0	0	**5,592**
Uniontown-Connellsville[2]	0	0	0	0	0	0	**0**
Williamsport*	2,315	0	0	0	0	0	**2,315**
York*	4,347	0	350	0	0	377	**5,074**
Large Urban	8,585	5,967	0	0	0	0	**14,552**
Small Urban	2,187	0	3,146	0	0	1,872	**7,205**
Large or Small Urban	0	17,997	0	0	0	4,000	**21,997**
Non Urbanized	0	0	3,583	27,391	0	0	**30,974**
Intercity Bus	0	0	0	4,834	0	0	**4,834**
Appalachian Counties	0	0	0	0	6,428	0	**6,428**
TOTALS	**258,581**	**248,367**	**18,364**	**32,224**	**6,428**	**20,899**	**584,862**

Date prepared: 3/20/2023

+These funds can be used for operating, capital or technical assistance

* Systems that can use a portion of their federal 5307 funds for operating assistance

** Systems are not able to use their federal section 5307 funds for operating assistance

U.S. Census Bureau released the 2020 Census data taking effect in FY 2024 apportionments.

[1] Pottstown Urban Area merged into the Philadelphia Urban Area in 2020 Census. Assuming an equal amount received in Philadelphia suballocation.

[2] Urban Areas in 2020 Census that fell below the 50,000 population threshold to be eligible for Section 5307. Will not receive Section 5307.

[3] Youngstown, OH Urban Area boundaries changed in 2020 Census. Sharon, PA no longer within boundaries and will not receive Section 5307 suballocation.

[4] Rural Section 5311 may increase due to changes in 2020 Census Urban Area boundaries. However, assuming flat increases FY 2024 and beyond.

Appendix 7
Financial Guidance
Federal Transit Funding 2025-2028 ($000)

Federal Transit	FFY 2028						
Urban Area	Urbanized Area (5307 & 5340)	5337 (State of Good Repair)	5310	5311+	Appalachian Funds+	5339 (Bus and Bus Facilities)	Total
Allentown-Bethlehem*	10,284	0	927	0	0	861	**12,073**
Altoona*	1,733	0	0	0	0	0	**1,733**
East Stroudsburg[2]	0	0	0	0	0	0	**0**
Erie*	6,172	0	0	0	0	0	**6,172**
Harrisburg*	7,135	0	664	0	0	573	**8,372**
Hanover*	1,312	0	0	0	0	0	**1,312**
Hazleton*	1,175	0	0	0	0	0	**1,175**
Johnstown*	2,486	22	0	0	0	0	**2,508**
Lancaster*	6,428	0	615	0	0	527	**7,570**
Lebanon*	1,517	0	0	0	0	0	**1,517**
Monessen[2]	0	0	0	0	0	0	**0**
Philadelphia**	138,400	189,505	5,258	0	0	8,451	**341,613**
Pittsburgh**	45,575	34,876	2,714	0	0	3,260	**86,425**
Pottstown*[1]	1,889	0	0	0	0	0	**1,889**
Reading*	4,876	0	392	0	0	419	**5,686**
Scranton/Wilkes-Barre*	6,574	0	617	0	0	559	**7,750**
Sharon[3]	0	0	98	0	0	0	**98**
State College*	5,592	0	0	0	0	0	**5,592**
Uniontown-Connellsville[2]	0	0	0	0	0	0	**0**
Williamsport*	2,315	0	0	0	0	0	**2,315**
York*	4,347	0	350	0	0	377	**5,074**
Large Urban	8,585	5,967	0	0	0	0	**14,552**
Small Urban	2,187	0	3,146	0	0	1,872	**7,205**
Large or Small Urban	0	17,997	0	0	0	4,000	**21,997**
Non Urbanized	0	0	3,583	27,391	0	0	**30,974**
Intercity Bus	0	0	0	4,834	0	0	**4,834**
Appalachian Counties	0	0	0	0	6,428	0	**6,428**
TOTALS	**258,581**	**248,367**	**18,364**	**32,224**	**6,428**	**20,899**	**584,862**

Date prepared: 3/20/2023

+These funds can be used for operating, capital or technical assistance

* Systems that can use a portion of their federal 5307 funds for operating assistance

** Systems are not able to use their federal section 5307 funds for operating assistance

U.S. Census Bureau released the 2020 Census data taking effect in FY 2024 apportionments.

[1] Pottstown Urban Area merged into the Philadelphia Urban Area in 2020 Census. Assuming an equal amount received in Philadelphia suballocation.

[2] Urban Areas in 2020 Census that fell below the 50,000 population threshold to be eligible for Section 5307. Will not receive Section 5307.

[3] Youngstown, OH Urban Area boundaries changed in 2020 Census. Sharon, PA no longer within boundaries and will not receive Section 5307 suballocation.

[4] Rural Section 5311 may increase due to changes in 2020 Census Urban Area boundaries. However, assuming flat increases FY 2024 and beyond.

Appendix 7
Financial Guidance
Federal Transit Funding 2025-2028 ($000)

Federal Transit	Total FFY 2025 - FFY 2028						
Urban Area	Urbanized Area (5307 & 5340)	5337 (State of Good Repair)	5310	5311+	Appalachian Funds+	5339 (Bus and Bus Facilities)	Total
Allentown-Bethlehem*	41,138	0	3,708	0	0	3,445	**48,290**
Altoona*	6,931	0	0	0	0	0	**6,931**
East Stroudsburg[2]	0	0	0	0	0	0	**0**
Erie*	24,688	0	0	0	0	0	**24,688**
Harrisburg*	28,538	0	2,655	0	0	2,294	**33,487**
Hanover*	5,248	0	0	0	0	0	**5,248**
Hazleton*	4,700	0	0	0	0	0	**4,700**
Johnstown*	9,946	86	0	0	0	0	**10,032**
Lancaster*	25,713	0	2,459	0	0	2,108	**30,280**
Lebanon*	6,067	0	0	0	0	0	**6,067**
Monessen[2]	0	0	0	0	0	0	**0**
Philadelphia**	553,599	758,021	21,030	0	0	33,803	**1,366,453**
Pittsburgh**	182,300	139,505	10,857	0	0	13,039	**345,701**
Pottstown*[1]	7,556	0	0	0	0	0	**7,556**
Reading*	19,503	0	1,567	0	0	1,675	**22,744**
Scranton/Wilkes-Barre*	26,295	0	2,469	0	0	2,237	**31,001**
Sharon[3]	0	0	392	0	0	0	**392**
State College*	22,368	0	0	0	0	0	**22,368**
Uniontown-Connellsville[2]	0	0	0	0	0	0	**0**
Williamsport*	9,260	0	0	0	0	0	**9,260**
York*	17,386	0	1,399	0	0	1,509	**20,295**
Large Urban	34,340	23,869	0	0	0	0	**58,209**
Small Urban	8,748	0	12,585	0	0	7,487	**28,820**
Large or Small Urban	0	71,986	0	0	0	16,000	**87,986**
Non Urbanized	0	0	14,332	109,563	0	0	**123,895**
Intercity Bus	0	0	0	19,335	0	0	**19,335**
Appalachian Counties	0	0	0	0	25,711	0	**25,711**
TOTALS	**1,034,323**	**993,467**	**73,454**	**128,898**	**25,711**	**83,596**	**2,339,449**

Date prepared: 3/20/2023

+These funds can be used for operating, capital or technical assistance

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[1] Pottstown Urban Area merged into the Philadelphia Urban Area in 2020 Census. Assuming an equal amount received in Philadelphia suballocation.

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[4] Rural Section 5311 may increase due to changes in 2020 Census Urban Area boundaries. However, assuming flat increases FY 2024 and beyond.

Appendix 8
2025-2028 Federal and State Transit Funding by Region
($000)

Region	2025			2026			2027			2028			TOTAL		
	Federal Transit	State Transit	Total	Federal Transit	State Transit	Total	Federal Transit	State Transit	Total	Federal Transit	State Transit	Total	Federal Transit	State Transit	Total
DVRPC	343,502	1,299,193	1,642,695	343,502	1,307,073	1,650,575	343,502	1,314,883	1,658,385	343,502	1,325,393	1,668,895	1,374,009	5,246,542	6,620,551
SPC	86,425	465,554	551,979	86,425	468,124	554,549	86,425	470,664	557,089	86,425	474,084	560,509	345,701	1,878,426	2,224,127
Harrisburg	8,372	13,523	21,895	8,372	13,523	21,895	8,372	13,523	21,895	8,372	13,523	21,895	33,487	54,092	87,579
Scranton/WB	8,925	22,487	31,412	8,925	22,487	31,412	8,925	22,487	31,412	8,925	22,487	31,412	35,701	89,948	125,649
Lehigh Valley	12,073	27,789	39,862	12,073	27,789	39,862	12,073	27,789	39,862	12,073	27,789	39,862	48,290	111,156	159,446
NEPA	0	8,512	8,512	0	8,512	8,512	0	8,512	8,512	0	8,512	8,512	0	34,048	34,048
SEDA-COG	0	856	856	0	856	856	0	856	856	0	856	856	0	3,424	3,424
Altoona	1,733	5,294	7,027	1,733	5,294	7,027	1,733	5,294	7,027	1,733	5,294	7,027	6,931	21,176	28,107
Johnstown	2,508	9,946	12,454	2,508	9,946	12,454	2,508	9,946	12,454	2,508	9,946	12,454	10,032	39,784	49,816
Centre County	5,592	10,936	16,528	5,592	10,936	16,528	5,592	10,936	16,528	5,592	10,936	16,528	22,368	43,744	66,112
Williamsport	2,315	6,907	9,222	2,315	6,907	9,222	2,315	6,907	9,222	2,315	6,907	9,222	9,260	27,628	36,888
Erie	6,172	14,257	20,429	6,172	14,257	20,429	6,172	14,257	20,429	6,172	14,257	20,429	24,688	57,028	81,716
Lancaster	7,570	0	7,570	7,570	0	7,570	7,570	0	7,570	7,570	0	7,570	30,280	0	30,280
York	6,386	0	6,386	6,386	0	6,386	6,386	0	6,386	6,386	0	6,386	25,543	0	25,543
Reading	5,686	0	5,686	5,686	0	5,686	5,686	0	5,686	5,686	0	5,686	22,744	0	22,744
Lebanon	1,517	3,314	4,831	1,517	3,314	4,831	1,517	3,314	4,831	1,517	3,314	4,831	6,067	13,256	19,323
Mercer	98	2,051	2,149	98	2,051	2,149	98	2,051	2,149	98	2,051	2,149	392	8,204	8,596
Adams	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Franklin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Urban	**498,873**	**1,890,619**	**2,389,492**	**498,873**	**1,901,069**	**2,399,942**	**498,873**	**1,911,419**	**2,410,292**	**498,873**	**1,925,349**	**2,424,222**	**1,995,493**	**7,628,456**	**9,623,949**
Northwest	0	5,134	5,134	0	5,134	5,134	0	5,134	5,134	0	5,134	5,134	0	20,536	20,536
N. Central	0	7,943	7,943	0	7,943	7,943	0	7,943	7,943	0	7,943	7,943	0	31,772	31,772
N. Tier	0	3,741	3,741	0	3,741	3,741	0	3,741	3,741	0	3,741	3,741	0	14,964	14,964
S. Alleghenies	0	1,408	1,408	0	1,408	1,408	0	1,408	1,408	0	1,408	1,408	0	5,632	5,632
Wayne County	0	1,162	1,162	0	1,162	1,162	0	1,162	1,162	0	1,162	1,162	0	4,648	4,648
Total Rural	**0**	**0**	**19,388**	**0**	**19,388**	**19,388**	**0**	**19,388**	**19,388**	**0**	**19,388**	**19,388**	**0**	**77,552**	**77,552**
Unallocated	**85,989**	**112,490**	**198,479**	**85,989**	**147,753**	**233,742**	**85,989**	**183,861**	**269,850**	**85,989**	**221,333**	**307,322**	**343,956**	**665,437**	**1,009,393**
Multiple -- SCTA*	**0**	**27,378**	**27,378**	**0**	**27,378**	**27,378**	**0**	**27,378**	**27,378**	**0**	**27,378**	**27,378**	**0**	**109,512**	**109,512**
Multiple -- CPTA*	**0**	**15,610**	**15,610**	**0**	**15,610**	**15,610**	**0**	**15,610**	**15,610**	**0**	**15,610**	**15,610**	**0**	**62,440**	**62,440**
Grand Total	**584,862**	**2,046,097**	**2,650,347**	**584,862**	**2,111,198**	**2,696,060**	**584,862**	**2,157,656**	**2,742,518**	**584,862**	**2,209,058**	**2,793,921**	**2,339,449**	**8,543,397**	**10,882,846**

* Section 5311 Federal Funding is discretionary and based on annual approval of budget deficits up to total amount appropriated for Pennsylvania.
* Operating Assistance for South Central Transit is shared by the Lancaster and Reading MPOs
* Operating assistance for Central Pennsylvania Transportation Authority is shared amongst Adams, SEDA-COG, Harrisburg, Franklin and York MPOs

April 19, 2023

PENNSYLVANIA'S 2025 TRANSPORTATION PROGRAM GENERAL AND PROCEDURAL GUIDANCE

2025 Transportation Program
General and Procedural Guidance

2025 Transportation Program
General and Procedural Guidance

INTRODUCTION

The purpose of this General and Procedural Guidance document is to meet federal and state requirements for the development and documentation of the Pennsylvania 2025-2028 Statewide Transportation Improvement Program (STIP) and the regional Transportation Improvement Programs (TIPs). This includes, but is not limited to, 23 USC Section 134, 23 USC Section 135, 23 CFR 450.200, 23 CFR 450.300, and 23 CFR 490, as well as PA Consolidated Statute (CS) Title 74 and PA Code Title 67. As referenced in the **Pennsylvania FFY 2023-2026 STIP Federal Planning Finding**, these regulations guide the development process of the 2025 Transportation Program within the context of multiple inter-related, intergovernmental planning functions. The Moving Ahead for Progress in the 21st Century (MAP-21) Act required the use of a performance-based approach to transportation planning which was continued under the Fixing America's Surface Transportation (FAST) Act and Infrastructure Investment and Jobs Act/Bipartisan Infrastructure Law (IIJA/BIL). Performance-Based Planning and Programming (PBPP) refers to the application of performance management within the planning and programming process to achieve the desired performance outcomes for Pennsylvania's transportation system.

The Pennsylvania Department of Transportation (PennDOT) undertakes these activities together with other agencies, stakeholders, and the public to ensure that transportation investment decisions align with established targets and goals. These activities are carried out as part of a cooperative, continuing, and comprehensive (3C) planning process which guides the development of many PBPP documents, including:

- Statewide and Regional Long Range Transportation Plans (LRTPs)
- 12-Year Transportation Program (TYP)
- State Transportation Improvement Program (STIP)
- Regional Transportation Improvement Programs (TIPs)
- Transportation Asset Management Plan (TAMP)
- Transit Asset Management (TAM) Plans
- Pennsylvania Strategic Highway Safety Plan (SHSP)
- Freight Movement Plan (FMP)
- Congestion Mitigation and Air Quality (CMAQ) Performance Plan(s)
- Congestion Management Process (CMP)

This guidance document is a collaborative product jointly developed by PennDOT [PennDOT Executives, the Center for Program Development and Management (CPDM), Bureau of Operations (BOO), Bureau of Design and Delivery (BDD), Bureau of Public Transportation (BPT), Bureau of Equal Opportunity (BEO), and Engineering Districts], the Metropolitan Planning Organizations (MPOs) and Rural Planning Organizations (RPOs), and Federal Partners, including the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

This guidance reflects the performance-based planning approach to transportation planning, underscores the importance of the 3C process and identifies opportunities for collaboration. This guidance also lays out requirements for the documentation of the TIP development process and describes how project selection and prioritization will support Transportation Performance Management (TPM).

2025 Transportation Program
General and Procedural Guidance

This document will oversee the development process of the 2025 Transportation Program (STIP, TIPs, and TYP) and demonstrate the implementation of the TAMP. The transportation planning process is by its very nature fluid and subject to change. By working closely together, PennDOT, the MPOs/RPOs, and FHWA/FTA will strive to continuously improve the program development process. Therefore, this guidance document will be updated every two years to reflect changes in state or federal legislation, regulation, or policy. This document includes numerous hyperlinks that support program development.

BACKGROUND AND REQUIREMENTS

This guidance document provides references and links included in the text as support tools that users may find helpful in developing a broader understanding of the program development process.

The planning context for program development is a complex process that involves multiple elements, including planning and programming rules and regulations, transportation plans, data systems, and other programs that support and inform the program development process. To help understand the complex planning requirements for all stakeholders, PennDOT, in cooperation with the MPOs/RPOs and FHWA/FTA, developed the Guidebook for Pennsylvania's MPOs and RPOs. This guidebook provides a core source of information for planning and programming in Pennsylvania, including an initial documentation of roles, responsibilities, and requirements.

The initial part of the program development process is the update of the Financial Guidance and General and Procedural Guidance documents. Representation from PennDOT Central Office, PennDOT Districts, the MPOs/RPOs, and FHWA/FTA participate in work groups to update these documents. These two documents are the foundation of the program update process. The 2025 Transportation Program development schedule is available in Appendix 1.

PA Act 120 of 1970, enacted from Senate Bill 408, created PennDOT and the State Transportation Commission (STC). The STC is a 15-member body, chaired by the Pennsylvania Secretary of Transportation, which serves as the Board of Directors to PennDOT. The STC provides policy driven direction with respect to the development of Pennsylvania's TYP. PennDOT and STC work together with the MPOs/RPOs to develop several transportation planning documents, including the TYP. To satisfy the requirements of Act 120, PennDOT must prepare, update, and submit Pennsylvania's TYP to the STC for approval every two years.

The TYP is the Commonwealth's official transportation program and is a multimodal, fiscally constrained program of transportation improvements spanning a 12-year period. The TYP is divided into three four-year periods, with the first four years corresponding to the STIP and the regional TIPs. The TYP must be consistent with federal programming documents, such as the statewide and regional LRTPs.

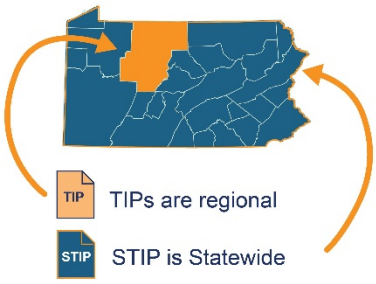
12-Year Program Cycle for Federal Fiscal Year (FFY) 2025-2036

FFY 2025	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030	FFY 2031	FFY 2032	FFY 2033	FFY 2034	FFY 2035	FFY 2036
1st Four Years (STIP/TIPs)				2nd Four Years				3rd Four Years			
TYP											
TAMP											

2025 Transportation Program
General and Procedural Guidance

Pennsylvania is required under 49 USC 5304(g) and 23 USC 135(g) to develop a STIP. Pennsylvania's STIP is a fiscally constrained four-year program of highway, bridge, and transit projects. The STIP is developed in cooperation with the MPOs/RPOs and public transportation agencies in the state and is consistent with the regional TIPs. The transportation projects on the STIP are consistent with the statewide and regional LRTPs. All projects that use Federal-aid funds must be listed in the STIP.

The STIP is the entire transportation program for the Commonwealth, which includes the Interstate and Statewide programs as well as the regional TIPs:



The Pennsylvania STIP is comprised of 26 individual TIPs:

- MPO TIPs (19)
- RPO TIPs (4)
- Independent County TIP (1)
- Statewide Items TIP (1)
- Interstate Management (IM) Program TIP (1)

PennDOT is responsible for statewide planning, while the MPOs/RPOs are responsible for transportation planning in their regions. Federal planning requirements 49 USC 5303(j) and 23 USC 134(j) require each MPO to develop a TIP at the local level. In Pennsylvania, the TIP is the first four years of the TYP. PennDOT has developed agreements with RPOs that position them as equals to MPOs. Therefore, in Pennsylvania, RPOs are held to the same requirements as MPOs with regards to the planning and programming process, which includes the development of individual TIPs, LRTPs, and UPWPs. PennDOT takes the lead in developing the independent county TIP, the Statewide Items TIP, and the Interstate Management (IM) Program TIP. Each MPO/RPO TIP is a fiscally constrained program of upcoming transportation projects that reflect regional and local priorities over the next four years. Federal law requires TIPs to be updated at least every four years. In Pennsylvania the STIP/TIPs are updated every two years during the TYP process, based on the requirements of Act 120.

Within Pennsylvania, the characteristics of the PennDOT Engineering Districts and MPOs/RPOs vary greatly, between the land area and population of the region, the number of transportation resources present, and the staff available to support operations. PennDOT, the MPOs/RPOs, transit agencies, and FHWA/FTA recognize this and agree to work cooperatively to meet the federal and state program requirements.

The STIP and MPO/RPO TIPs are developed based upon mutual trust, data sharing, open communication and coordination at each program development step, which results in a consensus between PennDOT, the MPOs/RPOs, FHWA/FTA, and other interested stakeholders regarding the most effective use of

limited transportation resources. To kick off this process, PennDOT and FHWA/FTA recommend that MPOs/RPOs and PennDOT Engineering Districts schedule an early coordination meeting at the beginning of the TIP development process to discuss and agree upon roles and responsibilities, overall schedule, and key deadlines. PennDOT CPDM liaisons and FHWA/FTA planning staff are available to participate and assist, as needed. PennDOT and FHWA/FTA have developed a new coordination worksheet to aid this discussion. The **worksheet** can be found in the 2025 General and Procedural Guidance Support Documents folder in SharePoint.

Each MPO/RPO, in coordination with their PennDOT CPDM representatives and their PennDOT District(s), will document the process used for regional TIP development. This documentation should include the project selection process, a description of the anticipated effect of the TIP toward achieving the performance targets, the individual roles and responsibilities of the MPO/RPO, PennDOT District(s) and Central Office, and a timeline. **Examples** can be found in the 2025 General and Procedural Guidance Support Documents folder in SharePoint.

The project selection documentation described above is integral to the process and should be submitted in draft form with the draft list of projects in accordance with the 2025 Transportation Program development schedule available in Appendix 1. This will allow for early coordination with PennDOT Districts, CPDM, FHWA, and FTA for review and feedback prior to the draft TIP public comment period.

Public Participation

Public outreach is a crucial component of updating the 12 Year Program. The release of the 2023 Transportation Performance Report (TPR) by the STC on February 22, 2023, was the official start of the 2025 Program update process in Pennsylvania.

PennDOT, the STC, and the MPOs/RPOs welcomed the public to review the TPR before providing input and feedback on transportation priorities to help identify projects for the 2025 Program. The 2025 TYP update public comment period took place from March 1 through April 30, 2023. During this comment period, the public was encouraged to take an online transportation survey to share their transportation priorities and concerns and attend an Online Public Meeting held April 12, 2023, where the findings of the 2023 TPR were presented and the public was given the opportunity to ask questions.

The public comment period unofficially began with a pilot of 'pop-up' in-person events to encourage diverse public involvement by attending the 2023 Pennsylvania Farm Show and Pennsylvania Auto Show. The ‘pop-up’ events concluded with the PA State Association of Township Supervisors (PSATS) Conference at the end of the public comment period. An informational banner and rack cards were used as promotional tools.

To increase public participation and gather as much feedback as possible, PennDOT, the STC, and the MPOs/RPOs reinforced this public outreach effort by informing stakeholders and the public about the Transportation Survey and encouraging participation through social and traditional media.

The public feedback collected through the transportation survey will be used to shape the 2025 TYP and shared with the BPT, Districts, and MPOs/RPOs, who will consider these results in their project selection process for the TIP.

STC's How It Works describes how PennDOT, the STC, and the Transportation Advisory Committee (TAC) use various tools, including programs, plans, and reports to complete the TYP Update Planning Process.

An integral part of the program development process involves meaningful public outreach and involvement. A Public Participation Plan (PPP) is a key element to ensure that all transportation related activities are communicated and involve all members of the public, including traditionally underserved and protected populations. PennDOT Central Office, in coordination with the MPOs/RPOs and FHWA/FTA, develops and utilizes a Statewide PPP in accordance with 23 CFR 450.210.

FHWA provides guidance to the MPOs/RPOs regarding public involvement requirements. The MPOs/RPOs are responsible for developing their regional PPPs that outline the processes by which they ensure adequate involvement and input from various stakeholders, including elected officials, transportation agencies and service providers, businesses, special interest groups, disadvantaged populations, and other members of the public.

The MPOs/RPOs must post their regional PPPs on their websites. These MPO/RPO PPPs must specifically identify how the MPOs/RPOs will notify the public of meetings, ensure access to meetings, and demonstrate how they will consider and respond to public input.

Limited English Proficiency

Providing translated Limited English Proficiency (LEP) taglines to the TIP, LRTP and related public participation documents, as well as associated translation services, is an effective way to ensure access for public comment. A tagline is a translated sentence in one or more languages to inform members of the public how to request a translated version of the document. The provision of taglines aligns with USDOT guidance on providing meaningful access to LEP persons. A copy of translated language taglines for inclusion in documents available for public comment is available in the Title VI folder on SharePoint.

Title VI

As a recipient of federal funding, MPOs and RPOs must be in compliance with Title VI as outlined in the Code of Federal Regulations (CFR) 49 CFR § 21 (Nondiscrimination In Federally-Assisted Programs Of The Department Of Transportation - Effectuation Of Title VI Of The Civil Rights Act Of 1964) and the FTA Circular 4702.1B (Title VI Requirements and Guidelines for Federal Transit Administration Recipients). The FTA Circular 4702.1B requires that MPOs/RPOs (sub-recipients of federal funds) document their compliance by creating and submitting an approved Title VI Program document to PennDOT (the primary recipient). MPOs and RPOs should continue to coordinate with PennDOT through the Bureau of Equal Opportunity (BEO), Bureau of Public Transportation (BPT), and CPDM as well as with FTA and FHWA, as needed, for guidance, resources, and assistance in maintaining compliance. FTA Region III shared resources on the FTA Circular 4702.1B requirements for MPOs/RPOs along with a document of PennDOT's efforts to meet these requirements. To learn more about Title VI and the overarching requirements of this and related statutes and authorities, please refer to PennDOT's Title VI webpage which addresses the full scope of the Department's civil rights obligations. Resources referenced above are available in the Title VI folder on SharePoint.

Planning processes must comply with Title VI of the Civil Rights Act of 1964 that prohibits exclusion from participation in, denial of the benefits of, and discrimination under federally assisted programs on grounds of race, color, or national origin. Furthermore, PennDOT must comply with other federal and Commonwealth statutes and authorities that prohibit discrimination based on an individual or group's sex, age, religious creed, and/or disability. PennDOT's Title VI Compliance and Implementation Plan defines the policies and procedures by which the Department administers its Title VI activities and ensures its programs comply with Title VI requirements both within PennDOT and among its federal-aid sub-recipients.

PennDOT BEO, in coordination with PennDOT CPDM and FHWA, has crafted a template that can be used by the MPOs/RPOs as a general Title VI policy statement and complaint procedural notice. MPOs/RPOs that already maintain a Title VI Policy statement that addresses the principal points articulated in this template may maintain their existing statements or choose to modify this template to meet their organizational needs. Any Title VI statement should include the organization's name and Title VI Coordinator contact information. The Title VI Coordinator should be fully versed in the organization's complaint and accommodation procedures and designated as the point of contact for public concerns and requests.

It is recommended that this **Title VI template** or a comparable statement be applied as an appendix or preface to the TIP document that is made available for public comment. Additionally, it is recommended to apply this template or a comparable statement to other publicly facing documents and communications, including the MPO/RPO PPP and respective websites.

As recipients of Federal funds, MPOs and RPOs must also follow Title VI data collection and analysis requirements as provided for in 49 CFR 21.9 and 28 CFR 42.406. FHWA is awaiting further guidance regarding the DOT Title VI Order (DOT 1000.12C) and how the requirements for Title VI data collection will be implemented.

Americans With Disabilities Act (ADA)

PennDOT subrecipients are required to designate a responsible employee and adopt ADA/Section 504 complaint procedures in accordance with 49 CFR 27.13. Each subrecipient must satisfy the requirements of 49 CFR 27.15. A designated ADA contact person or coordinator should be identified on MPO/RPO websites and public notices including TIP and LRTP public comment and public meeting announcements. MPOs/RPOs shall include an ADA accommodation statement and procedures for submitting ADA accommodation requests or complaints as part of their planning documents.

Justice40

Justice40 was established by Executive Order 14008 and is an opportunity to address gaps in transportation infrastructure and public services by working toward the goal that at least 40% of the benefits from covered programs flow to disadvantaged communities. On August 18, 2022, the White House announced USDOT's official Justice40 covered programs list, which includes both discretionary grant programs and Formula funds. Within FHWA/FTA, the identified Justice40 Formula programs include but are not limited to the following:

- Carbon Reduction Program (CRP)
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- National Electric Vehicle Infrastructure (NEVI) Formula Program
- PROTECT Formula Program
- Transportation Alternatives Set-Aside (TASA)
- Buses and Bus Facilities Formula Program

Additional implementation guidance from USDOT is anticipated soon. More information can be found on the USDOT's Justice40 Initiative website. A listing of Discretionary and Formula programs identified as Justice40 is also available.

Tribal Consultation

Although there are no areas in Pennsylvania currently under the jurisdiction of Tribal governments, PennDOT recognizes the importance of tribal consultation and considers federally recognized Tribes and Nations to be interested parties. Therefore, PennDOT and MPOs/RPOs shall consult with federally recognized Tribes and Nations that have regions of interests in Pennsylvania to provide opportunities for review and comment on key planning documents, such as the TIP, LRTP, and PPP. For the 2025 TIP update, this includes notifying Tribes and Nations of the opportunity to participate in any TIP public meetings and review the draft TIP during the public comment period. However, this effort to consult with individual Tribes and Nations needs to be a separate public involvement effort that occurs during the public comment period. The consultation letter to inform the Tribes and Nations of the public involvement opportunity should be specific and tailored to the individual Tribe or Nation that maintains an area of interest within the boundaries of each respective planning partner and should not be included in mass email alerts/notices to the general public. Because of the importance of consultation with Tribes and Nations, the letter should come directly from PennDOT or the MPO/RPO staff and cannot be sent by a consultant.

Please note that some of the Tribes and Nations accept email correspondence while others may require a paper copy of documents. For the Tribes and Nations that require paper copies, please include a printed version of the TIP with the consultation letter to reduce any barriers to participation, and freedom for review, and comment. A **list** of federally-recognized Tribes and Nations contacts as well as a **sample coordination letter** are available in the Tribal Coordination folder in SharePoint.

Self-Certification

All Pennsylvania's MPOs are required by 23 CFR 450.336(a) to complete self-certification resolutions concurrent with their TIP updates, which state that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements. These self-certification resolutions are part of the TIP submission documentation sent to PennDOT CPDM. The regulatory requirements and citations to include in the Self-Certification resolution can be found at 23 CFR 450.336. **An example** of a self-certification resolution can be found in the 2025 General and Procedural Guidance Support Documents folder in SharePoint.

2025 Transportation Program
General and Procedural Guidance

Project Selection

To the maximum extent practicable, project selection, evaluation, and prioritization should be a clear and transparent process. To kick off this process, PennDOT and FHWA/FTA recommend that MPOs/RPOs and PennDOT Districts schedule an early coordination meeting at the beginning of the TIP development process to discuss and agree upon roles and responsibilities, overall schedule, and key deadlines. PennDOT CPDM liaisons and FHWA/FTA planning staff are available to participate and assist, as needed. PennDOT and FHWA/FTA have developed a new coordination worksheet to aid this discussion. The **worksheet** can be found in the 2025 General and Procedural Guidance Support Documents folder in SharePoint.

PennDOT District and CPDM staff will work with the MPOs/RPOs to document the project identification, prioritization, and selection process used for the highway/bridge portion of the Program. The MPOs/RPOs will work with public transit agencies in their regions to document the project identification, prioritization, and selection process used for the public transit portion of the Program. These project selection processes will vary by District, MPO/RPO, and public transit agency, but should reflect the key elements established in this guidance, be documented in the regional TIP development process mentioned above and be included as part of the MPO/RPO TIP submissions. A draft version of the regional project selection documentation should be submitted to PennDOT CPDM with the draft list of projects in accordance with the 2025 Transportation Program development schedule available in Appendix 1. This will allow for early coordination with PennDOT Districts, CPDM, FHWA, and FTA for review and feedback prior to the draft TIP public comment period.

PennDOT District and MPO/RPO staff will work together to identify candidate projects for the highway/bridge portion of the 2025 Program. Initial focus should be placed on carryover projects which must be carried forward onto the 2025 Program from a previous program. These include:

- Projects that are still advancing through the project delivery process
- Projects with unforeseen cost increases
- Projects with anticipated Advance Construct (AC) conversions

Highway/bridge carryover project scopes, costs, and schedules will be reviewed and updated based on information obtained through project management and from local input/outreach sources such as the STC Public Survey, MPO/RPO public involvement, PennDOT Connects (PennDOT's municipal outreach policy), and Environmental Justice analysis. PennDOT Districts must ensure that timely and accurate project information is input into PennDOT's Multimodal Project Management System (MPMS) and share this information with the MPOs/RPOs and PennDOT CPDM. Project public narratives and MPMS data entry should follow Pub 227 and strike-off letters available in the 2025 General and Procedural Guidance Support Documents folder in SharePoint.

Clear and understandable project descriptions guarantee that details including the location and scope of work are easily understood by the public and will even reduce potential confusion during TIP Negotiations, Air Quality Conformity, federal funds eligibility review, safety assessments, and funds obligation. As the project progresses, it is important to update the project description to reflect changes in scope and/or alternatives analysis.

PennDOT District staff and MPO/RPO staff should then cooperatively meet to evaluate highway/bridge project ideas or additional needs that have been identified through the TPM process and informed by the TAMP, transportation performance measures, the statewide and regional LRTPs, and the local input/outreach sources mentioned above. PennDOT CPDM will ensure that adequate coordination meetings are occurring and appropriately documented for the STIP/TIP submission.

The MPOs/RPOs, in consultation with the Engineering Districts, should consider projects that contribute to improving performance in more than one area. Tools like OneMap and other GIS based applications may be utilized to assist with analyzing these various performance areas.

Based upon this continued coordination throughout the TIP development process, PennDOT District staff will create project scopes, costs, and schedules in MPMS for the mutually agreed-upon new projects. To allow for open discussion and collaboration, cooperative discussions about candidate projects under consideration should occur between the MPOs/RPOs and the Districts prior to preparation of a fiscally constrained project list.

PennDOT Connects

Overarching guidance for PennDOT's project development and delivery process is provided by Design Manual Part 1A (DM1A). It provides guidance on the collection, validation, sharing and documentation of the information necessary to advance a project. As detailed in DM1A, new projects must follow the PennDOT Connects collaborative planning process approach in Appendix 2. The local government outreach and collaboration achieved through the PennDOT Connects policy leads to positive outcomes, including clearer scopes of work and more accurate schedules and budgets when projects are programmed. This information is carried forward into the scoping and environmental review processes. PennDOT Connects collaboration may occur throughout the planning process. However, PennDOT Connects Project Initiation Forms (PIFs) should be completed for new TIP projects prior to programming. Additional guidance is currently being developed to address PennDOT Connects scalability for projects funded outside of Financial Guidance.

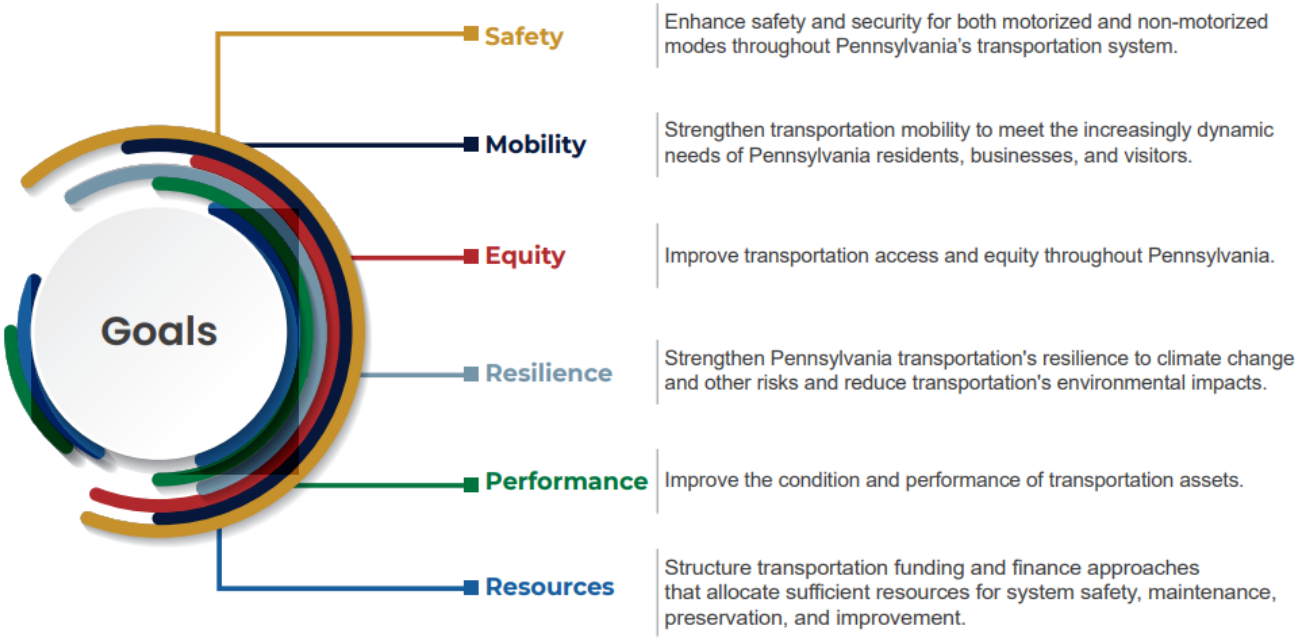
PennDOT Connects identifies community needs and contextual concerns early in project planning through a collaborative process. It is also a mechanism where PennDOT and the MPOs/RPOs can hold discussions on emerging topics like Environmental Justice in the state's transportation programs. PennDOT and the MPO/RPOs coordinate with local governments to identify opportunities to incorporate community-related features into potential projects prior to adding those projects to the Program. However, this is only the beginning of the PennDOT Connects collaborative approach. While community-focused project features are identified in planning, it is often not until the Preliminary Engineering (PE) process is conducted that a determination can be made on whether these features can reasonably be incorporated into the project. Issues such as environmental impacts and other design considerations, such as right-of-way and utilities, are all considerations that factor into decision-making entering the final design of a project. Local governments must be kept informed throughout the decision-making processes involved in project development and delivery.

The identification and consideration of cultural resources is one aspect of PennDOT Connects collaboration that can be particularly valuable. "Cultural resources" is a term that is typically used synonymously with the term "historic properties", which are defined in the National Historic

Preservation Act of 1966 (NHPA) (54 USC § 300308) as buildings, sites, districts, structures and objects included in, or eligible for inclusion in, the National Register of Historic Places. Section 106 of the NHPA requires that federal agencies consider the effects of their actions on historic properties following the Advisory Council on Historic Preservation's implementing regulations at 36 CFR 800. Identifying historic properties present, or likely present, in a project area during project planning provides the best means for protecting and preserving cultural properties important to Pennsylvania's communities and benefits the efficiency and utility of the Section 106 process. As part of the PennDOT Connects process, the MPOs/RPOs and PennDOT Districts should discuss if cultural resources are present, or likely present, in the project area. Collaboration with the State Historic Preservation Officer (SHPO) and/or the PennDOT District Cultural Resource Professionals (District archaeologist and District architectural historian) may also inform the process. Pennsylvania's Statewide Historic Preservation Plan for 2018-2023 outlines a five-year plan for collaboration on historic preservation that should be considered as part of project planning.

Long Range Transportation Plans

The 2045 PA Long Range Transportation Plan (LRTP), Publication 394 and 394A, is Pennsylvania's current LRTP of record and the 2045 Freight Movement Plan (FMP), Publication 791 and 791A, is Pennsylvania's current FHWA approved freight movement plan. These policy plans were developed with the cooperation and input from dozens of state agencies, regional and local transportation agencies, and stakeholders. The 2045 PA Long Range Transportation Plan sets goals for Pennsylvania/PennDOT that include system safety, mobility, equity, resilience, performance, and resources. Pennsylvania's statewide LRTP has been updated for 2045. The statewide Freight Movement Plan has also been updated for 2045 to meet the most recent federal requirements from the IIJA/BIL and to keep the plan policies for Pennsylvania's freight movement relevant and up to date. Updates to the statewide FMP will occur every four years.



Pennsylvania MPOs and RPOs are required to have their own regional LRTPs. They are maintained and updated as needed in accordance with the current federal transportation legislation requirements - at least every four years in air quality nonattainment and maintenance areas and at least every five years in attainment areas. PennDOT provides guidance support to MPOs/RPOs in the development of their regional LRTPs in the form of its Regional Long-Range Transportation Plan Guidance PUB 575. In 2020, PennDOT also created a new resource for LRTP plan making and freight planning. Freight Planning Guidance PUB 790 in response to the growing emphasis and importance of freight movement. PUB 790 serves as a planning resource that outlines the planning process and specialized considerations for the development of independent Freight Plans, or for the integration of freight as a part/component of regional LRTPs.

Regional LRTPs are to be consistent with the goals laid out in the statewide LRTP. Responsive LRTPs are based on extensive public and stakeholder involvement and include a list of fiscally constrained projects that support regional goals and objectives. These projects are prioritized with a strong emphasis on preservation and operating efficiency of the existing infrastructure for all modes to ensure consistency between regional LRTPs, local comprehensive plans, and regional TIPs. The MPOs/RPOs shall make their regional LRTPs available on their websites.

Transportation Performance Management

Transportation Performance Management (TPM) requirements are a key component of the project decision making process. TPM planning requirements were established by the MAP-21 Act and reaffirmed in the FAST Act and IIJA/BIL. Under these rules, PennDOT and its MPOs/RPOs are required to establish targets related to safety, bridge and pavement condition, air quality, freight movement, public transportation asset management and safety, and the performance of the National Highway System, and to use performance measures to track their progress toward meeting these targets.

Information on TPM rules and other resources on performance management are available on FHWA's Transportation Performance Management webpage and through FTA's Performance Based Planning webpage. Additional information on PBPP can be found on FHWA's Performance Based Planning and Programming Guidebook and is illustrated in the flowchart shown below.

The **TPM Resource Toolbox** has been created to support PennDOT and the MPOs/RPOs with the integration of the federal performance measures in the transportation planning process. The toolbox includes:

- Ability to ask questions for which PennDOT will work to create formal responses
- Handouts to provide further guidance in TPM implementation
- Examples of noteworthy practices and select case studies
- Key contacts and resources
- Ways to communicate the TPM measures to the public

MPOs/RPOs can recommend new ideas for items to be added to the TPM Resource Toolbox to support the application of performance measures in the TIP and LRTP planning process.

PennDOT and the MPOs/RPOs are required to comply with 23 USC 150, which provides strategies for the most efficient investment of Federal transportation funds by refocusing on national transportation goals, increasing the accountability and transparency of the Federal-aid highway program, and improving project decision making through PBPP.

23 CFR 450.314(h) requires PennDOT, MPOs/RPOs, and public transit agencies to create jointly agreed-upon written provisions for how they will cooperatively develop and share information related to five key elements of PBPP:

- Transportation performance data
- Selection of performance targets
- Reporting of performance targets
- Reporting of performance to be used in tracking critical outcomes for each region
- Collection of data for the State asset management plan for the National Highway System (NHS)

PennDOT, in cooperation with its MPOs/RPOs, developed the **Pennsylvania Transportation Performance Management Performance-Based Planning and Programming Procedures** document to serve as Pennsylvania's jointly-written provisions for the highway/bridge PBPP roles and responsibilities. It also more fully documents the roles for PennDOT and the MPOs/RPOs regarding target setting coordination, data collection, data analysis and reporting. To ensure compliance with 23 CFR 450.314, the MPOs/RPOs have provided written acknowledgement that the Pennsylvania PBPP written provisions were cooperatively developed and agreed-upon with PennDOT.

MAP-21 established three categories of performance measures, which are collectively referred to as the PM1, PM2, and PM3 measures:

- PM1 – measures of safety performance
- PM2 – measures for the condition of NHS pavements, Interstate pavements, and bridges carrying the NHS
- PM3 – measures for the performance of the NHS, freight movement on the Interstate, and the CMAQ Program

The PM1, PM2, and PM3 measures each have multiple targets. Based on the jointly-written provisions, the statewide targets for the above measures were set in coordination between PennDOT and the MPOs/RPOs. Currently, most MPOs/RPOs have adopted PennDOT's statewide targets. MPOs/RPOs that do not adopt the statewide targets must coordinate with PennDOT on their revised targets and methodology. Documentation on the currently approved targets is available on PennDOT's Transportation Performance Management SharePoint page.

Public Transit Agencies are also required by FTA to develop performance targets related to asset management and safety. These targets are discussed in more detail in the Transit section below.

In accordance with 23 CFR 450.218(q), PennDOT CPDM, BPT and BOO will describe in the STIP documentation how the Statewide Program of projects contributes to the achievement of the performance targets identified in the state performance-based plans, linking investment priorities to those targets. The narrative will document the PBPP objectives, investment strategies, performance measures and targets from the performance-based plans that are being implemented through the Program of projects in the STIP.

Similarly, in accordance with CFR 450.326(d), the MPOs/RPOs, in coordination with PennDOT Districts and transit agencies, will describe in their TIP documentation how their regional programs contribute to the achievement of their performance targets in the regional performance-based plans, again linking investment priorities to those targets. The narratives should document the PBPP objectives, investment strategies, performance measures and targets from the performance-based plans that are being implemented through the program of projects in the MPO/RPO TIPs.

The narrative descriptions in the STIP/TIPs should also include a description of how the other performance-based plans are being implemented through the STIP and TIPs. For example, the narrative should describe how the objectives, investment strategies, performance measures and targets from the PennDOT TAMP, Pennsylvania SHSP, the Highway Safety Improvement Program (HSIP), the 2045 Freight Movement Plan (FMP), TMA CMAQ Performance Plans (see 23 U.S.C. 149(l)), regional CMP plans, transit asset management plans, and other performance-based plans are being implemented through the program of projects in the STIP/TIPs.

The narrative should specifically describe these linkages and answer the following questions:

- How were the projects included in the STIP/TIPs selected/prioritized?
- What is the anticipated effect of the STIP/TIP towards the achievement of the performance targets?
- How are the STIP/TIPs consistent with the other performance-based planning documents?

Documentation of how the TIP supports achievement of the performance targets should be incorporated into the project selection and program development narrative submitted by MPOs/RPOs. This information is critical to the TIP development process and should be submitted to PennDOT CDPM in draft form with the draft list of projects in accordance with the 2025 Transportation Program development schedule available in Appendix 1. This will allow for early coordination with PennDOT Districts, CPDM, FHWA, and FTA for review and feedback prior to the draft TIP public comment. Additional **template tools** and **examples** will be made available in 2025 General and Procedural Guidance Support Documents folder in SharePoint as well as the TPM Resource Toolbox.

Safety

Safety is a primary focus of strategic investments for Pennsylvania's transportation network at the State and Federal level. Safety is one of seven themes from PennDOT's Strategic Plan, one of the six goal areas of the 2045 LRTP strategic directions, and one of three strategies in Pennsylvania's Transportation Asset Management Plan (TAMP). Safety is the USDOT's top priority and identified as FHWA's number one objective in the National Roadway Safety Strategy. Safety Performance Management is also part of FHWA's overall TPM program. The Safety Performance Management Final Rule establishes safety performance measure requirements for carrying out the HSIP.

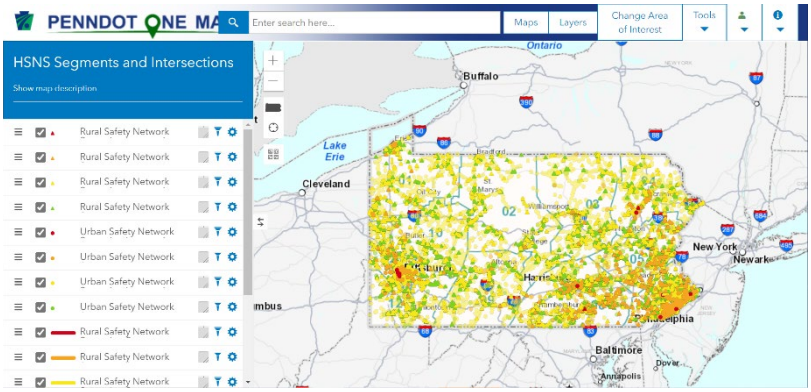
To establish the current Safety Performance Measure (PM1) targets, PennDOT BOO reviewed the State's crash and fatality data and evaluated it for overall trends, comparing these trends to what could be observed at the national and state level. PennDOT evaluated how these trends affected the Pennsylvania SHSP goals and the National Toward Zero Death initiative. PennDOT BOO and CPDM shared the statewide data with the Engineering Districts and MPOs/RPOs.

In addition to tracking the PM1 targets, special rules have been established and sustained under the IIJA/BIL for the HSIP program. These special rules, addressing vulnerable road users (VRU), high risk rural roads (HRRR), and older drivers and pedestrians, include obligation and reporting requirements triggered by identified crash data trends. These requirements are designed to promote a comprehensive approach towards safety planning, aligning with new focuses on active transportation, the Safe Systems Approach, and evolving national performance-based standards. Reaching targets and

achieving safety goals requires incorporating safety into all aspects of project planning and funding sources.

The purpose of HSIP funding is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads while working towards achieving the PM1 safety targets as part of a comprehensive approach towards safety. Projects using HSIP funding will be coordinated between the regional MPO/RPO and PennDOT District, BOO, and CPDM, and must be consistent with the strategies from the Pennsylvania SHSP. HSIP funding is 6% of Pennsylvania's total allocation and projects funded by HSIP are not the only projects that have an impact on reducing fatalities and serious injuries. Conducting a safety assessment of during the planning stage of projects could result in increased safety benefit, earlier identification of potential HSIP projects, and allow for consideration and incorporation of safety measures on all projects regardless of funding source.

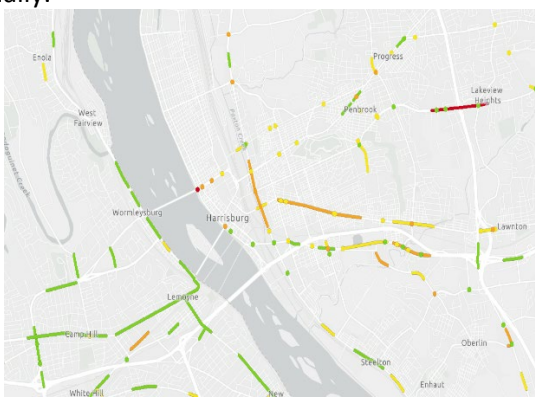
All projects utilizing HSIP funds shall be evaluated based on a Highway Safety Manual (HSM) analysis that includes a Benefit Cost Analysis, CMFs for systemic improvements, improvements on high-risk rural roads, Vulnerable Road Users (VRUs), administrative needs, and deliverability. A data-driven safety analysis in the form of an HSM analysis which includes BCA is required to complete PennDOT's HSIP Application Process. Performing this analysis early in the planning process will help ensure projects selected for inclusion in the TIP will support the fatality and serious injury reductions goals established under PM1. Selecting projects with the highest excess value returns on investment have the greatest opportunity for improving safety. HSIP projects shall have a at least a 1:1 return on the safety funding investment. MPOs/RPOs and PennDOT Districts are encouraged to select projects for inclusion in the TIP that will result in the highest B/C ratio as this supports a greater potential for reduction in fatalities and suspected serious injuries. It is important to select projects with realistic delivery timelines to ensure Pennsylvania can accommodate HSIP obligation requirements and maximize the usage of available funding and return on safety investments.

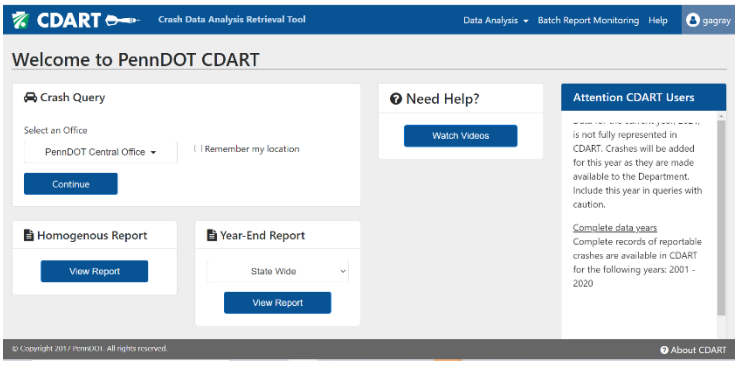


The process for selecting spot location safety projects for inclusion in the TIP should begin with Highway Safety Network Screening (HSNS) Evaluation that the Department has performed on all counties. Selecting locations with an annual excess crash cost or frequency greater than zero from this network screening is key to identifying locations with a high potential to improve safety. This evaluation has been mapped and is included in PennDOT's OneMap, PCIT, and CDART crash databases to ease use by our partners. This GIS layer contains both urban and rural locations that represent both intersections and roadway segments. At the current time this is not all inclusive for every road in Pennsylvania. Locations not currently evaluated may be considered by performing the same type of excess crash frequency evaluation the Department utilizes in the HSNS. The difference in the expected number of crashes and predicted number of crashes is computed as an 'excess crash frequency'. A positive excess crash frequency shows a potential for safety improvement, while a negative excess crash frequency indicates there are fewer expected crashes than predicted. The greater the difference between the expected number of crashes and the predicted number of crashes

(excess crash frequency), the greater the potential for safety improvement. If the expected number of crashes is fewer than the predicted number of crashes, the excess crash frequency will be negative, and it is assumed there is little room for safety improvement. The yearly excess crash costs are calculated utilizing the excess crash frequencies for Fatal & Injury (F&I) crashes and Property Damage Only (PDO) crashes and then weighting those excess crashes with the costs of F&I crashes and PDO crashes. The excess crash costs allow for the evaluation of the severity of crashes. Use of the Highway Safety Manual and PUB 638A will assist in performing this evaluation manually.

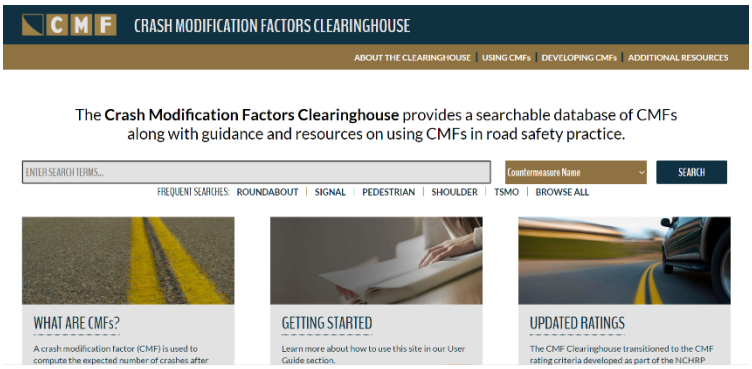
Locations in OneMap are color coded to easily identify potential safety project locations. The locations identified in yellow, orange, or red have an increasing potential for improving safety with the red locations having the greatest opportunity to improve safety. Locations in green are locations that are already performing safely statistically and are included so that partners understand that there may be limited improvement of safety by selecting one of these locations for inclusion on the TIP.





Once safety candidate location(s) have been prioritized for further analysis using the network screening, an assessment of the type of project that needs to be done to address the safety needs should be performed. This analysis must be performed so that project delivery and funding level considerations can be factored into TIP development. Through crash data, the MPO/RPO's and Engineering Districts can get an idea of whether the safety needs can be addressed by using proven countermeasures or whether a more significant infrastructure improvement is necessary. To assist in this, partners can use one of two systems:

(1) Crash Data Analysis Retrieval Tool (CDART)
(2) Pennsylvania Crash Information Tool (PCIT)



Once this analysis has been performed, data should be used by the Engineering Districts and planning partners to assist MPO/RPO's in evaluating different factors to address the safety concern. By starting with the Crash Modification Factors Clearinghouse the Engineering Districts can help narrow down treatments that are applicable to a given location and dataset. MPOs/RPOs should use this information to assess the complexity of the project needed. For example, can a situation involving roadway

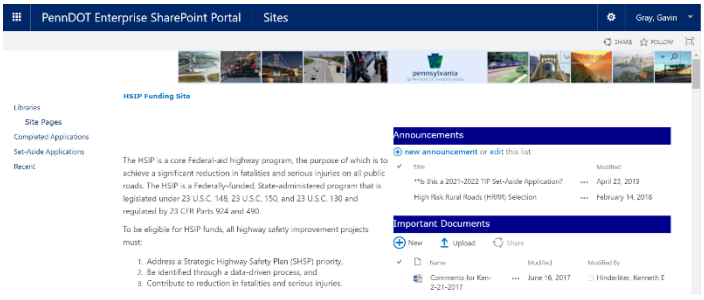
departure crashes be addressed by the addition of curve warning signs and high friction surface treatments or do a series of curves in the roadway need removed. Obviously the more complex the solution is the greater the funding levels will be, but it also increases other project delivery aspects like environmental clearances and right-of-way impacts. Both areas can affect how much funding is tied to a given year on the TIP as well as the total number of years the project will need carried on the TIP to reach completion. All of these factors are important considerations when selecting safety projects because delivering projects that have the greatest potential for return on reduction in crashes is key to the Commonwealth achieving its established safety performance targets and avoiding penalties for the target metrics, VRUs, and HRRRs.

Guidance on performing a data-driven safety analysis can be found in the following locations:

- PUB 638 – Highway Safety Program Guide
- PUB 638A – Pennsylvania Safety Predictive Analysis Methods Manual
- PennDOT Safety Website
- AASHTO Highway Safety Manual
- FHWA Crash Costs for Highway Safety Analysis
- FHWA Countermeasure Service Life Guide
- FHWA Selecting Projects and Strategies to Maximize Highway Safety Improvement Program Performance
- Highway Safety Benefit-Cost Analysis Guide
- Highway Safety Benefit-Cost Analysis Tool: Reference Guide
- HSM Analysis [Crash Modification Factor (CMF) Clearinghouse]

More information on HSIP project eligibility and requirements, including federal share pro rata, can be found at the following links:

- FHWA – Project Eligibility
- FHWA – Eligibility Guidance
- 23 USC 120 – Federal Share Payable
- 23 USC 148 – Highway Safety Improvement Program



The HSIP Project Application Site provides a single point of communication for all HSIP eligibility and funding requests. Applications submitted through this process will document all the processes discussed earlier in this section. Project applications can be initiated either by an MPO/RPO or an Engineering District. The applications are reviewed through an approval workflow involving the PennDOT Engineering District, BOO safety and CPDM staff. To ensure that there are no conflicts between the approved TIP and safety performance measures this application should be created as early in the planning process as possible. Candidate projects submitted into the HSIP Project Application Site must receive necessary approvals prior to being programmed on the draft TIPs.

The HSIP projects should be continually monitored by the MPOs/RPOs, PennDOT Engineering Districts, CPDM, BOO, and FHWA to ensure approved applications match any TIP adjustments. If situations arise

where either the MPOs/RPOs or Engineering Districts believe additional funding is needed for the safety project an amendment shall be processed through this HSIP SharePoint system to ensure that the 1:1 benefit cost ratio can be maintained at the increased funding level. These HSIP application amendments shall be initiated by either the MPOs/RPOs or the Engineering Districts in conjunction with any TIP adjustments. Project cost amendments must be approved in the HSIP Project Application site before an eSTIP will be approved by FHWA. This approach will not only ensure that Pennsylvania is working towards the SHSP goals but will also allow the PennDOT Districts and MPOs/RPOs to quantify the safety improvements of the selected projects relative to the safety performance targets. It will also assist in ensuring that delivery and funding issues do not arise during the project development process.

Pennsylvania sets aside at least $50 million of HSIP funds per FFY to advance projects statewide. The HSIP set-aside is managed as a statewide program by PennDOT CPDM in coordination with BOO. Projects are evaluated, ranked, and selected based on their potential significant safety return on investment and their deliverability. The remainder of the state's HSIP authorization is allocated regionally. Each MPO/RPO receives a base funding level of $500,000 for supporting low cost safety improvements and systemic safety. The remaining HSIP funding is allocated at a 39:1 ratio based on actual crash data. It should be noted however that the allocated HSIP funding can still be utilized for systemic safety treatments because it has been determined that these types of projects have a much greater return on the safety investment in Pennsylvania. Further documentation on this process is included in the Financial Guidance Document. Should Pennsylvania trigger one or more HSIP special rules, HSIP funds may need to be diverted to HRRR or VRU projects to accommodate funding obligation requirements.

Due to the importance and priority placed upon Safety and efforts to enhance safety-funded project delivery, additional efforts will be made to optimize the obligation of HSIP funding on eligible projects. Current fiscal year HSIP Funding remaining in regional line items and not assigned to projects by April 15th of the fiscal year will be moved to the state-wide line item for redistribution to other projects that are ready to move forward, require additional funding or to advance funding to process advance construct conversions. Regional and set-aside funded projects will be regularly reviewed to ensure funding is on target to obligate in the year programmed funding is assigned. In cases where programmed funding and expected obligations do not line up, TIP adjustments will need to take place to ensure funding is obligated within the program year.

Pavement and Bridge Asset Management

Improving Pennsylvania's pavement and bridges is a critical part of the strategic investment strategy for Pennsylvania's transportation network at the State and Federal level. Improving the condition and performance of transportation assets is another goal area of the 2045 LRTP. With limitations on available resources, the preservation of pavement and bridge assets using sound asset management practices is critical. Asset management is a key piece of FHWA's TPM program and is a vital force behind infrastructure performance. TPM is the approach to managing transportation system performance outcomes, while asset management is the application used to manage the condition of the infrastructure assets.

PennDOT's TAMP, required by 23 USC 119 and 23 CFR 515.13(b)(2), formally defines its framework for asset management, which is a data-driven approach coupled with a risk-based methodology. It outlines

the investment strategies for infrastructure condition targets and documents asset management objectives for addressing risk, maintaining the system at the desired state of good repair, managing to lowest life cycle costs (LLCC), and achieving national and state transportation goals identified in 23 USC 150(b). The TAMP is developed by PennDOT Asset Management Division (AMD) in consultation with PennDOT Executive leadership, CPDM, Bureau of Planning and Research (BPR), PennDOT Districts, the Pennsylvania Turnpike Commission (PTC), the MPOs/RPOs and FHWA.

With each program update, PennDOT has made substantial advances in its asset management tools and practices. A risk-based, data-driven approach to project selection helps ensure that the right projects are prioritized, and the transportation system is managed optimally to the lowest practical life-cycle cost. PennDOT's Pavement Asset Management System (PAMS) and Bridge Asset Management System (BAMS) are the foundations for this asset management approach. Information from these systems informs the development of the TAMP. Step by step guidelines on utilizing PAMS and BAMS to review treatments and develop projects can be found in the TPM Resource Toolbox.

PennDOT's asset management systems forecast condition and investment needs by asset class and work type using deterioration models and treatment matrices developed for PennDOT infrastructure and based on historical data. PennDOT has developed both predictive and deterministic models that support multi-objective decision-making based on current average work costs and estimated treatment lifespans. These models allow PennDOT to predict infrastructure investment needs and future conditions under a range of scenarios.

As part of its asset management strategy, PennDOT strives to maintain as many highway and bridge assets as possible in a state of good repair, per 23 CFR 515.9 (d)(1). PennDOT defines its desired state of good repair as meeting the FHWA minimum condition thresholds for pavements and bridges: no more than 5 percent of NHS Interstate lane-miles shall be rated in poor condition (23 CFR part 490.315(a), Subpart C) and no more than 10 percent of total NHS bridge deck area shall be rated as poor (23 USC 119(f)(1)). However, the ability to achieve these condition thresholds is funding dependent.

Within its asset management framework, it was necessary for PennDOT to transition away from a "worst-first" programming methodology to a true overall risk-based prioritization and selection of projects for its system assets based on LLCC. "Worst-first" prioritization focuses work on the poorest condition assets at the expense of rehabilitation and preventative maintenance on other assets in better condition. PennDOT's revised strategy reflects its asset management motto and guiding principle: "The right treatment at the right time." This is reflective of Federal TAMP requirements that are centered on investing limited funding resources in the right place at the right time to produce the most cost-effective life cycle performance for a given investment, per 23 CFR 515.7 and 23 CFR 515.9.

PennDOT will use its PAMS and BAMS systems to assist with prioritizing preservation activities to extend asset life. This methodology will allow PennDOT to manage assets to both specific targets and to the lowest practical life-cycle cost and help it to make progress toward achieving its targets for asset condition and performance. Implementation of these improved asset management practices should be applied on all state and local networks.

The bridge condition classification of poor has replaced the previous structurally deficient (SD) condition ranking. The SD ranking was a major component of PennDOT's old Bridge Risk Score, which was not a prioritization tool for network level risk. Rather, it was a combination of project level risk and structure

condition that was only applied to a small subset of the overall bridge population. PennDOT has developed a new Bridge Risk Score to assist in prioritizing preservation, rehabilitation, and replacement. It does not include condition in the calculation so that risk can be addressed independently and provides each bridge structure with a score in the same scale in relation to the network. BAMS utilizes the new risk score to prioritize bridges within an LLCC-based work selection. The software looks at all possible work for a given year, determines the best projects based on LLCC logic, and then prioritizes based on the new Risk Score.

PAMS and BAMS outputs are the basis for determining project programming to achieve LLCC. PennDOT Districts should work with MPO/RPOs to generate the lists of recommended treatments by work type (such as highway resurfacing and bridge rehabilitation), based on LLCC and condition projections derived from PennDOT's PAMS and BAMS. PennDOT AMD will provide any necessary support. Step by step **guidelines** on utilizing PAMS and BAMS to review treatments and develop projects can be found in the TPM Resource Toolbox. For the 2025 Program Update, as we integrate PAMS and BAMS into TIP and TYP Development, AMD will provide the PAMS and BAMS outputs for any District or MPO/RPO that requests them. Those that have the capability may produce their own outputs. The PAMS and BAMS outputs for the 2025 program are available in the PAMS-BAMS Runs folder in SharePoint. PAMS and BAMS outputs will define recommended treatments, but not necessarily complete project scopes and limits. These outputs will serve as a guide to assist in the prioritization and selection of new projects to be considered for the program.

While the TAMP and PM2 measures currently only focus on the NHS, PennDOT and the MPOs/RPOs must ensure that projects are selected and prioritized for the entire state-owned and locally owned Federal-aid network. In coordination with PennDOT Districts, the MPOs/RPOs should consider and document how the following was utilized as part of their program development process:

- regional highway and bridge system assets
- existing conditions
- projected future conditions
- development of strategies/priorities to continue to improve the system at the LLCC
- planning and programming of projects as part of fiscal constraint

The TAMP is a living document. It is meant to evolve over time as conditions, funding availability, risks, constraints, and federal laws or requirements change. The 2022 TAMP expands the pavement and bridge inventory to include non-NHS pavements and bridges. Future updates will consider additional NHS and non-NHS assets, once the data to fully analyze these assets becomes available.

As Pennsylvania transitions to LLCC, projects currently included in the STIP/TIPs, TYP and LRTPs will need to be reviewed, evaluated, and prioritized to reflect current asset condition data and funding levels as well as shifting needs, including unanticipated changes in demand and impacts related to extreme weather events. PennDOT AMD will work with PennDOT CPDM, PennDOT Districts and the MPOs/RPOs to recommend the prioritization of specific bridge projects over specific roadway projects and vice versa to achieve a program based on LLCC. This prioritization will be undertaken using a combination of advanced asset management tools, professional engineering judgment by Central Office and District personnel, and local MPO/RPO input. Flexible Federal and State funding may need to be utilized

to help achieve minimum required pavement and bridge condition thresholds. This will be based on coordination between PennDOT BOO AMD, PennDOT CPDM and the MPOs/RPOs, in consideration of other required performance measures and state initiatives.

As part of the regional TIP development process mentioned above, the MPOs/RPOs and PennDOT Districts must document the differences between the PennDOT asset management system treatment and funding level recommendations and their selected projects as part of their TIP submissions. They must also document the coordination with the PennDOT District(s) and Central Office that occurred as part of this decision-making process. This information will be used by PennDOT AMD to improve future asset management policy and procedures, sharing of information and tools, and system functionality.

System Performance

Pennsylvania's transportation system is critical to the efficient movement of people and goods. State and Federal initiatives are in place to maintain and improve system mobility. Strengthening transportation mobility is another goal area of the 2045 LRTP. Improving reliability and traffic flow are also part of FHWA's overall TPM program. FHWA's System Performance/Freight/CMAQ Final Rule established performance measure requirements for system performance, freight, and congestion, known as the PM3 measures.

The PM3 measures are used by PennDOT and the MPOs/RPOs to evaluate the system reliability of the Interstate and non-Interstate NHS to help carry out the National Highway Performance Program (NHPP), to assess goods movement on the Interstate NHS to help implement the National Highway Freight Program (NHFP), and to measure traffic congestion and on-road mobile source emissions on the NHS to help carry out the Congestion Mitigation and Air Quality (CMAQ) program.

The current PM3 Targets were established using historic trends for each measure in combination with regional mobility goals established in the statewide and regional LRTPs. At this time, limited historical information may hinder the assessment of trends for the traffic congestion and reliability measures. The assessment of trends may also include the evaluation of data used within the CMP, Transportation Systems Management and Operations (TSMO), and CMAQ processes.

Data for the reliability and delay measures are taken from the National Performance Management Research Data Set (NPMRDS). This data set includes average travel times on the National Highway System (NHS) for use in performance measures and management activities. This data set is available to MPOs and PennDOT and more information can be found on the FHWA Operations Performance Measurement website. The NPMRDS is part of the Regional Integrated Transportation Information System (RITIS) which is the current platform for reporting the PM3 travel time measures. RITIS provides a portfolio of analytical tools and features for summarizing the measures and evaluating trends. The CENSUS American Community Survey (ACS) and FHWA CMAQ Public Access System provide the data sources for the Non-Single Occupant Vehicle (SOV) and emission measures, respectively. The VMT are derived from the Highway Performance Monitoring System (HPMS). Segment-level metrics for the reliability and delay measures are also submitted by PennDOT to HPMS annually.

PennDOT BOO will review the State's reliability and delay data and evaluate it for overall trends and provide PennDOT CPDM with statewide data to share with the MPOs/RPOs. PennDOT BOO and CPDM

will work together to develop additional regional performance measure summaries to share with the MPOs/RPOs to aid in regional progress toward meeting the statewide targets. This may consist of tables or online maps of travel congestion and reliability measures.

With support from the MPOs/RPOs, PennDOT CPDM and BOO will monitor the road network for significant changes in the reliability metrics from year to year. Monitoring the network will help identify such projects as capacity enhancements or traffic signal coordination projects on primary roadways. These project impacts will help assess the benefits of historic funding and the potential benefits of future investments on traffic congestion and reliability. Identifying project impacts will require the evaluation of performance measures before construction, during construction and after project completion.

PennDOT and the MPOs/RPOs should program projects that address congestion and reliability issues identified in the (Regional Operations Plans) ROPs, CMPs, and LRTPs in order to support progress towards achievement of the PM3 targets. Methods for PM3 for integration will remain flexible for each agency.

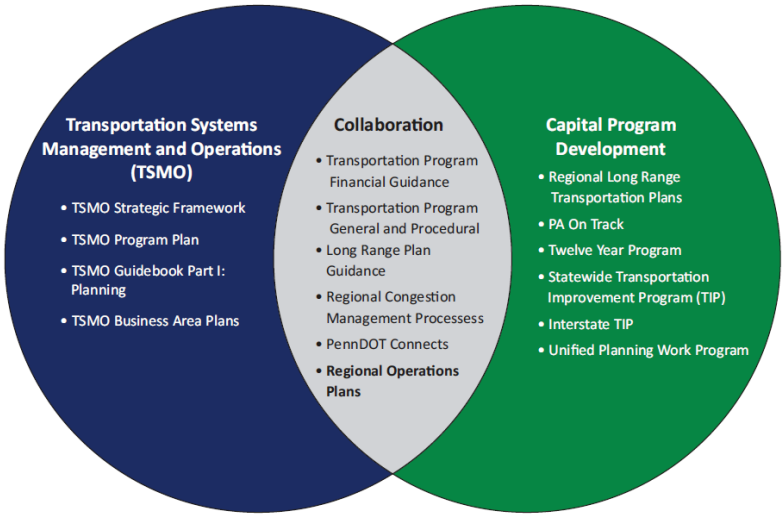
Transportation Systems Management and Operations

The mission of PennDOT's TSMO Program is to move people and goods from Point A to Point B, as efficiently, safely, and reliably as possible. TSMO is a way to address the reliability, mobility, and congestion of roadways by using emerging and innovative operational- strategies instead of building extra capacity. Higher reliability means more consistent travel times on NHS roadways. **TSMO strategies must first be considered before the implementation of a capacity-adding project.** TSMO strategies may be implemented through independent projects or as part of other projects. All projects must consider impacts to the PM3 performance measures to ensure that the targets are being met, both during the construction phase and after completion of the project.

Significant causes of congestion and unreliable travel are non-recurring events, such as crashes, and transportation network disruptions, such as severe weather and other special events. PennDOT data shows 95% of congestion in Pennsylvania is non-recurring. TSMO enables agencies to target the underlying operational causes of congestion and unreliable travel through innovative solutions that typically cost less and are quicker to implement than adding capacity. TSMO expands the range of mobility choices available to system users, including shared mobility and nonmotorized options. The connection between TSMO and planning is increasingly critical as connected and automated vehicles, advances in intelligent transportation systems (ITS), and other developing technologies impact transportation networks.

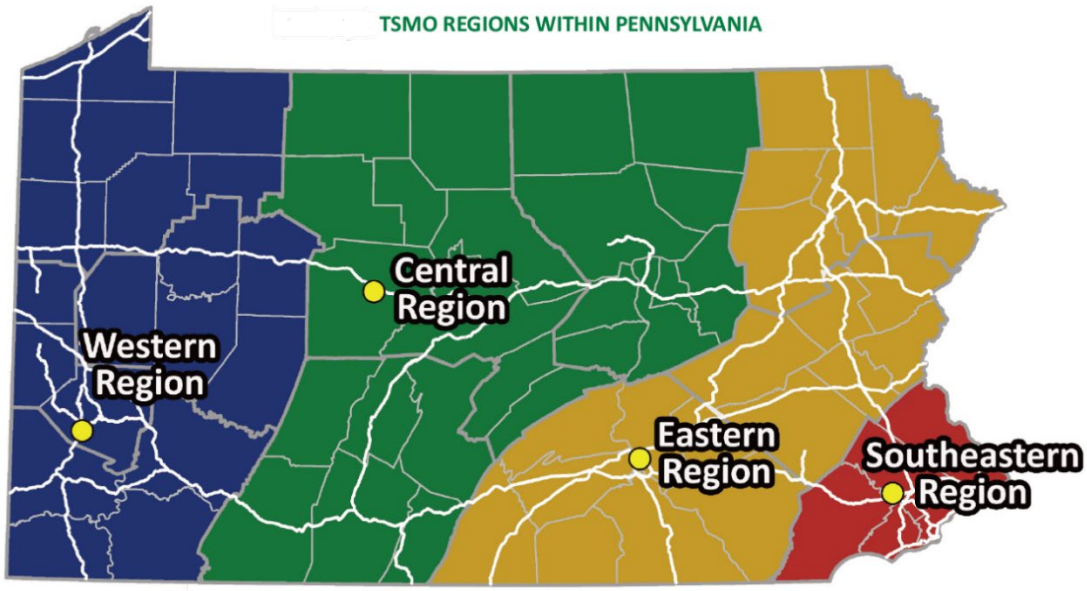
PennDOT has developed a TSMO Guidebook (PUB 851) on how to implement its approach to integrating TSMO into planning and programming and how to connect operations-related planning efforts with other Pennsylvania planning efforts. Stakeholders should consider the applicability of TSMO solutions for every project as part of the design process outlined in PennDOT's DM1 manual.

TSMO Relationship with the Planning Process



TSMO projects should be consistent with FHWA operations guidance, as well as Regional Operations Plans (ROPs) and ITS Architectures. ROPs play a significant role in regional LRTP and TIP/TYP processes by helping to prioritize projects that incorporate TSMO solutions. Keeping ROPs up to date is critical to ensure that they maintain the proper role in implementing TSMO-related projects in a systematic manner, rather than through ad-hoc additions to other capital projects. Through the ROP development and update process, the existing ITS and Operations infrastructure needs, visions and goals are identified to prioritize future operations-focused projects and performance measures that are in harmony with regional, state and federal policies.

ROPs have been developed for each of Pennsylvania's four TSMO regions to better align the planning of operations with PennDOT's four Regional Traffic Management Centers (RTMC).



The RTMC manages the ROPs with support from the various MPOs/RPOs in the region. Each ROP identifies the regional approach to traffic operations and sets the stage for regional implementation of TSMO strategies. ROPs will be updated to align with the TIP 4-year cycle. The ROPs will, at a minimum, identify which projects could be undertaken within the next four years, aligning these projects for potential inclusion on the TIP/TYP/LRTP.

National Highway Freight Program

The National Highway Freight Program (NFP) was authorized under the FAST Act and continued under IIJA/BIL to improve the efficient movement of freight on the National Highway Freight Network (NHFN) and support several important goals, as specified by 23 USC 167.

IIJA/BIL continues the National Highway Freight Program (NHFP) to improve the efficient movement of freight on the National Highway Freight Network (NHFN) and support several goals, including—

- Investing in infrastructure and operational improvements that strengthen economic competitiveness, reduce congestion, reduce the cost of freight transportation, improve reliability, and increase productivity.
- Improving the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas.
- Improving the state of good repair of the NHFN.
- Using innovation and advanced technology to improve NHFN safety, efficiency, and reliability.
- Improving the efficiency and productivity of the NHFN.
- Improving State flexibility to support multi-State corridor planning and address highway freight connectivity.
- Reducing the environmental impacts of freight movement on the NHFN.

NFP funds are financially constrained to an annual funding level provided as part of Financial Guidance and have strategically been allocated to the IM Program. Pennsylvania's 2045 Freight Movement Plan

PUB 791 must include a list of fiscally constrained NFP funded projects. PennDOT CPDM will prioritize and select projects to utilize NFP funding that are consistent with the 2045 FMP. All projects should consider impacts to truck reliability to support progress towards achieving the performance measures. Factors from the 2045 FMP such as freight bottlenecks and freight efficiency projects, projects identified by MPOs/RPOs, and project schedules and costs will be used in conjunction with asset management principles to prioritize project selection. Initial programming consideration will be given to currently programmed projects without regular obligation. If any changes to the projects and/or NFP funding within the projects are necessary based on the Program update, the 2045 FMP will be updated concurrently.

Carbon Reduction Program

The IIJA/BIL established the Carbon Reduction Program (CRP), which provides funds for projects designed to reduce carbon dioxide (CO2) emissions from transportation sources. The CRP provides five years of funding, of which 65% is distributed to urbanized areas by population.

The eligible projects for CRP funding include those that support the reduction of transportation emissions as highlighted in the CRP Implementation Guidance. These include a variety of traffic operations, transit, active transportation, energy efficiency, alternative fuels, and engine retrofit projects. The CRP eligibility is very similar but not identical to the CMAQ program. Projects to add general-purpose lane capacity for single occupant vehicle use will not be eligible absent analyses demonstrating emissions reductions over the project's lifecycle.

PennDOT is required to develop a Carbon Reduction Strategy (CRS) in coordination with the MPOs/RPOs by November 15, 2023. The CRS will emphasize priority project types for CRP funding, evaluate methods and procedures for project selection, and assess ways to address equity considerations. The plan will be updated at least every four years.

A Carbon Reduction Work Group has been established to meet the federal consultation requirements and to guide development of the CRS and project selection process. It is expected that the selection process will draw from the current procedures used for the CMAQ program that include coordination between MPOs/RPOs, Districts and other PennDOT Departments (e.g. TSMO, Transit, etc.), the consideration of multiple criteria including cost-effectiveness and equity, and documentation of the decision-making process.

PROTECT Resiliency Program

Section 11405 of the IIJA/BIL established the PROTECT Formula Program. The purpose of this program is to provide funds for resilience improvements through formula funding distributed to States and through future competitive grants to local, regional, or state agencies via the PROTECT Discretionary Grant Program. Additional information is available in FHWA's PROTECT Formula Program Guidance.

IIJA/BIL requires that at least 2 percent of PROTECT apportioned funds are utilized for eligible planning activities each fiscal year. In addition, no more than 40 percent of the funds can be used to construct new capacity and no more than 10 percent can be used for pre-construction activities.

The projects and activities eligible for PROTECT funding are described in detail in the program guidance. There are four main types of eligible activities and projects: (1) planning activities, (2) resilience improvement projects, (3) community resilience and evaluation route projects, and (4) at-risk coastal infrastructure projects. PROTECT Formula Program funds can only be used for activities that are primarily for the purpose of resilience or inherently resilience related.

PennDOT is currently evaluating methods and procedures for project selection through a Resilience Work Group. Tools and data including PennDOT's flood risk mapping are being updated to support project identification and selection activities. In addition, PennDOT is developing a Resiliency Improvement Plan, as encouraged but not required by IIJA/BIL, to identify and prioritize projects for PROTECT funding. The plan will highlight past and current resiliency initiatives including updates to the Design Manual, assess needed planning activities and research moving forward, evaluate methods to prioritize existing TIP projects for resilience funding, and assess ways to identify new resiliency projects and activities in future fiscal years in coordination with MPOs/RPOs and Districts.

Congestion Mitigation and Air Quality Program

The purpose of the Congestion Mitigation and Air Quality Program) CMAQ program is to give priority to cost-effective transportation projects or programs that will contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for the ozone, carbon monoxide (CO), and particulate matter ($PM_{2.5/10}$) criteria pollutants. Financial Guidance directs CMAQ funding only to those areas designated as in maintenance or nonattainment of the current NAAQS. Previous "insufficient data" and "orphan maintenance" (as currently defined for the 1997 ozone NAAQS maintenance areas) counties no longer receive CMAQ funding. A map of the transportation conformity areas in Pennsylvania can be found in the Transportation Conformity folder in SharePoint.

FHWA and FTA cooperatively developed the CMAQ Interim Program Guidance in November 2013 to assist States and MPOs with administering the CMAQ program. It outlines several key criteria for CMAQ eligibility. Each CMAQ project must meet three basic criteria:

1. it must be a transportation project,
2. it must generate an emissions reduction, and
3. it must be located in or benefit a nonattainment or maintenance area.

In addition, there are types of projects that are ineligible for CMAQ funds even if they include potentially eligible components. These include:

- Projects that add new capacity for SOVs are ineligible for CMAQ funding unless construction is limited to high-occupancy vehicle (HOV) lanes.
- Routine maintenance and rehabilitation projects (e.g., replacement-in-kind of track or other equipment, reconstruction of bridges, stations, and other facilities, and repaving or repairing roads) are ineligible for CMAQ funding as they only maintain existing levels of highway and transit service, and therefore do not reduce emissions.
- Models and Monitors—Acquisition, operation, or development of models or monitoring networks are not eligible for CMAQ funds. As modeling or monitoring emissions, traffic operations, travel demand or other related variables do not directly lead to an emissions reduction, these activities or acquisitions are not eligible.

- General studies that fall outside specific project development do not qualify for CMAQ funding.
- Please review the Interim Program Guidance for more details on eligibility.

MPOs/RPOs and District Offices work with PennDOT CPDM to identify projects that may be funded through the CMAQ program, based on CMAQ eligibility requirements and project cost effectiveness. PennDOT CPDM coordinates with FHWA on providing resources and training opportunities to further clarify the eligibility requirements and enhance the CMAQ project selection process. PennDOT has worked with MPOs/RPOs to develop ROPs which identify TSMO strategies, and implementation of these strategies is often eligible for funding through the CMAQ program. It is recommended to give priority to implementation of TSMO strategies identified on a ROP.

The CMAQ Interim Program Guidance provides direction on how to develop a CMAQ project selection process to ensure that projects deemed most effective in reducing emissions and congestion are programmed in the TIP. Per the Guidance, "the CMAQ project selection process should be transparent, in writing, and publicly available. The process should identify the agencies involved in rating proposed projects, clarify how projects are rated, and name the committee or group responsible for making the final recommendation to the MPO board or other approving body. The selection process should also clearly identify the basis for rating projects, including emissions benefits, cost-effectiveness, and any other ancillary selection factors such as congestion relief, greenhouse gas reductions, safety, system preservation, access to opportunity, sustainable development and freight, reduced SOV reliance, multimodal benefits, and others."

The Delaware Valley Regional Planning Commission (DVRPC) and the Southwestern Pennsylvania Commission (SPC) have formal processes to solicit and administer their CMAQ programs that include project identification, screening and selection procedures (including adherence to federal requirements regarding emissions impact quantification, consideration of cost effectiveness measures, and prioritization of projects). The Reading MPO has also documented and adopted a formal process for CMAQ project selection that is more streamlined and consistent with their funding allocation.

For CMAQ-eligible areas covered by MPOs that do not have a formal process, namely all areas that have not formally documented and adopted a process, a simplified evaluation, selection, and eligibility determination process such as the one outlined below can be used to meet this requirement:

- MPO and PennDOT District staff will conduct coordination meetings or conference calls to identify candidate projects for potential CMAQ funding consideration. These coordination meetings may include additional agencies or departments as needed. For example, TSMO staff from BOO can be included to assist with project selection and coordination with ROPs.
- PennDOT CPDM, in coordination with FHWA, has developed an Excel template for MPOs to evaluate candidate CMAQ projects. The template is available in the CMAQ Project Selection Process folder in SharePoint. Note: this template has been updated since the last biennial TIP to reflect new cost-effectiveness criteria derived from FHWA analyses.
- MPO and PennDOT District staff will select CMAQ projects using the criteria provided in the template. These criteria will include eligibility classification, qualitative assessments of emission benefits (using FHWA's Cost-Effectiveness Tables), project cost, deliverability/project readiness, and other factors. MPO and PennDOT District staff should use the template to assist in the documentation of their project selection process.

- PennDOT CPDM will review the selected projects to verify their CMAQ eligibility. If requested by PennDOT, FHWA will assist PennDOT in determining CMAQ eligibility or identifying any ineligibility issues or concerns.

Although the eligibility determination process outlined above gives priority to cost-effective projects, all projects ultimately selected for CMAQ funding require a quantitative emission analysis. These emission analyses are used to support project eligibility and provide key inputs to the CMAQ annual report submission to FHWA. PennDOT CPDM will assist PennDOT District and MPO staff in completing the analyses. Available tools for emission analyses include the Pennsylvania Air Quality Off-Network Estimator (PAQONE) tool and the FHWA CMAQ Emissions Calculator Toolkit.

Projects with proposed CMAQ funding are coded as such in MPMS and identified accordingly throughout the project evaluation, selection, and program development processes. PennDOT District staff with support from CPDM will enter the CMAQ MPMS fields for emission benefits, analysis date, and project category. MPMS also includes a field for the Air Quality Impact Description (AQID), which can be used to clarify project details that relate to the application of CMAQ funds or new funding sources aimed at reducing emissions such as CRP. This may be needed for larger projects that have multiple funding sources and where the full project description does not adequately address the role of these funds. The AQID field can be used to clarify project details that affect whether a project is air quality "Significant" or exempt for transportation conformity. PennDOT, and FHWA, and FTA review CMAQ project eligibility during the draft TIP Review period. CPDM may begin obligating CMAQ funds once FHWA and FTA approve the STIP.

CPDM submits an annual CMAQ report to FHWA that captures all CMAQ funds obligations and de-obligations that occurred during the previous FFY. The report is due by March 1 and is submitted through the FHWA CMAQ Tracking System. A final report will be made available to the public through the FHWA CMAQ Public Access System.

The emission analysis results within the annual report are also used for the CMAQ national emission performance measures. As such, all agencies should understand the importance of accurately reflecting CMAQ-funded projects in MPMS and estimating project emission impacts based on the best available tools. PennDOT CPDM will performance quality control checks on the reported CMAQ-funded projects and supporting emission estimates. These activities may include additional coordination with FHWA, PennDOT Districts, and MPOs.MAP-21 and the FAST Act require performance measures for State DOTs and MPOs to assess traffic congestion and on-road mobile source emissions for the purpose of carrying out the CMAQ program. There are three performance measures under the CMAQ program:

- Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita;
- Percent of Non-Single Occupancy Vehicle travel, also known as Non-SOV Travel; and
- Total Emissions Reduction

The PHED and Non-SOV performance measure targets and associated tracking are conducted jointly by all MPOs and DOTs that cover an urbanized area with a population greater than 200,000 that includes a nonattainment or maintenance area. These MPOs include those that cover the Reading, Allentown, Harrisburg, York, Lancaster, Pittsburgh and Philadelphia urbanized areas. The emissions performance measure target is calculated at the state-level by PennDOT and by those MPOs that cover an urbanized area greater than 1 million population.

MPOs serving an urbanized area population over 1 million and those that have a nonattainment or maintenance area that overlaps with a TMA boundary must develop a CMAQ Performance Plan. These MPOs must report 2 and 4 year targets for the CMAQ measures, describe how they plan to meet their targets, and detail their progress toward achieving the targets over the course of the performance period in the CMAQ Performance Plan and its biennial updates. The Performance Plan is submitted to PennDOT for inclusion in PennDOT's biennial reports to FHWA. Currently, based on the 2010 Census, only the Pittsburgh, Philadelphia and Lancaster MPOs are required to submit CMAQ Performance Plans.

Additional FHWA CMAQ resources:

- Interim Program Guidance Under MAP-21
- Fast Act – CMAQ Factsheet
- IIJA/BIL – CMAQ Factsheet
- Project Eligibility
- CMAQ Performance Measures
- Applicability Determination for CMAQ Measures

Congestion Management Process

Projects that help to reduce congestion will also help to improve air quality. This approach is coordinated with a region's CMP, which helps to identify corridor-based strategies to mitigate traffic congestion reflected in the PHED and percentage of non-single occupant vehicle (SOV) performance measures.

The CMP is a regional planning tool designed to provide a systematic way for helping manage congestion and provide information on transportation system performance. It identifies congested corridors and recommends strategies for congestion mitigation. The CMP includes methods to monitor and evaluate the performance of the multimodal transportation system along with a process for periodic assessment of the effectiveness of implemented strategies. MPOs/RPOs preparing CMPs are encouraged to utilize strategies from the ROP for their region when developing their CMP.

A CMP is required for the TMAs. It is prepared by the MPO for that area and is a systematic process for managing congestion that brings congestion management strategies to the funding and implementation stages of the project delivery process. The goal of the CMP is to improve the performance and reliability of the multimodal transportation system in the MPO's region.

In TMAs designated as ozone or carbon monoxide non-attainment areas, the CMP becomes even more important. The limited number of capacity-adding projects to be considered for advancement in non-attainment TMAs must be consistent with the region's CMP. Federal law prohibits projects that result in a significant increase in carrying capacity for SOVs from being programmed in such areas unless these projects are addressed in the regional CMP.

Environmental Justice

Another key consideration in the project selection and prioritization process is Environmental Justice (EJ). Executive Order 12898 requires Federal agencies and Federal aid recipients to adhere to the following core principles:

- To avoid, minimize, or mitigate disproportionately high and adverse human health or environmental effects, including social and economic effects, on minority and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

To develop a single consistent EJ analysis that can be applied statewide, the South Central MPOs in PennDOT District 8 generated a proposed methodology to evaluate the potential impacts of transportation plans and programs on EJ populations. The South Central PA MPO EJ Study, referred to as the Unified EJ Guide, includes several noteworthy practices adopted from MPOs around the country.

FHWA PA Division and FTA Region III reviewed the MPO Unified Guide, and identified Core Elements of an effective approach to meet the intent of Executive Order 12898, Environmental Order 5610.2(a), FHWA Order 6640.23A, and FTA's Environmental Justice Circular 4703.1. As part of the 2021 STIP/TIP update, PennDOT and many MPOs/RPOs incorporated this approach into their EJ analysis. For the TIP EJ Analysis, MPOs/RPOs should conduct the following steps:

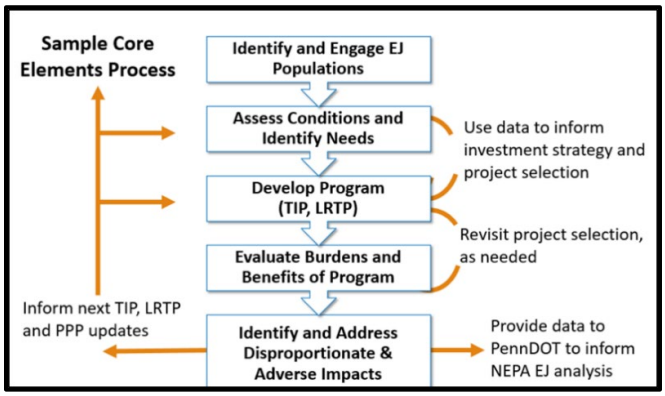
- Identify low-income and minority populations
- Assess conditions and identify needs
- Develop the draft Program
- Evaluate benefits and burdens of the Program
- Identify and avoid, minimize, or mitigate any disproportionate and adverse impacts

As part of the 2023 TIP Environmental Justice After Action Review (AAR), it was determined by the EJ Committee to continue with the process approach for the 2025 TIP update as outlined from the last program. As a continuation of the statewide analysis approach started with the 2021 TIP and 2023 TIP, the Department in conjunction with Michael Baker International will be completing the first two steps (Identification of Low-Income and Minority Populations and assessment of conditions and identification of needs for bridges, pavements and crashes) for all areas of the State for the 2025 TIP update. The results will be made available to each MPO/RPO in the Environmental Justice folder in SharePoint in Spring/Summer 2023. MPOs/RPOs should work with the PennDOT Districts and CPDM to review, discuss and interpret the data and document the benefits and burdens analysis. The burdens and benefits analysis and the identification and addressing of disproportionate and adverse impacts will be unique to each area and examples may be found in the Unified EJ Guide. The EJ analysis should start in the beginning of the program development to show a more holistic understanding of impacts on the MPO/RPO TIP network through the process.

The EJ analysis should be completed during program development and shared as part of the public comment period documentation. If disproportionately high and adverse impacts are identified, the MPO/RPO should work with PennDOT, FHWA and FTA to develop and document strategies to avoid,

minimize or mitigate these impacts. It is important to note that determinations of disproportionately high and adverse effects take into consideration the mitigation and enhancement measures that are planned for the proposed action.

The EJ analysis process should be comprehensive and continuous, with each task informing and cycling back to influence the next stage. The outcomes of the analysis and feedback received in each outreach cycle should be considered by the MPOs/RPOs and PennDOT in future project selection processes and provided to PennDOT District staff to inform the project-level EJ analysis.



Transit

In July 2016, FTA issued a final rule requiring transit agencies to maintain and document minimum Transit Asset Management (TAM) standards, policies, procedures, and performance targets. The TAM rule applies to all recipients of Chapter 53 funds that either own, operate, or manage federally funded capital assets used in providing public transportation services. The TAM rule divides transit agencies into two categories based on size and mode:

- Tier I
  - Operates Rail Fixed Guideway (Section 5337) **OR**
  - Operates over 100 vehicles across all fixed route modes **OR**
  - Operates over 100 vehicles in one non-fixed route mode
- Tier II
  - Urban and Rural Public Transportation (Section 5307, 5310, and 5311 eligible) **OR**
  - Operates up to and including 100 vehicles across all fixed route modes **OR**
  - Operates up to and including 100 vehicles in one non-fixed route mode

A **list** of Pennsylvania's Tier I and II transit agencies is found in the 2025 General and Procedural Guidance Support Documents folder in SharePoint.

The TAM rule requires states to participate and/or lead the development of a group plan for recipients of Section 5311 and Section 5310 funding (Tier II), and additionally allows other Tier II providers to join a group plan at their discretion. All required agencies (Section 5311 and 5310) and remaining Tier II systems in Pennsylvania, except for the Centre Area Transportation Authority (CATA), elected to participate in the PennDOT Group Plan.

All transit agencies are required to utilize Pennsylvania's transit Capital Planning Tool (CPT) as part of their capital planning process and integrate it into their TAM process. The CPT is an asset management and capital planning application that works as the central repository for all Pennsylvania transit asset and performance management activities.

Transit agencies update CPT data annually to provide a current picture of asset inventory and performance. From this data, PennDOT BPT updates performance targets for both the statewide inventory of Tier II agencies and for each individual agency in the plan based on two primary elements: the prior year's performance and anticipated/obligated funding levels. PennDOT BPT then reports this information to FTA and shares it with participating transit agencies who communicate the information with their MPO/RPO, along with investment information on priority capital projects anticipated for the following year. Agencies that are Tier I or non-participating Tier II use similar CPT data to set independent TAM performance targets and report these directly to the MPOs/RPOs.

Consistent with available resources, transit agencies will be responsible for submitting projects consistent with the CPT for the development of the transit portion of the Program. PennDOT CPDM will update this project information in MPMS and share it with the MPOs/RPOs, PennDOT BPT, and the transit agencies.

FISCAL CONSTRAINT

An early part of the program development process is for PennDOT, FHWA/FTA and the MPOs/RPOs to jointly develop the 2025 Program Financial Guidance document.

Financial Guidance provides funding levels available for the development of the STIP/TYP for all anticipated federal and state funding sources. Allocations are provided to each MPO/RPO and the Interstate and Statewide Programs for highway and bridge funds based on agreements for jointly developed formulas and set asides. In addition, a portion of highway funding is reserved for distribution at the Secretary of Transportation's discretion. Funds realized through Federal Discretionary Programs and Earmarks are not part of Financial Guidance and are considered additional funds to the STIP/TYP.

The Transit section of Financial Guidance includes both federal and state resources. To program these funds, each transit agency works closely with PennDOT BPT to develop annual consolidated capital applications (CCA) and annual consolidated operating applications (COA). The CCA process includes federal, state, and local funds and prioritizes investments based on asset condition and replacement cycles in the CPT. This process promotes a true asset management approach where the assets in most need of replacement and/or rehabilitation are prioritized to receive funding, which allows transit agencies to move these assets toward a state-of-good-repair.

Operating allocations are formula-based, as discussed above, and PennDOT BPT works with agencies annually through the COA process to identify anticipated expenses and revenues and program federal, state, and local funds to meet anticipated operating deficits.

An important part of the project prioritization and selection process is to ensure that the Program of projects meets fiscal constraint, which means that the included projects can reasonably be expected to receive funding within the time allotted for Program implementation. The identified revenues are those

that are reasonably anticipated to be available to operate and maintain Federal-aid highways and public transportation in accordance with 23 CFR 450.218(l) and 23 CFR 450.326(j).

The regional TIP narratives should include reference to the Financial Guidance process and the distribution of funds along with a form of visual documentation to demonstrate regional fiscal constraint. An example of such a visual aid is the fiscal constraint tab from the TIP Checklist.

The regional TIPs shall contain system-level estimates of state and local revenue sources beyond Financial Guidance that are reasonably expected to be available (but typically not programmed) to operate and maintain the Federal-aid highways (as defined by 23 USC 101(a)(6)) and public transportation (as defined by title 49 USC Chapter 53). PennDOT CPDM will provide **regional estimated totals** for state programs not included in Financial Guidance. When available, they will be placed in the 2025 General and Procedural Guidance Support Documents folder in SharePoint. MPOs/RPOs can work with local stakeholders to identify supplemental information that is readily available. Transit providers will supply estimates of county/city/local revenue sources/contributions. This information should be integrated into the regional TIPs. Statewide information will be included with the STIP.

Line Items

As part of the program development process, PennDOT CPDM, PennDOT Districts and the MPOs/RPOs should consider the inclusion of reserve line items. Every effort should be made as part of the program development process to identify projects for all available funding in the first 2 years of the TIP, to ensure project delivery and maximum utilization of funding. Line items should be used primarily for contingency purposes such as unforeseen project costs, including Accrued Unbilled Costs (AUC), unforeseen AC conversions, and other actions which might occur between program drafting and project initiation. Dedicated line items for specific regional issues such as slides, and sinkholes should be included based on historical needs. Selected project categories that are air quality exempt (e.g., betterment and Section 5310) may also be grouped into regional line items for inclusion in the Program, with project specific listings to be developed later by project sponsors. The excessive use of line items for other purposes is strongly discouraged by PennDOT CPDM and FHWA.

Programming

Projects and phases of projects in the Program must be financially constrained by FFY (October 1 – September 30), with respect to the anticipated available funding and within the bounds of Financial Guidance.

The STIP/TIPs shall include a project, or a phase of a project, only if full funding can reasonably be anticipated to be available within the time period contemplated for completion of the project, based on the project phase start and end dates. This shall also include the estimated total cost of project construction, which may extend beyond the TIP and into the TYP and LRTP, in accordance with 23 CFR 450.326 (g) (2), (i) and (j). Cost estimates prepared during programming are critical in terms of setting funding, schedule, and scope for managing project development. Project cost estimates shall follow guidance provided in PennDOT Estimating Manual PUB 352. All phases of projects that are not fully funded on the TIP will be carried over and shown in the last eight years of the fiscally constrained TYP. For projects to advance beyond the PE phase, the project must be fully funded within the TIP/TYP/LRTP.

Projects/phases of projects should be programmed in the FFY in which the project is anticipated to be obligated/encumbered. Programmed funding should be spread out (cash-flowed) over several fiscal years where applicable, based on the anticipated project schedule and timing of expenditures to maximize available resources.

PennDOT Districts, MPOs/RPOs and transit agencies will work to ensure that all cash flow procedures such as highway AC obligation, public transportation letters of no prejudice, and full funding grant approvals are accounted for in the program development process. AC projects must appear on a TIP in the current FFY order to be converted into a regular obligation. These AC costs need to be accounted for as part of the program development and management process. PennDOT CPDM, PennDOT Districts and the MPOs/RPOs should plan to carry sufficient federal funding for eligible projects/phases beyond the first two FFYs of the current Program, anticipating that AC conversion will be necessary.

The flexing of federal funds between highway and public transportation projects will be a collaborative decision involving local officials, the MPOs/RPOs, the public transportation agency or agencies, PennDOT, and FHWA/FTA.

The Program must account for inflation using the Year of Expenditure (YOE). The YOE factor should be 3% annually. PennDOT Districts will enter cost estimates in MPMS based on present day costs. MPMS provides calculations to apply the 3% annual YOE factor to this base cost for each year of the program. The amount programmed will be based on the year where funds will be programmed for initial expenditure. The YOE tool can be found under the HWY & BR tab in MPMS.

AIR QUALITY CONFORMITY

Transportation conformity is a process required by CAA Section 176(c), which establishes the framework for improving air quality to protect public health and the environment. The transportation conformity rule (40 CFR Part 93) provides the policy, criteria, and procedures for demonstrating conformity. The goal of transportation conformity is to ensure that FHWA/FTA funding and approvals are given to highway and transit activities that are consistent with air quality goals.

The Clean Air Act (CAA) requires that regional LRTPs, TIPs and Federal projects conform to the purpose of the State Implementation Plan (SIP). Pennsylvania's SIP is a collection of regulations and documents used to reduce air pollution in areas that do not meet the National Ambient Air Quality Standards (NAAQS). Conformity to a SIP means that such activities will not cause or contribute to any new violations of the NAAQS, increase the frequency or severity of NAAQS violations, or delay timely attainment of the NAAQS or any required interim milestone.

Changes to the TIP or LRTP that involve non-exempt and regionally significant projects may or may not require the need for a conformity determination. As such, the interagency consultation process should be used to evaluate events that may trigger a new determination. Other administrative modifications affecting exempt projects, as defined in 23 CFR 450.104, do not require public review and comment, a demonstration of fiscal constraint, or a conformity determination.

Areas in maintenance or nonattainment of the current NAAQS for the criteria pollutants are required to demonstrate regional transportation air quality conformity. Per the February 16, 2018 D.C. Circuit decision in *South Coast Air Quality Management District v. EPA (Case No. 15-1115)*, areas that were in maintenance for the revoked 1997 8-hour ozone but were designated in attainment for the 2008 ozone NAAQS must demonstrate transportation conformity without a regional emissions analysis, per 40 CFR 93.109(c). A **status table** of the Pennsylvania areas requiring transportation conformity can be found in the Transportation Conformity folder in SharePoint.

Note, the conformity analyses in the 1997 orphaned ozone areas must be updated every 4 years even though the LRTP is only required to be updated every 5 years. To address this and other timing issues, transportation conformity analyses should typically address both the TIP and LRTP, even if only one program is being updated.

Conformity analyses include all regionally significant transportation projects being advanced, whether the projects are to be funded under 23 USC Chapter 1, 23 USC Chapter 2, or 49 USC Chapter 53, as required in 23 CFR 450.326 (f). In addition, conformity analyses should also include regionally significant projects that do not use any federal funding. Regionally significant projects (as defined in 23 CFR 450.104) are transportation projects on a facility which serves regional transportation needs that result in an expansion of roadway capacity or a major increase in public transit service.

Exempt projects, as defined by the federal conformity regulations (40 CFR 93.126 and 40 CFR 93.127), are project types that typically do not have a significant impact on air quality and are exempt from the requirement to determine conformity. The decision on project exemption and/or regional significance status must include an interagency consultation process with federal, state, and local transportation and air quality partners. The consultation process is outlined in each region's Conformity SIP. In specific, consultation should include PennDOT CPDM, FHWA PA Division, EPA Region III, DEP, local air agencies (if applicable) and the regional MPO/RPO.

A transportation conformity determination includes the total emissions projected for the nonattainment or maintenance area, including all regionally significant TIP/LRTP projects. The total emissions must be less than the on-road mobile source emissions limits ("MVEB-Mobile Source Emission Budgets", or "budgets") established by the SIP to protect public health for the NAAQS. An emissions analysis is not required within the conformity determination for areas that are only nonattainment or maintenance for the 1997 ozone NAAQS.

The regional conformity requirement is separate and apart from any conformity requirements that apply to specific projects, typically as part of the National Environmental Policy Act (NEPA) process. PennDOT CPDM is responsible for partnering in this process by ensuring that the TIPs (and by extension the STIP) are in conformance. Project-level conformity analyses and screening will be conducted by PennDOT using PennDOT's Project-Level Air Quality Handbook (PUB 321).

The completion of a regional TIP or LRTP conformity analysis during regular program update cycles includes the following key steps:

1. PennDOT CPDM will provide an air quality kick-off meeting / training session before each biennial TIP program cycle. The meeting will provide an overview of the conformity process and identify roles and responsibilities for each agency. Required meeting attendees include

PennDOT CPDM, District, and MPO/RPO staff that cover regions in nonattainment or maintenance for the NAAQS. This includes areas that must address the 1997 ozone NAAQS.

2. PennDOT CPDM, PennDOT Districts, the Pennsylvania Turnpike Commission (PTC), and the MPOs/RPOs will coordinate on the identification of air quality significant projects to be included in the regional transportation conformity analyses using the PennDOT Project Review and Classification Guidelines for Regional Air Quality Conformity document as found in the Transportation Conformity folder in SharePoint, including submitting the TIP200 Air Quality reports located in MPMS. PennDOT CPDM and the PennDOT Districts will be responsible for reviewing or developing clear project descriptions and providing regional significance and exempt project coding within PennDOT's Multimodal Project Management System (MPMS) and ensuring the data is accurate in the TIP200 Air Quality Reports. Blank AQ fields either in the report or in the MPMS AQ screen could cause the project listing to be returned and MPMS relevant AQ data should be corrected. This should be a joint, coordinated effort with the regional MPO and/or RPO. PennDOT CPDM, PennDOT Districts, or MPO/RPO staff will coordinate with PTC to obtain a list of Turnpike projects that may require analysis. The PTC and Interstate (IM) projects should be distributed to the applicable MPOs/RPOs for inclusion in their regional programs.

3. Decisions on project-level air quality significance must also include an interagency consultation process with federal, state, and local transportation and air quality partners. PennDOT's Interagency Consultation Group (ICG) reviews the proposed highway and transit project lists from each MPO/RPO before air quality conformity determination work begins by the MPOs/RPOs and/or PennDOT. The consultation process relies on the project descriptions provided in MPMS. The project descriptions must accurately and completely reflect the project scope and schedule, so that a determination can be made whether the project is regionally significant. This includes facility names, project limits, location, if and how capacity (highway and transit) will be expanded as part of the funded improvements. The consultation process is conducted using PennDOT's Air Quality SharePoint site, which is maintained by PennDOT CPDM. Typically, a 2-week timeframe should be provided to the ICG for the review of air quality significant projects.

4. When applicable, PennDOT and the MPOs/RPOs conduct the conformity emission analyses using EPA's approved emission model and available transportation data. If one is available, the MPO/RPO's travel demand model is often the most effective tool to complete the conformity analysis. PennDOT CPDM provides support to the MPOs/RPOs in preparing the latest planning assumptions and completing the conformity analyses.

5. PennDOT and the MPOs/RPOs complete a transportation conformity report that includes the results of the emissions modeling (if applicable) and a list of air quality significant projects. Note: emission modeling is not required for areas only in maintenance for the 1997 orphaned ozone NAAQS. The transportation conformity report should be uploaded to PennDOT's Air Quality SharePoint website and shared with the ICG for review and comment before the public comment period.

6. The MPOs/RPOs must provide their regional air quality conformity determination for public review, as specified in their public participation plans and detailed in the Conformity Rule and

FHWA's Conformity Guide. MPOs /RPOs that do not perform their own air quality conformity analysis should allow adequate time for completion of air quality conformity analysis by PennDOT's consultants, keeping in mind that the 30-day TIP public comment period, Board approval of the TIP, and final TIP submission to PennDOT CPDM needs to occur in accordance with the 2025 Transportation Program development schedule available in Appendix 1. PennDOT CPDM, FHWA, FTA and EPA verify the completion of air quality testing and analysis as part of the STIP/TIP review process.

7. The MPOs/RPOs must complete all steps of the transportation conformity and program approval process. These steps include (in order):
    a. Review and brief applicable committees on the conformity report
    b. Review and brief applicable committees on the TIP and/or LRTP
    c. Review and brief applicable committees and Board on response to public comments
    d. Board adoption and approval of the air quality conformity report which includes a summary of the public comment period and any responses to public comments, questions, or concerns.
    e. Board adoption and approval of a formal air quality resolution. If requested, CPDM can provide assistance in reviewing the air quality resolution.
    f. Board adoption and approval of the TIP and/or LRTP
    g. Board adoption and approval of the self-certification resolution

STATEWIDE PROGRAMS

Interstate Program

The Interstate Management (IM) Program is a separate program developed and managed based on statewide needs. From a programming standpoint, the IM Program is fiscally constrained to an annual funding level that is provided as part of Financial Guidance. The IM Program planning and programming responsibilities are handled by PennDOT CPDM, in coordination with other PennDOT Central Office Bureaus, the PennDOT Districts and the MPOs/RPOs.

PennDOT formed an Interstate Steering Committee (ISC) in 2015 to more efficiently manage the significant needs of the statewide Interstate System. The ISC contains representation from PennDOT's CPDM, BOO, BDD, and Districts and works with FHWA and the MPOs/RPOs on the development and management of the Interstate Program. The ISC assists with project prioritization and re-evaluates projects during Program updates. The ISC meets monthly to assist with the management of the IM Program.

As part of the IM Program update process, the ISC conducts District presentations to get a statewide perspective of the current state of the Interstate System in Pennsylvania. PennDOT District presentations to the ISC provide updates on conditions, challenges, best practices and needs in their respective areas. The presentations are provided via web conference so PennDOT Central Office and Districts, the MPOs/RPOs, and FHWA staff can participate.

Initial programming consideration will be given to currently programmed Interstate projects without regular obligation/encumbrance or with AC obligation that need to be carried over from the current

Program. Once the financial magnitude of the carry-over projects has been determined, an estimate can be made on the amount of program funds available for new IM projects, with consideration of current project schedules.

The carry-over projects and any new projects will be evaluated based on current field conditions from the Interstate rides and asset management criteria provided by BOO AM. Project prioritization and selection will be consistent with the Interstate Management Program Guidelines (Chapter 13 of PUB 242), the TAMP, and system management to the network LLCC. The IM Program project prioritization and selection process will be documented as part of the STIP submission.

Railway-Highway Crossings Program

The Railway-Highway Crossings Program, also referred to as the Section 130 (RRX) Program, is another program developed and managed based on statewide needs. From a programming standpoint, the RRX Program is fiscally constrained to an annual funding level provided by Financial Guidance. The RRX Program planning and programming responsibilities are handled by PennDOT CPDM, based on coordination with PennDOT District and Central Office Grade Crossing Unit engineers, District planning and programming staff, and the MPOs/RPOs.

Initial programming consideration will be given to currently programmed projects without regular obligation/encumbrance or with AC obligation that need to be carried over from the current Program. New projects will be identified by PennDOT Districts in coordination with the MPOs/RPOs. Projects will be prioritized and selected based on locations with the highest hazard rating from the FRA Web Accident Prediction System and locations with other local or railroad safety concerns, including increased train traffic, near-miss history, or antiquated warning devices. Consideration will also be given to the project development process and current project schedules when developing the RRX Program.

Selected projects will be added to regional MPO/RPO programs utilizing a Statewide Line Item from the Program to maintain fiscal constraint. The RRX Program project prioritization and selection process will be documented as part of the STIP submission.

Transportation Alternatives Set-Aside

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.

The IIJA/BIL further sub-allocated TA Set-Aside funding based upon population. Funds available for any area of the state, urban areas with populations of 50,000 to 200,000, 5,000 to 50,000, and areas with a population of 5,000 or less are centrally managed by PennDOT. PennDOT Central Office, with coordination and input from PennDOT Districts and the MPOs/RPOs, selects projects through a statewide competitive application process. Projects are evaluated using PennDOT's Core Principles, which are found in Design Manual 1. These Principles encourage transportation investments that are tailored to important local factors, including land use, financial concerns, and overall community

context. Project deliverability, safety, and the ability to support EJ principles and enhance local or regional mobility are also considered during project evaluation. The planning and programming responsibilities for these TA Set-Aside funds are handled by PennDOT CPDM, and funding is fiscally constrained to an annual funding level by Financial Guidance.

Selected projects are added to regional MPO/RPO programs utilizing a Statewide Line Item to maintain fiscal constraint. Projects selected under previous application rounds without regular obligation or with AC obligation will be carried over from the current Program. Additional information about the TA Set-Aside can be found on PennDOT's TA Set-Aside Funding Site.

A separate regional allocation of funding is available for urbanized areas with populations over 200,000. These funds are available for MPOs to administer competitive application rounds to select eligible projects for inclusion on their regional TIPs. Funding is fiscally constrained based on annual funding amounts provided in Financial Guidance. The MPOs/RPOs will coordinate with the PennDOT CPDM TA Set-Aside state coordinator prior to initiating a project selection round.

Spike Funding

Financial Guidance includes a set-aside of several flavors of highway funding reserved for the Secretary of Transportation's discretion. The Secretary's "Spike" funding is fiscally constrained to an annual funding level provided by Financial Guidance. The Spike funding planning and programming responsibilities are handled by PennDOT CPDM, based on direction provided from the Secretary.

Historically, the Secretary of Transportation has selected projects to receive Spike funding in order to offset the impact of high-cost projects, implement special initiatives, or advance statewide priority projects. The Spike funding decisions typically continue previous Spike commitments, with any new project selections aligning with the Department's strategic direction and investment goals. Selected Spike projects are added to the regional MPO/RPO, IMP, or Statewide items TIP, utilizing Statewide Line Items from the Statewide Program to maintain fiscal constraint.

National Electric Vehicle Infrastructure Formula Program

The IIJA/BIL provides states with $7.5 billion to help make EV charging more accessible to all Americans for local and long-distance trips. This $7.5 billion comprises the $5 billion National Electric Vehicle Infrastructure (NEVI) Formula Program and the $2.5 Discretionary Grant Program for Charging and Fueling Infrastructure. Pennsylvania will receive $171.5 million in dedicated formula funding over the first five years of the NEVI Formula Program.

The initial focus of this funding is for states to strategically deploy Direct Current Fast Charging (DCFC) stations along its designated Alternative Fuel Corridors (AFCs), to help build out the national EV AFC network. Once a state's AFC network is "fully built out" according to FHWA criteria — NEVI-compliant DCFC stations that are both: a) no more than 50 miles apart along each AFC; and b) no more than 1 mile from the nearest AFC exit — then that state may use NEVI Formula Program funds for EV charging infrastructure on any public road or other publicly accessible location.

PennDOT collaborates with the MPOs/RPOs to assist in public outreach and engagement in supporting NEVI planning efforts. Program updates of NEVI are provided to MPOs/RPOs at PennDOT's bi-monthly Planning Partners calls, Planning Partner Fall and Spring Summits and NEVI webinars hosted by either FHWA or PennDOT.

The Pennsylvania NEVI State Plan is an evolving document updated annually. **PennDOT's NEVI Plan Priorities include:**

- Build out the current and future AFC network
- Ensure charging capacity and redundancy on the AFC network
- Expand charging to other non-interstate routes that may or may not be designated as AFCs and that may serve disadvantaged communities or as emergency routes
- Provide mobile charging or towing services to support emergency response to motorists
- Provide charging at key public destinations including those that can be accessed by underserved or disadvantaged populations
- Provide charging at mobility hubs, which are typically located around transit stations and key neighborhood locations. Mobility hubs offer a density of travel options combined with public, commercial, or residential amenities.
- Provide charging infrastructure to support heavy and medium-duty freight movement including regional travel, rural deliveries, or emergency travel.

PUBLIC COMMENT

As part of their regional TIP development, the MPOs/RPOs will ensure that their regional highway/bridge and transit TIPs provide the following information:

- Sufficient detailed descriptive material to clarify the design concept and scope as well as the location of the improvement. The MPO/RPO and PennDOT District(s) must collaborate on the information for the public narrative.
- Projects or phases of projects assigned by year (e.g., FFY 2025, 2026, 2027, 2028) should be based upon the latest project schedules and consistent with 23 CFR 450.326(g).
- Detailed project and project phase costs should be delineated between federal, state, and local shares. Each project and its associated phase costs should depict the amount to be obligated/encumbered for each funding category on a per year basis.
- Phase estimates and total costs should reflect YOE in the TIP period, per Financial Guidance.
- The estimated total project cost should be included, which may extend beyond the 4 years of the TIP into the TYP/LRTP.
- There should be identification of the agency or agencies responsible for implementing the project or phase (i.e., the specific Transit agency, PennDOT District(s), MPO/RPO, local government, or private partner). Each MPO/RPO will work with all project administrators to provide any additional information that needs to be included with each project to be listed in their regional Program.

PennDOT CPDM will provide the information above for Statewide-managed programs for the STIP.

The MPO/RPO TIPs, including the MPO/RPO portions of the IM TIP, must be made available for public comment for a minimum of 30 days and in accordance with the procedures outlined in the MPO/RPO

PPPs. A formal public comment period for the regional TIPs must be established to gather all comments and concerns on the TIPs and related documents. A separate STIP 15-day public comment period will also be held after the regional TIP public comment periods have been completed. PennDOT CPDM, PennDOT Districts and the MPOs/RPOs shall make STIP/TIP information (such as technical information and meeting notices) available in electronically accessible formats and means, such as websites and mobile devices.

Joint outreach efforts can result in a more effective program overall and more efficient use of labor across all MPOs/RPOs. Straightforward and comprehensive access to all public documentation (including the draft and final STIP, TIP and TYP project listings) should be made available to all members of the public, including those individuals with Limited English Proficiency (LEP). As part of their public outreach, MPOs/RPOs should take advantage of available resources, including translation services, social media tools, other online resources, and local community organizations.

All 2025 Transportation Program guidance documents will be available at talkpatransportation.com for program development use by the MPOs/RPOs and other interested parties. PennDOT and MPO/RPO websites shall be used to keep the public informed, giving them access to the available data used in the Program update, informing them how they can get involved in the TIP update process, giving notice regarding public participation activities, and offering the opportunity for review and comment at key TIP development decision points. To provide a central location for regional public comment opportunities, PennDOT CPDM will post the regional public comment periods and links to the MPO/RPO websites on the talkpatransportion.com website. The MPOs/RPOs must post the applicable TIP documents on their regional websites for public review and comment. The table located in the TIP Submission section below outlines the required documents that must be included for public comment.

After the public comment periods have ended, the PennDOT Districts will partner with the MPOs/RPOs to develop responses to the public comments. These responses will be documented as part of the regional TIP submissions that are sent to PennDOT CPDM.

2025 Transportation Program
General and Procedural Guidance

TIP SUBMISSION

MPOs/RPOs, PennDOT Districts, and CPDM will coordinate in the development of draft lists of projects. PennDOT Districts and CPDM are required to attach draft lists of projects in MPMS as noted on the 2025 Transportation Program development schedule available in Appendix 1. In addition to the project list being attached in MPMS, the MPOs/RPOs should submit a draft version of available TIP development documentation to CPDM which will then share with FHWA, FTA, BPT, and BOO. This documentation should include the project selection process, a description of the anticipated effect of the TIP toward achieving the performance targets, the individual roles and responsibilities of the MPOs/RPOs, PennDOT Districts and Central Office, and a timeline. This will allow for early coordination with PennDOT Districts, CPDM, FHWA, and FTA for review and feedback prior to the draft TIP public comment period.

Following the draft TIP public comment period and the individual TIPs are approved by the MPOs/RPOs, they must be formally submitted to PennDOT CPDM. The formal submission should include a cover letter and all required documentation, along with the completed TIP Checklist in Appendix 3. The TIP Checklist will be verified by PennDOT CPDM, FHWA and FTA upon review of the TIP Submission package. The MPO/RPO TIP Submission requirements are summarized below:

	TIP Submissions Must Include the Following:	Include for Public Review and Comment
1	Cover Letter	
2	TIP Development/Project Selection Process Documentation	✓
3	TIP Development Timeline	✓
4	TPM (PM1, PM2, and PM3) Narrative Documentation	✓
5	HSIP SharePoint Application Submission Confirmation	
6	Transit Performance Measures Narrative Documentation	✓
7	Highway and Bridge TIP Listing with public narrative	✓
8	Public Transportation TIP Listing with public narrative	✓
9	Interstate TIP Listing with public narrative (regional portion)	✓
10	TIP Financial Constraint Chart	✓
11	Public Transportation Financial Capacity Analysis (MPO Only)	
12	EJ Analysis and Documentation	✓
13	Air Quality Conformity Determination Report (if applicable)	✓
14	Air Quality Resolution (if applicable)	
15	Public Comment Period Advertisement	✓
16	Documented Public Comments received (if applicable)	
17	Title VI Policy Statement	✓
18	Memorandum of Understanding TIP Revision Procedures	✓
19	Self-Certification Resolution	
20	List of major projects from the previous TIP that were implemented	
21	List of major regional projects from the previous TIP that were delayed	
22	TIP Checklist	

An electronic version of the regional TIP Submission must be provided to PennDOT CPDM, according to the 2025 Transportation Program development schedule in Appendix 1. The electronic version of the TIP Submission, including the TIP Checklist, should be submitted through SharePoint. PennDOT CPDM will verify that the items on the TIP Checklist have been completed and that all required documents have been included along with each TIP submission.

PennDOT CPDM will combine the individual TIPs to create the STIP. The STIP, which is included as the first four years of the TYP, will be submitted by PennDOT CPDM to the STC for their approval at their August 2024 meeting. After STC approval, PennDOT will submit the STIP on behalf of the Governor to FHWA/FTA for their 45-day review period. FHWA/FTA will issue their approval of the STIP, which is contained in the Planning Finding document, by the end of the 45-day period, which should occur before the start of the new 2025 FFY on October 1, 2024.

PROGRAM ADMINISTRATION

After adoption, the 2025 Transportation Program must continue to be modifiable based on necessary program changes. Adjustments to the 2025 Program are enacted through procedures for STIP/TIP Modification at both the State and MPO/RPO levels. The Statewide Memorandum of Understanding (MOU), which outlines the procedures for 2025 STIP modifications, is jointly developed by PennDOT, FHWA and FTA. The Statewide MOU sets the overarching principles agreed to between PennDOT and FHWA/FTA. Individual MOUs are then developed and adopted by the MPOs/RPOs, utilizing the Statewide MOU as a reference. The regional MOUs cannot be less restrictive than the Statewide MOU. The new procedures for TIP revision/modification must be part of the public comment period on the draft 2025 Program.

The modification procedures that were approved for the 2023 Program will be used as a starting point for the development of procedures for the 2025 Program. These procedures are required to permit the movement of projects or phases of projects within the STIP/TIP while maintaining year-by-year fiscal constraint. This process helps to ensure that the MPO/RPO TIPs and the STIP are consistent with the TYP and regional LRTPs, and vice versa.

Changes to the TIPs and the delivery of completed projects are monitored by PennDOT CPDM, PennDOT Districts and the MPOs/RPOs and are the subject of various program status reports. PennDOT CPDM will track the progress of the highway Program and project implementation and share the findings with the MPOs/RPOs. PennDOT CPDM will send the MPOs/RPOs quarterly progress reports that detail current project obligations that have occurred in the current FFY.

In accordance with 23 CFR 450.334, all Pennsylvania MPOs/RPOs, transit agencies, and PennDOT will cooperatively develop an Annual Listing of Obligated Projects for which Federal funds have been obligated in the previous FFY. The listing must include all Federally funded projects authorized or revised to increase obligations in the preceding program year and, at a minimum, include the following for each project:

- the amount of funds requested on the TIP
- Federal funding that was obligated during the preceding year
- Federal funding remaining and available for subsequent years
- sufficient description to identify the project or phase

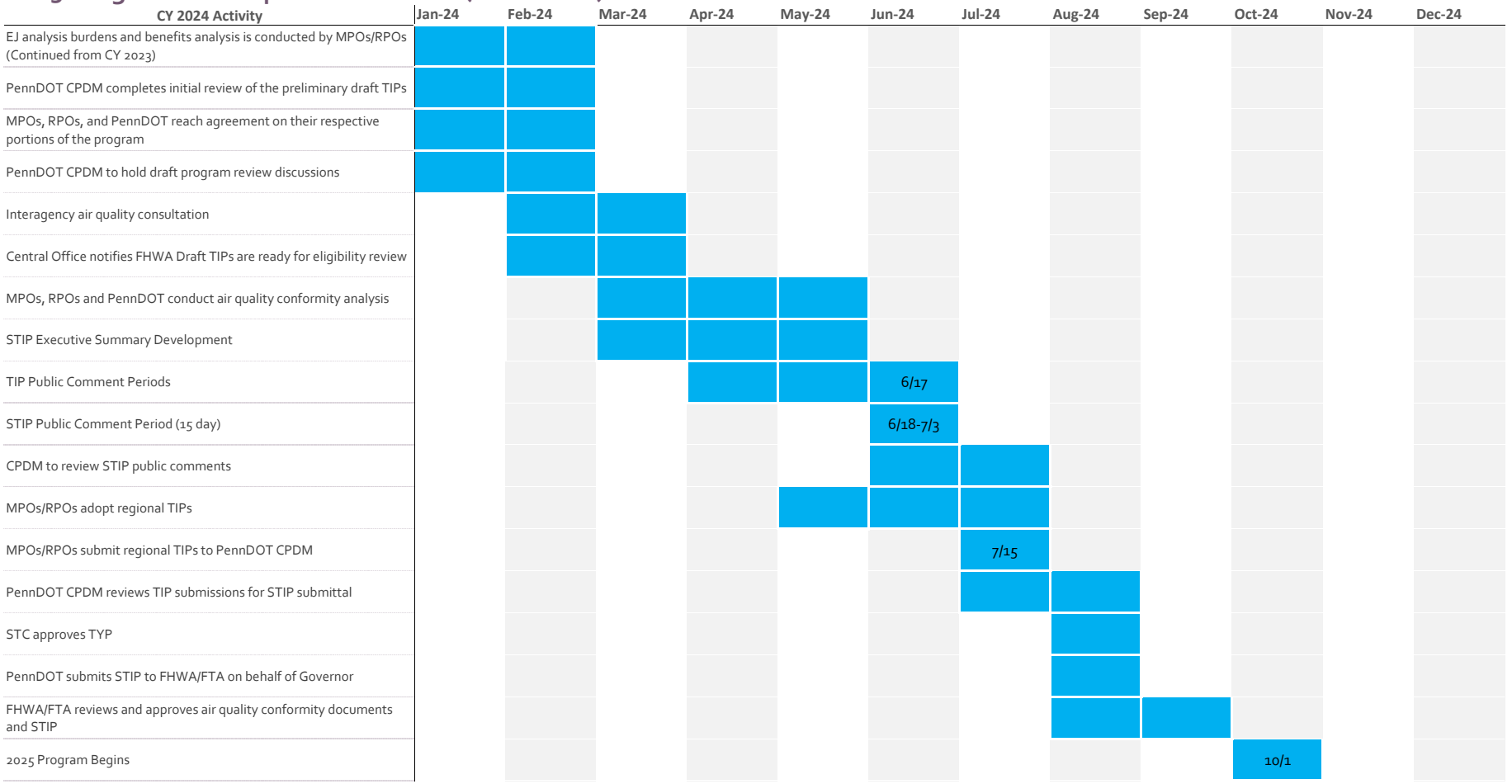
- identification of the agencies responsible for carrying out the project or phase

PennDOT CPDM will continue to work with the MPOs/RPOs and transit agencies to assist in developing the regional obligation reports. The listing of projects must be published on respective MPO/RPO websites annually by December 29 (within 90 calendar days of the end of the previous FFY), in accordance with their public participation criteria for the TIP. CPDM Funds Management will provide an annual listing of Highway/Bridge obligations and PennDOT administered executed transit grants. MPOs/RPOs should work with their respective transit agencies to acquire a list of any additional executed grants in which the agencies were the direct recipient of Federal Transit funding.

2025 Program Development Schedule

CY 2023 Activity	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23
STC releases Transportation Performance Report		2/22										
STC-TYP public comment period			3/1	4/30								
STC online public forum				4/12								
General/Procedural Guidance Work Group Meetings												
Financial Guidance Work Group Meetings												
Spring/Summer Planning Partners Call				4/19								
Final Program Update Guidance documents released												
Statewide STIP MOU development/finalization												
Draft Interstate carryover projects released												
Districts, MPOs/RPOs and Central Office hold initial program update coordination meetings												
2025 TYP Public Outreach Feedback Provided to STC, MPOs/RPOs and PennDOT to consider for TIP/TYP												
BOO Asset Management provides PAMS/BAMS outputs for the 2025 Program Update												
Districts, MPOs/RPOs and Central Office meet to coordinate on carryover & candidate projects												
Project updates are made in MPMS												
Interstate Steering Committee Presentations												
Validation of PennDOT Connects PIF forms conducted for new 2025 TIP projects												
EJ conditions data (pavement, bridge, safety and transit, if available) made available to MPOs/RPOs												
Spike decisions released												
Fall Planning Partners Meeting												
Draft Interstate and Statewide Projects announced												
EJ analysis burdens and benefits analysis is conducted by MPOs/RPOs												
PennDOT completes attaching draft TIP/TYP in MPMS												12/31
MPO/RPOs submit available Draft TIP documentation to CPDM and FHWA/FTA for review												12/31
Final Draft Interstate and Statewide Projects Distributed												

2025 Program Development Schedule (Continued)



Transportation Program Development and Project Delivery Process

pennsylvania DEPARTMENT OF TRANSPORTATION

Transportation Issues
Potential Sources:
LRTP, Asset Management, Public, MPO/RPO, Districts, STC Comments, State and/or Regional Priorities and Goals, County/Municipal Comprehensive Plans, Corridor Studies, Planning Products, Discretionary, Financial Guidance

C O L L A B O R A T I O N

Problem Assessment → Proposal [2] Identification → Proposal [2] Evaluation → Project addition to TIP/STIP → PE/NEPA Decision → Final Design and Construction

Public Input Form [1] | Proposal Screening Form | TIP/STIP Document | Scoping Form | Environmental Decision Document | ECMTS

Review problems identified for consideration and determine Purpose and Need

Evaluate and refine problem

Determine priority level of problem - identify potential solutions and contextual issues

Evaluate contextual issues, as well as potential solutions and alternatives considering:
- Safety issues/concerns
- Bicycle/pedestrian accommodations
- Transit/multi-modal considerations
- Stormwater management
- Presence of/impacts from (current/future) freight-generating land uses
- Utility Issues
- Transportation operation considerations
- Emergency services accommodations
- Planned development
- Long range transportation plans
- Consistency with current and/or proposed zoning
- Consistency with community comprehensive or other plans
- Regional planning studies
- Other proposed transportation improvements
- Impacts on the natural, cultural, or social environment
- Right-of-way considerations
- Anticipated public opinion
- Community or cultural events in the candidate project area
- Presence of EJ populations or LEP individuals
- Maintenance agreement requirements
- Other specific regional/local topics

TIP+2

Recommend project/study to the TIP or to TIP Candidate List

At a minimum projects approved for the TIP require collaboration with local governments to identify multimodal [5], stormwater best management practices, and other appropriate community features

Conduct collaborative scoping field view including local governments with full consideration of community vision, needs, goals and objectives

Use information collected in the collaborative planning process to inform the NEPA decision document, preliminary engineering, final design and construction. Monitor commitments made.

Recommend formal study; place on LRTP or TIP as a study [4]

LRTP [2,3]

Footnotes:

1. Not required for all proposals.
2. PennDOT and the MPO/RPO may jointly decide to dismiss a proposal at any time if the proposal is determined to be a routine maintenance project or not feasible due to constructability issues.
3. Projects may also be deferred to the LRTP Candidate List or illustrative list.
4. Studies can also be funded through the Unified Planning Work Program (UPWP).
5. Multimodal includes highway, public transit, aviation, rail, freight, and bicycle and pedestrian facilities.

2025-2028 Transportation Program Submission Checklist

Planning Partner: _____ [Click Here to View Pop-Up Directions]

Transportation Management Area: ☐ Yes ☐ No

	Information Items Green highlighted items require documentation be submitted.	Response	MPO/RPO to Provide Response Others Check to Indicate Response Verified CPDM	FHWA	FTA
1. Cover Letter:	**Cover Letter which documents organization and date of TIP adoption**	Yes / No	☐	☐	☐
	Date TIP adopted by Planning Partner:	Meeting Date	☐	☐	☐
2. TIP Development:	**TIP Development/Project Selection Process Documentation**	Yes / No	☐	☐	☐
	MPO/RPO Specific TIP Development Timeline	Yes / No	☐	☐	☐
	Does the documentation explain the project selection process, roles, responsibilities and/or project evaluation criteria procedures?	Yes / No	☐	☐	☐
3. Performance Based Planning and Programming:	**PM1 Narrative Documentation (includes established targets and analysis of progress towards targets)**	Yes / No	☐	☐	☐
	HSIP SharePoint Application Submission Confirmation	Yes / No	☐	☐	☐
	PM2 Narrative Documentation (includes established targets and analysis of progress towards targets)	Yes / No	☐	☐	☐
	PM3 Narrative Documentation (includes established targets and analysis of progress towards targets)	Yes / No	☐	☐	☐
	Transit Performance Measures Documentation	Yes/No/NA	☐	☐	☐
	TAMP narrative documentation demonstrates consistency with the TYP/TIP	Yes / No	☐	☐	☐
4. Highway-Bridge Program Projects:	**Highway and Bridge Listing with public narrative**	Yes / No	☐	☐	☐
5. Public Transportation Program:	**Public Transportation Listing with public narrative**	Yes / No	☐	☐	☐
6. Interstate & Statewide Program Projects:	**Regional Portion of Interstate TIP Listing with public narrative**	Yes/No/NA	☐	☐	☐
	Regional Portion of Statewide TIP Listing (Spike, TAP, RRX, HSIP, other)	Yes/No/NA	☐	☐	☐
7. Financial Constraint:	**Complete the tables in the Financial Constraint tab.**	Yes / No	☐	☐	☐
	Is the TIP financially constrained, by year and by allocations?	Yes / No	☐	☐	☐
	Were the TIP projects screened against the federal/state funding program eligibility requirements?	Yes / No	☐	☐	☐
	Are estimated total costs to complete projects that extend beyond the TIP years shown in the TYP and LRTP?	Yes / No	☐	☐	☐

2025-2028 Transportation Program Submission Checklist

Planning Partner: _____ [Click Here to View Pop-Up Directions]

Transportation Management Area: ☐ Yes ☐ No

	Information Items Green highlighted items require documentation be submitted.	Response	MPO/RPO to Provide Response Others Check to Indicate Response Verified CPDM	FHWA	FTA
8. Public Transportation:	**Public Transportation Financial Capacity Analysis (MPO Only)**	Yes/No/NA	☐	☐	☐
	Documentation of Transit Asset Management (TAM) Plan	Yes / No	☐	☐	☐
9. Environmental Justice Evaluation of Benefits and Burdens:	**EJ Documentation (demographic profile, conditions data, TIP project map, TIP benefits/burdens analysis)**	Yes / No	☐	☐	☐
	Was EJ analysis incorporated into your TIP development process?	Yes / No	☐	☐	☐
10. Air Quality:	**Air Quality Conformity Determination Report**	Yes/No/NA	☐	☐	☐
	Air Quality Resolution	Yes/No/NA	☐	☐	☐
	Is the area in an AQ non-attainment or maintenance area?	Yes/No/NA	☐	☐	☐
	Have all projects been screened through an interagency consultation process?	Yes/No/NA	☐	☐	☐
	Most recent air quality conformity determination date:	Date/NA	☐	☐	☐
	Do projects contain sufficient detail for air quality analysis?	Yes/No/NA	☐	☐	☐
11. Public Participation Documentation:	**Public Comment Period Advertisement**	Yes / No	☐	☐	☐
	Public comment period:	Date Range	☐	☐	☐
	Public meeting(s)-Date/Time/Location:	Date/Time/ Location	☐	☐	☐
	Public meeting notices contain contact information about ADA Accomodations?	Yes / No	☐	☐	☐
	Were LEP taglines included with TIP public comment documents?	Yes / No	☐	☐	☐
	Has Tribal Consultation/Outreach occurred?	Yes / No	☐	☐	☐
	STIP/TIP public involvement outreach activities consistent with Public Participation Plan?	Yes / No	☐	☐	☐
	Were any public comments (written or verbal) received?	Yes / No	☑	☐	☐
	Documentation of Public Comments received	Yes/No/NA	☐	☐	☐
	Were public comments addressed?	Yes/No/NA	☐	☐	☐
12. Title VI:	Has the MPO included information regarding Title VI and its applicability to the TIP, including the protections against discrimination and the availability of the TIP document in alternative formats upon request?	Yes / No	☐	☐	☐

2025-2028 Transportation Program Submission Checklist

Planning Partner: _____ [Click Here to View Pop-Up Directions]

Transportation Management Area: ☐ Yes ☐ No

	Information Items Green highlighted items require documentation be submitted.	Response	MPO/RPO to Provide Response Others Check to Indicate Response Verified CPDM	FHWA	FTA
13. TIP Revision Procedures (MOU):	**MPO/RPO TIP Modification Procedures (MOU)**	Yes / No	☐	☐	☐
14. MPO Self-Certification Resolution:	**Self-Certification Resolution**	Yes/No/NA	☐	☐	☐
	For the Non-TMAs, does the self certification contain documentation to indicate compliance?	Yes/No/NA	☐	☐	☐
15. Other Requirements:	**List of regionally important projects from the previous TIP that were implemented, and projects impacted by significant delays.**	Yes / No	☐	☐	☐
	Does the TIP contain amounts of state & local revenue sources beyond financial guidance?	Yes / No	☐	☐	☐
16. PennDOT Connects:	Municipal outreach/PIF forms initiated/completed for all TIP projects?	Yes / No	☐	☐	☐
17. Long Range Transportation Plan:	Is the TIP consistent with the LRTP?	Yes / No	☐	☐	☐
	LRTP air quality conformity determination date:	Date/NA	☐	☐	☐
	LRTP end year:	Date	☐	☐	☐
	Anticipated MPO/RPO LRTP adoption date:	Date	☐	☐	☐
18. Completed/ Reviewed by:	MPO/RPO:		Date:		
	PennDOT CPDM:		Date:		
	FHWA:		Date:		
	FTA:		Date:		
19. Comments:	*Note any noteworthy practices, issues or improvements that should be addressed by the next TIP update, or any other comments/questions here:*				

2025 - 2028 Transportation Program Development Checklist

Financial Constraint Tables

Compare the amount of funds programmed in each year of the TIP against Financial Guidance (FG) allocation, and explain any differences.

	FFY 2025		FFY 2026		FFY 2027		FFY 2028		Comments
Fund Type	**Financial Guidance**	**Programmed**	**Financial Guidance**	**Programmed**	**Financial Guidance**	**Programmed**	**Financial Guidance**	**Programmed**	
NHPP									
STP									
State Highway (581)									
State Bridge (185/183)									
BOF									
HSIP									
CMAQ									
TAU									
STU									
BRIP									
Total	$0	$0	$0	$0	$0	$0	$0	$0	

Identify the TOTAL amount and TYPES of additional funds programmed above FG allocations (i.e. Spike funds, Earmarks, Local, Other, etc.) by year:

Additional Funding Type	FFY 2025	FFY 2026	FFY 2027	FFY 2028	Comments
Total	$0	$0	$0	$0	

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SEPTA's Financial Capacity Analysis and TAM Plan

DELAWARE VALLEY
dvrpc
REGIONAL
PLANNING COMMISSION

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SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY

FINANCIAL CAPACITY ASSESSMENT & CERTIFICATION

May 1, 2024

In accordance with Federal Transit Administration (FTA) Circular 7800.1A, the following is provided as documentation that the Southeastern Pennsylvania Transportation Authority ("SEPTA" or the "Authority") has the financial capacity to carry out the operating and capital projects included in the Fiscal Year 2025-2028 Transportation Improvement Program. Notwithstanding the Authority's long-term financial capacity, SEPTA acknowledges that the COVID-19 pandemic has adversely affected travel and utilization of the Authority's services along with SEPTA's operations and financial results. SEPTA has received $1.67 billion in Federal COVID-19 Relief funding (Coronavirus Aid, Relief, and Economic Security (CARES) Act of March 2020; the Coronavirus Response and Relief Supplemental Act (CRRSA) of January 2021; and the American Rescue Plan Act (ARPA) of March 2021), which provided economic assistance to American workers, businesses, and industries impacted by COVID-19. These relief dollars have helped SEPTA offset the adverse financial impacts of the COVID-19 pandemic. As of May 1, 2024, SEPTA has exhausted 99% of the COVID relief funding. As of February 2024, SEPTA ridership has reached 70.3% of pre-COVID levels with 16.19% system-wide growth compared to February 2023. SEPTA will require additional subsidies to maintain service levels while ridership continues to recover. Governor Shapiro's FY 2025 Budget proposes a 1.75% increase in allocation of state sales tax receipts to public transportation agencies statewide to meet immediate and future needs. The increase will provide an additional $283 million to the Public Transportation Trust Fund annually, including $161 million to SEPTA. This additional subsidy will enable SEPTA to maintain operations at current levels for 6 years.

A. Scope of Operations

The Southeastern Pennsylvania Transportation Authority was formed by an act of the Pennsylvania General Assembly in 1964 in order to provide public transportation services to Bucks, Chester, Delaware, Montgomery and Philadelphia Counties. Over the years, SEPTA acquired the assets of several private transportation companies. Today, SEPTA is the sixth-largest public transportation system in the United States and is responsible for operating:

- 125 Bus Routes (including 5 circulator routes & shuttle services)
- 13 Regional Rail Lines
- 8 Trolley Lines
- The Broad Street Line and the Market-Frankford Line (subway/elevated)
- The Norristown High Speed Line (interurban heavy rail line)
- 3 Trackless Trolley Routes
- Customized Community Transportation (CCT), demand response services for seniors and individuals with disabilities

System-wide ridership in February 2024 was 69% of pre-COVID February 2019 ridership. This marks the highest recovery rate since the start of the pandemic. System-wide ridership increased 14% from February 2023. On average there were approximately 86,304 more trips per day in February 2024 compared to February 2023. This is based on the calendar month. Average daily ridership was 695,795 unlinked passenger trips across all modes.

Bus mode ridership recovery reached 80% for the first time. Bus & trackless trolley ridership increased 9% from February 2023 (352,274) to February 2024 (383,806).

Trolley ridership recovery is at 63% as of February 2024 when compared to the pre-COVID February 2019 total. October 2023 ridership was the highest both in terms of the total number of unlinked passenger trips and recovery rate. February 2024 is now the second highest in terms of ridership recovery and total ridership. Ridership recovery on both Saturdays and Sundays stands at 81%.

Combined Broad Street Line and Market-Frankford Line ridership has increased 24% relative to February 2023 and is at 57% of pre-pandemic levels based on revenue ridership data.

Regional Rail experienced its highest average daily ridership (77,066) and ridership recovery rate (64%) since the start of the pandemic. Ridership has also increased 19% relative to February 2023 - an increase of 12,346 unlinked trips per day.

B. Historical Trends

SEPTA's historical trends are outlined in Appendix A, Financial and Statistical Summary, for each of the past five fiscal years (Fiscal Year 2019 through Fiscal Year 2023.) From FY 2019 to FY 2023 passenger revenue declined at a compound average growth rate of -13.9%. Operating expenses during the five-year period increased from $1.411 billion to $1.546 billion, reflecting a compound average growth rate of 2.3% per year. Operating subsidies increased from $894 million in FY 2019 to $1.240 billion in FY 2023, an average rise of 8.5% per year. Operations for Fiscal Years 2019 through 2023 resulted in a relatively small surplus each year as total operating revenues, subsidies and investment income exceeded total expenses by an average of $1.175 million over the five-year period. Investment income for Fiscal Years 2019 through 2023 is shown in the appendix and reflects financial market conditions and fund balances.

Transportation usage decreased during the five-year period at an average of 12.2% per year. The number of total unlinked passenger trips decreased from 292.9 million in FY 2019 to 174.0 million unlinked trips in FY 2023. The 174.0 million unlinked trips are up 64.5% from FY 2021, however, showing significant recovery in the wake of the COVID-19 pandemic.

SEPTA was able to meet its financial obligations during the five-year period and its long-term debt, incurred for capital expenditures, increased from $710.4 million on June 30, 2019 to $837.1 million on June 30, 2023, driven by the first issuance of $550 million Asset Improvement Program Bonds in the fall of 2022. SEPTA's recovery ratio, expressed as a percentage of total operating revenues to total operating expenses, decreased from 36.5% in 2019 to 18.9% in 2023.

C. Current Condition

For FY 2023, the most recent fiscal year for which comparative information is available, total passenger revenue increased 11.3% relative to the prior fiscal year. Operating expenses increased by 8.5% primarily due to higher labor and fringe benefits, services, fuel and lubricant costs, utilities, purchased transportation, lease rentals, and depreciation. Total government subsidies needed to support operations increased 6.9% from $1.161 billion in FY 2022 to $1.240 billion in FY 2023 primarily to the receipts of CARES Act funding. On March 27, 2020, the U.S. Congress passed, and the President signed into law the Coronavirus Aid, Relief, and Economic Security (CARES) Act. The CARES Act provides emergency assistance and health care response for individuals, families and businesses affected by the COVID-19 pandemic. The Authority was awarded $644 million in CARES Act funding, a portion of which offset the significant passenger revenue shortfall resulting from lower ridership related to the COVID-19 pandemic. The CARES Act Grant was awarded by the Federal Transit Administration on June 3, 2020. Subsequently the U.S. Congress passed two more relief bills: the Coronavirus Response and Relief Supplemental Act (CRRSA) on December 27, 2020, and the American Rescue Plan Act (ARPA) on March 11, 2021. The Authority recognized $8.7 million in federal CARES Act, $45.5 million in CRRSAA, $360.0 million in ARPA in funding to help offset lower passenger revenues. FY 2023 ended with an operating surplus of $418,000.

The Authority's Fiscal Year 2023 audited financial results are prepared in accordance with generally accepted accounting principles (GAAP).

D. Financial Projections

With the passage of Act 44 of 2007, as amended by Act 89 of 2013, a dedicated, long-term funding solution for transportation in Pennsylvania was enacted. This ended years of uncertainty with regard to SEPTA's operating subsidy. Act 89 also provides new bondable revenue sources for transit. In July 2022, contributions to the Commonwealth's Public Transportation Trust fund transitioned to Motor Vehicle Sale Tax Revenues. In October 202, SEPTA issued $550 million of Asset Improvement Program Bonds to support various capital projects. SEPTA anticipates issuing $1.6B of bonds for certain capital projects, such as rail car acquisitions, to assist in financing the FY 2025 capital program.

Appendix B, Financial Projections Consolidated Budget, provides the detailed projections through Fiscal Year 2030.

Forecast Assumptions By Category:

Passenger Revenue
Passenger Revenue and Shared Ride Revenue is projected to grow an average of 4.4% over the five-year period, with total Operating Revenue projected to eventually reach 83% of pre-COVID levels in FY 2030.

Other Income

SEPTA's Other Revenue category includes income from investments, real estate rentals, advertising, parking lot fees, scrap sales, and property damage recoveries. Other Revenue is expected to increase approximately 1% per year.

Expenses

Total expenses are projected to grow 2.3% annually with fringe benefits expected to grow at a higher rate, driven by wage adjustments and contractual labor agreements.

Subsidy

In response to the COVID-19 pandemic, three Federal relief bills were passed: The Coronavirus Aid, Relief, and Economic Security (CARES) Act in March 2020; the Coronavirus Response and Relief Supplemental Act (CRRSA) in January 2021; and the American Rescue Plan Act (ARPA) in March 2021. In FY 2025, Federal Subsidy will decrease 83.7% from the FY 2024 budget, reflecting the exhaustion of SEPTA's last one-time non-recurring COVID Relief from ARPA. The remaining sources of federal subsidy include ongoing federal support for capital leases, debt service, and highway pass-through funds.

The subsidy category also reflects the anticipated increase to funding provided by the Commonwealth as proposed in the Governor's Executive Budget for 2024-2025. This increase contemplates an increase of 1.75% to the current 7.68% of all Sales and Use Tax receipts, injecting an additional $283 million into mass transportation across the Commonwealth. These dollars will be deposited into the Public Transportation Trust Fund established by Act 44 of 2007, as amended by Act 89 of 2013. In concert with SEPTA's Service Stabilization Fund, these dollars will enable SEPTA to maintain operations at current levels for 6 years.

E. Capital Program

The Fiscal Year 2025 Capital Budget was developed based on the following principles:

- Forecasted Federal, State and Local Funding Levels; and
- Budgeting based on Annual Cash Flow Projections and Financial Obligations.

Funding Assumptions

The following references were used to develop the programming amounts for SEPTA's Fiscal Year 2025 Capital Budget and Fiscal Years 2025-2036 Capital Program:

- Federal funding levels based on the transportation funding authorization, Bipartisan Infrastructure Law (BIL, also known as the Infrastructure Investment and Jobs Act, or IIJA).
- Transition of state sources of capital assistance from reliance on Pennsylvania Turnpike Commission bonds to the state's Motor Vehicle Sales and Use Tax.
- Financial guidance for state funding from Act 89 of 2013.
- City/Counties local match requirements on federal and state funding.
- Capital financing to manage cash flow obligations. SEPTA is planning the implementation of a multi-year borrowing program utilizing State Motor Vehicle Sales Tax revenues for repayment.

Fiscal Year 2025 Projects

SEPTA's Proposed Fiscal Year 2025 Capital Budget totals $922.8 million, a 5.5% decrease from the FY 2024 Capital Budget. Available funds are allocated among projects that will advance strategic objectives, bring assets to a state of good repair, meet the Authority's financial obligations, implement system improvements, and enhance safety and security. Capital investments are focused on the following areas:

Rebuilding the System
Projects will return the system to a state of good repair via restoration or replacement of transit infrastructure that has exceeded its useful life. Projects will address the State of Good Repair backlog and preserve transit service for current and future customers. Programs include bridges; communication, signal systems, and technology; maintenance/transportation facilities and roofs; substations and power; and track and right-of-way.

Safety and Security
Projects include safety and security measures for vehicles and facilities, and interoperable communications improvements.

Vehicle Acquisitions and Overhauls
Projects include replacing buses and utility vehicles that have exceeded their useful life and optimizing the fleet through targeted overhaul.

Financial Obligations
This includes payments for SEPTA's Amtrak trackage lease, other capital leases, and debt service payments.

Project of Significance
SEPTA continues to seek long term funding to complete major regional projects including Trolley Modernization; Market-Frankford Line Vehicle Replacements; Broad Street Line Vehicle Replacements; Regional Rail Car Replacements; and Bus Revolution (comprehensive bus network redesign). These projects will address regional transportation needs, accommodate the growing economy, and reduce traffic congestion. $4.1 billion is programmed in 2025-2036 to advance Trolley Modernization, Bus Revolution, and rail vehicle replacements; however, a gap of more than $1 billion remains to fully fund the Projects of Significance.

F. Financial Capability

SEPTA has the financial capacity to carry out the projects included in the FY 2025-2028 Transportation Improvement Program (TIP).

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY

FINANCIAL CAPACITY ASSESSMENT & CERTIFICATION

May 1, 2024

SEPTA is designated by the Governor of Pennsylvania as the designated recipient of Section 5307 Urbanized Area formula funds for the five-county Southeastern Pennsylvania region of Bucks, Chester, Delaware, Montgomery, and the City of Philadelphia. As such, the Authority submits, executes, and administers over $700 million in federal and state grants annually. The final report for the FY 2021 FTA Triennial Review for SEPTA Systems identified several deficiencies, but they have since been addressed by SEPTA and closed out by the FTA. SEPTA is in a good/fundable standing with FTA. This documentation is on file with the transit operator, as well as with the FTA.

The Commonwealth of Pennsylvania's Public Transportation Trust Fund provides SEPTA with financial resources for transit capital projects. In order to create a sustainable program and to leverage transportation investments, the State of Pennsylvania has established the match requirement of the Federal grant commitments as a top priority of the State Trust Fund. Additionally, local governments, such as the City of Philadelphia and the Counties of Bucks, Chester, Delaware, and Montgomery contribute a percentage of the local share. This funding is provided through the Annual Capital Budget process for each government entity.

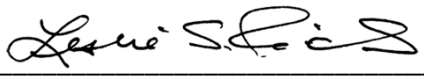
SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY

FINANCIAL CAPACITY ASSESSMENT & CERTIFICATION

May 1, 2024

CERTIFICATION

In accordance with Circular 7800.1A and based on the updated operating and capital needs as outlined in this Financial Capacity Assessment, SEPTA certifies that it has the financial capacity to provide the services and capital projects included in the DVRPC Fiscal Years 2025-2028 Transit Improvement Program (TIP).



Leslie S. Richards
Chief Executive Officer & General Manager
Southeastern Pennsylvania Transportation Authority

Appendices

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY

FINANCIAL CAPACITY ASSESSMENT & CERTIFICATION

May 1, 2024

Southeastern Pennsylvania Transportation Authority
Financial and Statistical Summary
For Fiscal Years Ended June 30
(Amounts in thousands)

	2019	2020	2021	2022	2023	% Change FY 2022 to FY 2023	Average Annual % Change FY 2019 to FY 2023
Passenger Revenue	$457,709	$349,307	$149,422	$226,576	$252,138	11.3%	-13.8%
Shared Ride Program	15,992	12,609	5,627	7,301	9,545	30.7%	-12.1%
Total Revenues Based on Ridership	473,701	361,916	155,049	233,877	261,683	11.9%	-13.8%
Other Operating Revenues	41,017	38,463	38,123	34,129	30,878	-9.5%	-6.9%
Total Operating Revenues	514,718	400,379	193,172	268,006	292,561	9.2%	-13.2%
Operating Subsidies	893,747	1,000,280	1,181,648	1,160,662	1,240,102	6.8%	8.5%
Total Revenue	1,408,465	1,400,659	1,374,820	1,428,668	1,532,663	7.3%	2.1%
Operating Expenses (a)	1,411,366	1,403,458	1,374,199	1,425,140	1,546,306	8.5%	2.3%
Surplus / (Deficit)	($2,901)	($2,799)	$621	$3,528	($13,643)	-486.7%	
Investment Income (b)	$3,229	$3,067	$187	$525	$14,061	2578.3%	44.5%
Surplus/ (Deficit) After Investment Income	$328	$268	$808	$4,053	$418	-89.7%	6.2%
Operating Revenue to Expense Ratio	36.5%	28.5%	14.1%	18.8%	18.9%		
Passengers Carried (Annual Unlinked Passenger Trips)	292,857	58,571	105,791	146,914	174,002	100.0%	-21.49%
Unrestricted Cash and Investments, at Year-end	$ 81,834	$ 50,371	$ 42,027	$ 66,084	$ 36,713	-44.4%	-18.2%
Long-term Debt, at Year-end	$ 710,430	$538,381	$ 610,637	$561,929	$ 837,073	49.0%	4.2%

(a) Excludes the reserve change related to other postemployment benefits and pensions
(b) Excludes unrealized investment gains and losses.

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY

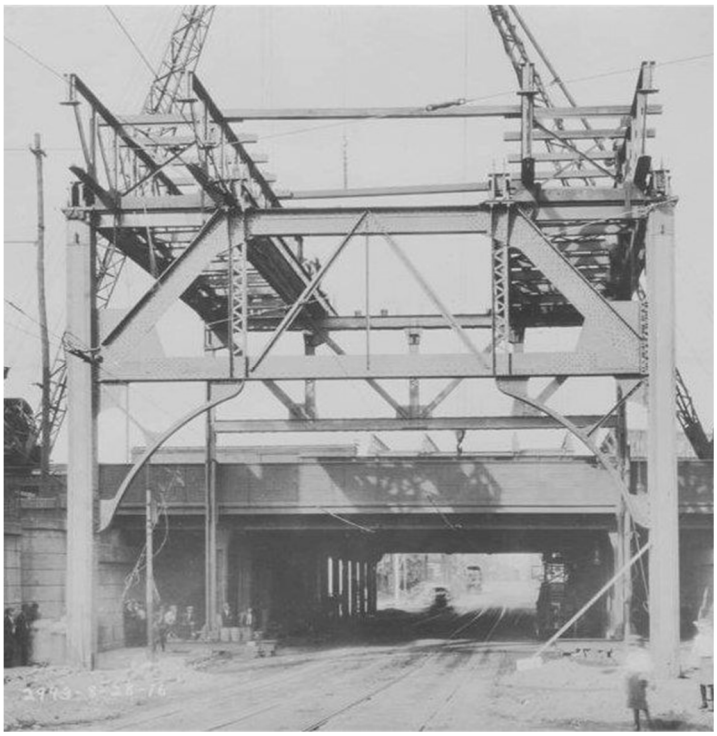
FINANCIAL CAPACITY ASSESSMENT & CERTIFICATION

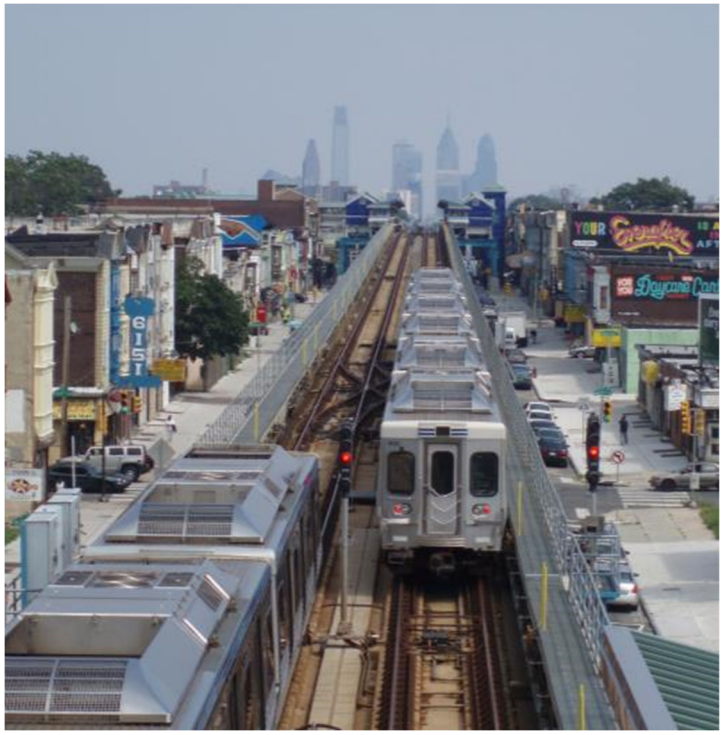
May 1, 2024

Appendix B - Financial Projections Consolidated Budget

	Budget	Projection				
Amounts in thousands ('000)	**FY 2025**	**FY 2026**	**FY 2027**	**FY 2028**	**FY 2029**	**FY 2030**
REVENUE						
PASSENGER REVENUE	$271,844	$299,562	$302,558	$305,584	$333,639	$336,976
SHARED RIDE PROGRAM	27,100	27,372	27,646	27,922	28,201	28,483
OTHER INCOME	36,140	36,501	36,866	37,235	37,607	37,984
INVESTMENT INCOME	22,747	22,520	22,294	22,071	21,851	21,632
TOTAL REVENUE	**$357,831**	**$385,955**	**$389,364**	**$392,812**	**$421,298**	**$425,075**
Revenue % of Pre-COVID	*70%*	*75%*	*76%*	*76%*	*82%*	*83%*
EXPENSES						
LABOR & FRINGE BENEFITS	$1,202,981	$1,235,147	$1,268,199	$1,302,163	$1,337,064	$1,372,930
MATERIALS & SERVICES	414,169	420,439	426,975	433,864	441,153	449,520
INJURY & DAMAGE CLAIMS	28,530	28,815	29,103	29,394	29,688	29,985
PROPULSION POWER	29,203	28,911	28,911	29,200	29,784	30,380
FUEL	29,843	29,545	28,954	28,085	26,962	25,883
VEHICLE & FACILITY RENTAL	5,512	5,528	5,544	5,551	5,569	5,586
DEPRECIATION	27,808	28,642	29,502	30,387	31,298	32,237
TOTAL EXPENSES	**$1,738,046**	**$1,777,027**	**$1,817,188**	**$1,858,644**	**$1,901,518**	**$1,946,521**
DEFICIT BEFORE SUBSIDIES	**($1,380,215)**	**($1,391,072)**	**($1,427,824)**	**($1,465,833)**	**($1,480,219)**	**($1,521,447)**
SUBSIDIES						
FEDERAL	$56,838	$60,129	$63,711	$67,603	$71,881	$76,477
STATE	1,150,781	1,156,119	1,184,837	1,214,224	1,222,104	1,253,818
LOCAL	166,644	168,872	173,324	178,054	180,282	185,200
OTHER	5,952	5,952	5,952	5,952	5,952	5,952
TOTAL SUBSIDY	**$1,380,215**	**$1,391,072**	**$1,427,824**	**$1,465,833**	**$1,480,219**	**$1,521,447**
SURPLUS/(DEFICIT)	$-	$-	$-	$-	$-	$-

Transit Asset Management Plan





Prepared by the
Southeastern Pennsylvania Transportation Authority
in accordance with 49 CFR part 625

October 1, 2022

ASSET MANAGEMENT POLICY STATEMENT

SEPTA moves the Southeastern Pennsylvania region forward by providing safe, reliable, and accessible mobility choices within a 2,200-square mile service area in Philadelphia, Bucks, Chester, Delaware, and Montgomery Counties. The Authority relies on a diverse portfolio of assets including revenue vehicles, passenger and maintenance facilities, infrastructure, and equipment to deliver this service. Many of these assets were manufactured or constructed by legacy operators prior to SEPTA's creation by the State of Pennsylvania in 1964. The condition of the Authority's assets can have a direct impact to passenger safety, employees' environment, service delivery, and service quality. SEPTA is committed to bringing the system to a state of good repair. This commitment has been documented in the Capital Budget, and the Strategic Business Plan.

Transit asset management provides the framework for the strategic and systematic processes through which SEPTA procures, operates, maintains, rehabilitates, and replaces assets to balance risk, performance, and cost throughout the assets' life cycles. In order to provide a framework for making data-informed and risk-based decisions for investing limited funds, SEPTA established an Asset Management Program. The Asset Management Program allows SEPTA to:

- Make data-informed and risk-based decisions about the procurement, operation, maintenance, and renewal of assets;
- Prioritize investments that improve safety and reduce risk, while optimizing operational efficiency and bringing the system to a state of good repair;
- Evaluate the impact of funding and spending scenarios on asset condition and performance;
- Evaluate the impact of system modernizations on SEPTA's long-term capital and maintenance needs while growing capacity for existing and future riders; and
- Implement tools for providing data to the Federal Transit Administration and key planning partners.

SEPTA is a mobility provider that drives the economy, supports equity and quality of life, advances sustainability, and promotes health and public safety. In order for SEPTA to continue to provide these necessary services, the system must be safe and reliable. Transit asset management is an integral program to achieving a state of good repair and maintaining a safe and reliable system. The Authority has committed to providing the staff and resources to implement asset management at the Authority. Furthermore, all capital programming decisions must be informed by SEPTA's Transit Asset Management Process.

_ *Signature on File* _____

Leslie S. Richards

General Manager and Chief Executive Officer

Accountable Executive

Table of Contents

Executive Summary

The Southeastern Pennsylvania Transportation Authority (SEPTA) has developed this Asset Management Plan in accordance with the guidelines given in the 2016 Transit Asset Management Rule (49 CFR part 625, or the "TAM Final Rule.") This plan outlines the framework for which vehicle and infrastructure information is evaluated in developing capital investment plans. The asset management program will also help the Authority to more effectively use its resources to minimize unacceptable safety concerns and mitigate risk while bringing the system to a state of good repair.

Data governance is integral to supporting an asset management framework. SEPTA will utilize two maintenance management systems and a capital investment prioritization tool to support asset management efforts. This Plan incorporates the business processes that are followed to update and utilize these programs and to provide data for internal and external stakeholders.

SEPTA views asset management as a practice that will continue to mature as data is collected. As such, this plan will be updated periodically to reflect the state of the practice at SEPTA. At a minimum, the plan will be revised once every four years, in accordance with the TAM Final Rule. The goal for this TAM period is to bring SEPTA's Asset Management Program into alignment with the International Asset Management framework.

Transit Asset Management at SEPTA

Transit Asset Management (TAM) is the strategic and systematic practice of procuring, operating, inspecting, maintaining, rehabilitating, and replacing transit capital assets to manage their performance, risks, and costs over their life cycles to provide safe, cost-effective, and reliable public transportation. TAM uses transit asset condition and associated risks to guide the management of capital assets and prioritize funding to achieve or maintain a state of good repair. Furthermore, TAM is a framework for incorporating agency priorities in the decision process.

SEPTA was created through the consolidation of private transportation providers in the region, some of whom had been in operation since the mid 1800's. The resulting system is truly multimodal, with commuter rail, heavy rail, light rail, bus, and paratransit service. SEPTA is an asset-intensive organization. Due to the age and complexity of the system, SEPTA owns, operates, and maintains a vast and diverse portfolio of assets. Prioritizing the maintenance and replacement of these assets requires a balance of potential safety risks, operational impacts, and costs.

While SEPTA has always maintained legacy transit assets, implementation of asset management practices have varied among the many departments responsible for operation and maintenance of the system. In 2010, SEPTA applied for and received a grant from the Federal Transit Administration (FTA) to improve transit asset management practice. With the grant monies received, SEPTA has been developing an Authority-wide Transit Asset Management Program. SEPTA's Asset Management

Department develops the information required to inform decisions regarding the renewal and replacement of the Authority's multimodal infrastructure and fleet, including:

- The Transit Asset Management Plan;
- A Condition and Performance Report, which will include the annual State of Good Repair Backlog Assessment;
- Establishment and Evaluation of Asset Management Performance Targets;
- A prioritized list of projects to inform the Capital Planning Committee and Project Development Process;
- Interface with the System Safety Plan (49 CFR 270) and the Authority Safety Plan (49 CFR 273); and
- Reports to External Stakeholders, including the FTA, Pennsylvania Department of Transportation (PennDOT), and the Delaware Valley Regional Planning Commission (DVRPC); and

The Asset Management Program requires collaboration with many entities within the Authority, including Operations, Planning, Finance, and Safety. This collaboration promotes a data-informed investment decision process that supports the overall mission of the Authority to provide safe and reliable public transportation and provides a path for integration into other agency processes.

SEPTA published its first Transit Asset Management Plan (TAMP) on October 1, 2018. The TAMP documents the various business processes that support the Asset Management Program. The plan was developed in alignment with the Federal Transit Administration's requirements, as established in the 2016 Transit Asset Management Rule (49 CFR part 625). Per the requirements, this plan outlines how people, processes, and tools work together to address asset management policy and goals; provides accountability and visibility for furthering understanding of asset management practices; and supports planning, budgeting, and communications to internal and external stakeholders. As SEPTA's practice of asset management matures, this plan will continue to evolve.

Per the TAM Final Rule, asset management plans must be refreshed at a minimum frequency of four years. While SEPTA has updated the asset management plan twice to reflect the change of Accountable Executive, this current plan reflects a substantial overhaul of the document to support integration with agency processes and ensure quality. Activities in this plan include:

- Emphasis on achieving and maintaining data quality;
- Methodologies to incorporate agency strategic priorities into decision-making; and
- Better alignment with the principles of the Infrastructure Investment and Jobs Act (IIJA).

Asset Management Advances the Strategic Business Plan

The first goal in SEPTA Forward: A Vision for a Stronger Future is to develop a proactive organization. SEPTA is an agile and responsive organization that makes the most effective use of the Authority's

resources. SEPTA invests in employees to build a diverse, inclusive, and empowered workforce that takes pride in serving the people of Southeastern Pennsylvania. Data-driven decision making is one area of focus for the strategic business plan. Asset management can also be used to advance other priorities for SEPTA, including continuing the commitment to safety, investing in employees, creating efficient processes, and emphasizing sustainability.

Asset management is a key enabler of financial and environmental sustainability. SEPTA operates on a 12-year financially constrained capital budget and five-year financially constrained operating budget. SEPTA has a responsibility to make prudent decisions about the public funds for which the Authority is responsible. Asset management can be used to help prioritize SEPTA's investment plan while reducing overall asset lifecycle costs. Asset maintainers will have the data to perform more preventative, rather than reactive, maintenance, which is a more cost-effective business model. SEPTA's capital program is largely focused on repairing and replacing assets that are no longer in a state of good repair. Asset management helps to identify potential projects that can address the state of good repair backlog. Moreover, asset management allows the Authority to choose investment projects that facilitate commuter and recreational travel throughout the Philadelphia region.

Asset management has a role in sustainable business practices as well. Enterprise asset management systems will help the employee onboarding process and collate institutional knowledge of more experienced employees. This centralized program will allow personnel to access asset information and maintenance practices, and reinforce protocols taught in trade-specific training. The enterprise system will provide a mechanism for transferring knowledge about the assets that may not otherwise be written down.

SEPTA is a multi-modal agency serving the diverse neighborhoods of Southeastern Pennsylvania with service reaching as far as Wilmington, Delaware and Trenton, New Jersey. The condition and performance of vehicles and infrastructure has a direct impact on SEPTA's service quality and the quality of life for our riders. SEPTA must continue to make strategic investments to reduce the risk of decreased reliability due to asset condition. When making business decisions, safety is paramount, but SEPTA also considers how it can help connect communities, improve accessibility and provide balanced benefits to the region's population.

SEPTA's Key TAM Stakeholders

The TAM Program interfaces with several departments directly, and others in a support capacity. Key SEPTA stakeholders include:

Accountable Executive: Leslie S. Richards

Per the FTA, the Accountable Executive is the single, identifiable person who has ultimate responsibility for carrying out the safety management system of a public transportation agency; responsibility for carrying out transit asset management practices; and control or direction over the human and capital resources needed to develop and maintain both the agency's safety and asset management plans in accordance with 49 U.S.C. 5329(d) and 49 U.S.C. 5326. The accountable executive is responsible for the

overall implementation of the asset management strategy, and for promoting a culture of safety and TAM.

SEPTA's Accountable Executive is Leslie S. Richards, General Manager and Chief Executive Officer.

Finance

The Finance Division develops and monitors results for the Authority's Operating and Capital Budgets, and federal, state, and local grants. The Division oversees all financial services, including the preparation of monthly and annual financial statements for outside stakeholders. Asset management facilitates financial sustainability of this legacy transit system.

System Safety

SEPTA's System Safety Division consists of a team of experienced safety professionals who are dedicated to ensuring and enhancing the safety of SEPTA's employees and customers. This Division serves as the corporate safety consultants for all employees to ensure regulatory compliance with a variety of safety and environmental regulations. The System Safety Department reviews all maintenance and inspection procedures, condition assessments, drawings, and specifications. The System Safety Department is responsible for evaluating safety-related risk for SEPTA's passengers and employees. They will make recommendations of immediate or long-term corrective actions or projects in the event that an actionable risk is discovered. The System Safety Division participates on SEPTA's Capital Planning Committee and reviews the Capital Budget to ensure that known safety concerns are addressed within the horizon of the program. The System Safety Division is SEPTA's liaison with the FTA and PennDOT's State Safety Oversight (SSO). Concerns raised at the SSO are relayed to appropriate departments for mitigation, including but not limited to the Asset Management group.

Regulatory Link to Safety Management System (SMS)

On January 19, 2018, the FTA issued a final rule on Public Transportation Agency Safety Plans. This rule applies the SMS approach to transit system operators. This System Safety Division will be responsible for implementing a plan that addresses the four pillars of SMS: safety management policy, safety risk management, safety assurance, and safety promotion. A new safety hazard identification process will be implemented for both operational and asset renewal activities. The asset management group will coordinate with the System Safety Division to ensure that the TAM Plan and Asset Inventory can be used to support the SMS implementation.

Operations

SEPTA's primary mission is to provide transportation throughout the Philadelphia region. Therefore, nearly all projects must coordinate with the Operations Division to ensure that service disruptions due to infrastructure condition, performance, and replacement activities are minimized while maintaining the safety of passengers, public, and employees. Where appropriate, projects include an evaluation of whether or not a proposed action has the potential to increase capacity or operational flexibility on the system.

Engineering

SEPTA's engineering departments maintain the infrastructure and fleet and are responsible for developing and implementing plans to renew them. These plans include fleet maintenance, fleet procurement, and mandatory inspections. The five-year infrastructure renewal plan ensures that service disruptions due to infrastructure renewal are minimized, and that all work groups can work in a safe manner, compliant with Roadway Worker rules. The five-year plan includes large scale capital projects, such as major interlocking replacements and station renewals; maintenance activities, such as tie and surfacing or overhead contact system renewal; and projects by other agencies that have the potential to impact SEPTA service. The engineering departments have front line experience on the condition and performance of SEPTA's assets and are the primary end users of the maintenance management systems that are being implemented to support asset management efforts.

Planning and Strategy

The Planning and Strategy Division advances strategies and goals in the Authority's Strategic Plan, coordinates with regional planning partners, and develops the long range and annual service plans. Projects identified by the Planning Division can be incorporated into the decision support process. The asset management group works closely with the Planning Division when developing the needs analysis for the Delaware Valley Regional Planning Commission.

Asset Management Program Technical Enablers

Three pieces of software provide the maintenance history and capital inventory for SEPTA's TAM Program.

Vehicle Maintenance Information System

The Vehicle Maintenance Information System (VMIS) was initially deployed at SEPTA between 1998 (bus) and 2005 (commuter rail). VMIS is an integral part of workflow at the depots. Moreover, VMIS is the Authority's system of record for all fleet assets and associated work orders. VMIS generates enterprise reports, such as the depots' vehicle availability reports, as well as more granular reports, such as fuel consumption and component maintenance history.

At the time of the publication of this plan, SEPTA is utilizing Trapeze M4 for VMIS, and is currently upgrading to Trapeze M5.

Infrastructure Maintenance Management System

The Infrastructure Maintenance Management System (IMMS) is the counterpart to VMIS. This work order management system will serve as the system of record for the asset inventory, condition, maintenance history, and performance of bridge, power, systems, and track assets. The data in this

system will be utilized to improve lifecycle management and develop SEPTA-specific age and condition curves for use in the decision-making software.

At the time of implementation of this plan, SEPTA is in the process of deploying Asset Works' FA Suite within the EM&C Division.

State of Good Repair Tool

The State of Good Repair (SGR) Tool, originally developed by the Massachusetts Bay Transportation Authority, is used to prioritize investments with a goal of bringing the system to a state of good repair. The SGR Tool utilizes asset age, condition, performance, ridership impact, replacement cost, and renewal cost to develop a composite State of Good Repair score. Asset criticality, risk, and agency goals are also factored into this rating. This score can be used to generate optimized lists of spending actions based on different levels of available funding. This tool is also utilized to model SEPTA's unconstrained needs and SGR Backlog. The SGR Tool inventory is the source of the capital asset inventory included in this plan.

Asset Management Framework for Data-Informed Decision-Making

Prior to the start of the capital planning process, the Asset Management Group will run scenarios in the State of Good Repair Tool. At a minimum, these scenarios will include:

- Unconstrained Needs Analysis
- Investment Prioritization based on Unconstrained Funding Scenario
- Investment Prioritization based on Projected Funding Scenarios

The development of these scenarios, including a description of how agency priorities are included, can be found in the "Decision Support" Section of this TAMP. The Committee will utilize this input when developing the Capital Plan. However, it is important to recognize that capital planning requires a balance of many factors beyond the score generated in any one model. Beyond the goal of bringing the system to a state of good repair, other needs shape the overall program, such as:

Safety

Passenger and employee safety is SEPTA's highest priority. The mitigation of identified and assessed hazards and risks takes priority over all other spending. The System Safety department is a key stakeholder in the review of inspection and maintenance procedures, the development of spending plans, and providing oversight during the design and construction of major transit facilities. In the case of an unforeseen safety condition, SEPTA must re-evaluate proposed spending and make adjustments so that these conditions can be remedied as quickly as possible.

SEPTA evaluates the safety of the system continuously, through planned inspections, location-specific programs, and through Location Safety Committee (LSC) meetings. These processes help identify critical safety concerns. The mitigation of safety concerns is a primary selection criterion for capital project selection.

Mandates

SEPTA must comply with all mandates issued by the authorities that govern its operation. These mandates include installation of positive train control (PTC) on the Regional Railroad, payment to Amtrak under the terms of the Passenger Rail Investment and Improvement Act (PRIIA), and compliance with the Americans with Disabilities Act (ADA). Some mandates have required SEPTA to take immediate action to accelerate projects to be completed by a specified date. Others have required SEPTA to incorporate additional elements to a project.

Operations

Projects must be performed in a manner that minimizes operational impact while maintaining the safety of passengers, public, and employees. When a piece of infrastructure is taken out of service for an extended period of time, SEPTA will oftentimes develop a comprehensive plan to repair all assets within the limits of the service outage. This allows SEPTA to bring an entire corridor of assets to the same performance standard. This proactive approach to maintenance reduces the risk of unplanned service disruptions due to infrastructure condition. This also allows SEPTA employees and third-party contractors a safer environment for work. The corridor approach to infrastructure renewal results in a significant cost savings. Moreover, this approach reduces customer impacts during construction and mitigates the risk of future infrastructure failure.

SEPTA will sometimes extend the useful life of an asset in order to schedule its replacement within a corridor-wide program. The extension of life can only be performed if this action does not impose additional risk or introduce new hazards. Several long-term infrastructure renewal plans are providing the framework of these long-range infrastructure plans. These include: the rationalization of the interlocking plant; replacement of the legacy overhead contact system; and cyclical tie and surfacing of the right of way.

Funding

SEPTA is primarily funded through FTA formula funds and Commonwealth of Pennsylvania funds. However, some grants are funded through discretionary grants, such as the Superstorm Sandy Resiliency program and the BUILD program. The capital program must comply to the requirements of the funding sources.

Adaptation to Extreme Weather Events and to New Technology

Some projects include elements to harden the existing infrastructure against impacts of extreme weather events. Other adaptation projects have included the addition of infrastructure to provide operational flexibility in areas of known flooding.

SEPTA continues to perform projects to reduce energy consumption. Some projects improve the conditions at existing facilities, such as the installation of LED fixtures. Larger, more transformative projects include the planned procurement of zero-emission fleet vehicles. SEPTA is committed to

transitioning away from diesel-powered buses by 2040 and has started to develop a "Zero Emission Playbook." As the Playbook is finalized, projects will be identified for fleet, facilities, and infrastructure. These projects are incorporated into the project prioritization model.

Partnership

SEPTA collaborates its program with that of other stakeholder agencies. These partnerships allow for more comprehensive improvements in the communities that the Authority serves. Some of these partner agencies have included the Philadelphia Water Department (for stormwater improvements), Aqua (minimizing impact of roadway closures for utility installation and track replacement), and Townships (increasing parking capacity or accessibility at stations to facilitate the use of public transit in areas of potential development, i.e., Transit Oriented Development.)

Growth and Modernization

SEPTA continues to perform investments that facilitate additional use of the system and effectively increase ridership. Some of these investments include projects to increase operational flexibility, such as the construction of passing sidings or the installation of bi-directional signal systems. Other investments include improved passenger amenities, such as increased parking capacity, compliance with the Americans with Disabilities Act (ADA), and the installation of high-level platforms. SEPTA has initiated the procurement of multi-level rail cars to increase passenger capacity of the Regional Railroad.

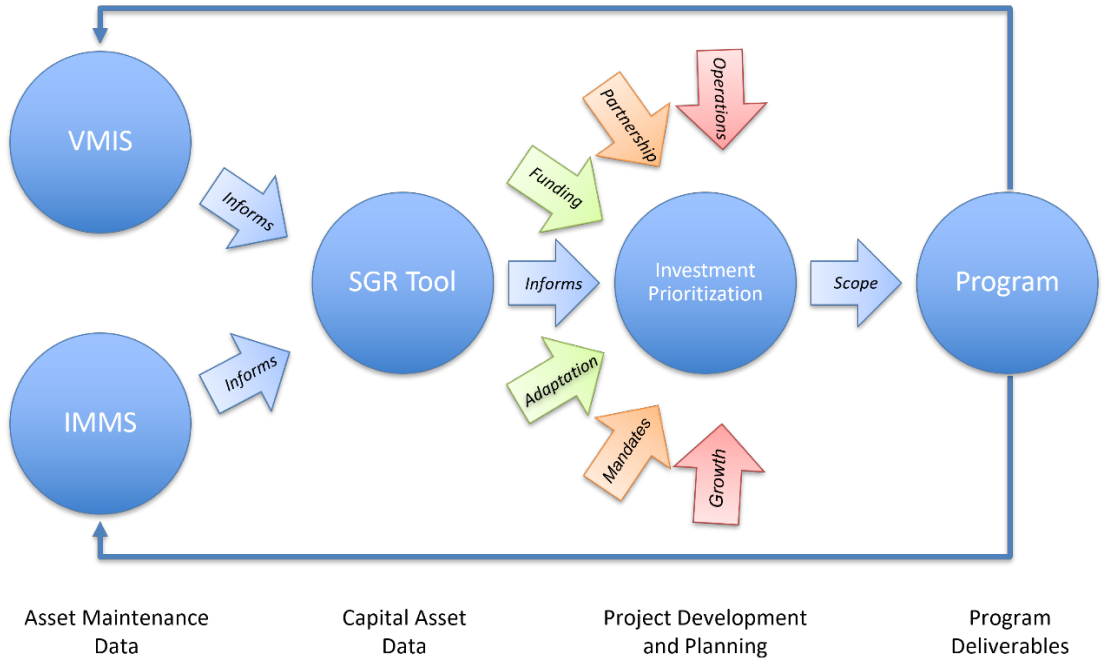


Figure 1 Data-Informed Decision Framework for Balancing State of Good Repair Needs in the Capital Program.

Alignment of Asset Management with other Agency Processes

Organizational alignment is a core principle of asset management practice. There are many established procedures that provide information integral to the success of the Asset Management Program and that will continue to be developed and curated by subject matter experts. The asset management program is aligned to:

- FTA TAM Requirements;
- The System Safety Program (49 CFR 470) and the Authority Safety Plan (49 CFR 673);
- Fleet Management and Vehicle Overhaul Plans;
- Vehicle Technical Information Library;
- 12 Year Outage Plans (Railroad, CTD, STD);
- Capital Project Summary Reports;
- Capital Budget;
- Project Control 12-Year Cash Flow Report; and
- Asset Inspection Protocols.

External-Facing Deliverables of the Asset Management Program

The Asset Management Program provides reports regarding asset age, condition, and performance to key stakeholders, including the FTA, the Metropolitan Planning Office (DVRPC), and the Pennsylvania Department of Transportation (PennDOT).

Federal Transit Administration (FTA)

In order to comply with the Asset Management Rule, transit agencies must demonstrate process and report deliverables, beginning on October 1, 2018. Process deliverables include a compliant Transit Asset Management Plan, certified by the Accountable Executive. The agency must be able to demonstrate appropriate recordkeeping to support the plan. Report deliverables include age and condition data within the National Transit Database asset inventory module and establishment of asset performance targets for the next year. Beginning in report year 2019, agencies must provide a narrative that documents changes in transit system conditions and the progress toward achieving the performance targets established in the previous reporting year. SEPTA's Performance Targets are included as an Appendix to this TAM Plan.

Table 1: National Transit Database Performance Measures		
Category	**Assets**	**Performance Measure**
Rolling Stock	Revenue Vehicles by Mode	Percentage of Revenue Vehicles that have Exceeded the Agency's Useful Life Benchmark
Equipment	Non-revenue support-service and maintenance vehicles	Percentage of Non-Revenue Vehicles that have Exceeded the Agency's Useful Life Benchmark
Infrastructure	Rail fixed-guideway including bridges and tunnels, track, signals and systems	Percentage of track segments with performance restrictions
Facilities	Maintenance and administrative facilities; stations, and parking facilities	Percentage of assets with condition rating below 3.0 on the FTA TERM Scale

Notes:

1.) The useful life benchmark (ULB) has been developed with input from the Vehicle Engineering and Maintenance Division. ULB's take into account the asset lifecycle based on equipment type, operating environment, duty cycle, and performance.
2.) Performance Restrictions are established based on the data in the weekly Speed Restriction Reports.
3.) Facility Condition Scores are taken from the Structural Engineering Department's condition assessments and from sample inspections performed by the Asset Management group.

Delaware Valley Regional Planning Commission (DVRPC)

DVRPC is the Metropolitan Planning Organization for Philadelphia and eight surrounding counties. On an annual basis, SEPTA provides DVRPC with the performance targets that have been established for that calendar year. Every five years, SEPTA provides the 30-year unconstrained needs assessment for the development of the long-range plan. (SEPTA utilized the State of Good Repair Tool to provide data for DVRPC's 2040, 2045, and 2050 long range plans.)

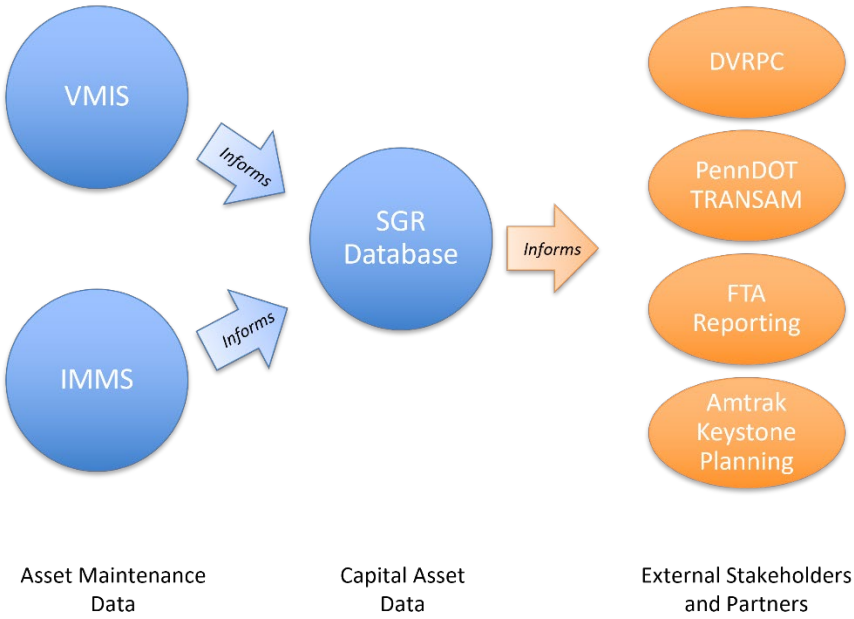


Figure 2: External Face of the Transit Asset Management Plan

Pennsylvania Department of Transportation (PennDOT)

PennDOT utilizes the TransAM system to develop a state-wide asset inventory and condition report for capital planning purposes. PennDOT requires that an annual update to the TransAM inventory. The Asset Management Group provides SEPTA's annual update to TransAM.

Assets on Amtrak's Northeast Corridor

SEPTA operates three commuter rail lines on infrastructure owned and maintained by Amtrak. Investment prioritization for investments on Amtrak territory include operations, stations, and right-of-way improvements.

Operations

The Passenger Rail Investment and Improvement Act of 2008 (PRIIA) was issued by the Federal Railroad Administration to appropriate federal funds and to provide a framework for cost sharing among Amtrak and commuter rail operators. PRIIA allows Amtrak to cover operating costs, capital investments, and efforts to bring the infrastructure to a state of good repair. SEPTA is one of several agencies that makes an annual payment to Amtrak under the requirements of PRIIA. This payment is accounted for in SEPTA's capital program and is not used in developing cost scenarios for decision support.

Stations

SEPTA leases 47 commuter rail stations on the Northeast Corridor. SEPTA inspects Amtrak-owned stations with the same criteria and frequency as those owned by SEPTA. Condition ratings are reported

to the FTA via the National Transit Database. Station renewal projects are evaluated using the decision support framework described elsewhere in this plan. Projects on Amtrak territory must include the cost for track protection. The schedules must be adjusted to accommodate Amtrak's design review process and outage requirements.

Right of Way

Infrastructure renewal needs on Amtrak territory are identified through the Northeast Corridor Commission planning process. At the time of this plan, SEPTA is participating in a Keystone Corridor planning initiative to identify SGR and operational needs. This needs assessment, as well as the implementation schedule, will form the basis for future decisions about Amtrak-owned infrastructure in SEPTA's operating territory.

TAM Plan Requirements per 49 CFR part 625

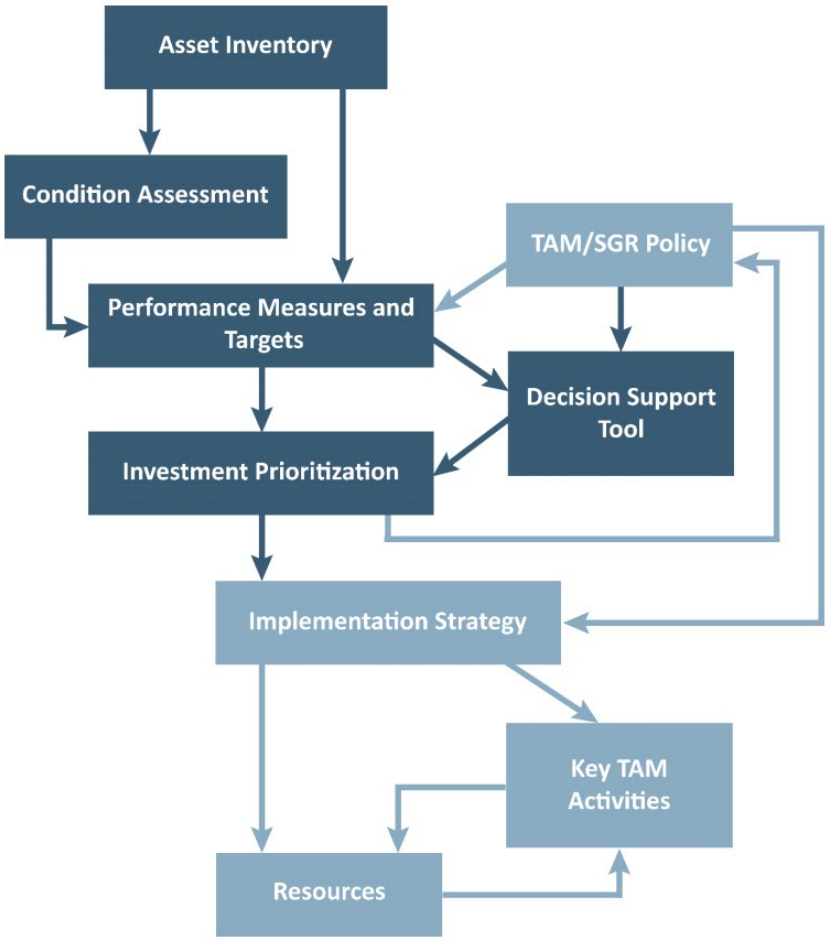


Figure 3: Relation of TAM Plan Elements. Source: FTA TAM Plan Compliance Checklist, December 2017

Inventory of Capital Assets

The agency should have an inventory of all capital assets it uses in the provision of public transit. The asset inventory should be as detailed enough as needed to develop a capital plan.

SEPTA has developed a capital asset inventory in the State of Good Repair Database. As discussed in previous sections, the asset inventory is structured by asset class at the capital project level. For example, a bridge that is made up of several subcomponents is a single asset in the inventory because that is the level at which capital decisions are made about the asset class. Likewise, the Broad Street Subway cars are a single asset in the inventory, because SEPTA would choose to overhaul or replace those cars as a fleet. The capital asset inventory is broken into twelve asset classes, as shown in the table below. This asset hierarchy was developed to mirror both the FTA TAM Categories as well as the SEPTA departments accountable for asset maintenance.

Table 2: Crosswalk of Inventory Elements to FTA Requirements

SEPTA Asset Class	Typical Elements	Typical Renewal Activities	FTA TAM Category	SEPTA Accountable Department
Bridges	Bridges, Elevated Structures	Painting, waterproofing, structural repairs	Infrastructure	B&B
Communications	Communications Systems, Radio Towers, Radios, Cameras, CCTV Equipment, Fiberoptic Plant	Technical Refresh	Infrastructure	C&S
Elevators and Escalators	Vertical Transportation Equipment at Stations and Shops	Mechanical Overhaul	Facilities	B&B
Fare Collection	Turnstiles, Fare Vending Machines	Technical Refresh	Facilities	Finance
Industrial Equipment	HVAC, Cranes and Hoists, Wheel Truing Machines, Lifts, Hoists, Generators, Pumps	Overhauls	Facilities	B&B
Parking	Surface Parking Lots, Garage Structures	Painting and Resurfacing	Facilities	B&B Civil
Power	Traction Power Substations, Overhead Contact System, Third Rail	Contact Wire Renewal	Infrastructure	Power
Shops and Yards	Maintenance Facility Buildings	Track maintenance	Facilities	B&B
Signals	Signal System, Control Center Equipment	Technical Refresh	Infrastructure	C&S
Stations	Passenger Stations, Loops	Roof and Canopy Repair	Facilities	B&B

Track	Rail, Ties, Bridge Timbers, Interlockings, Sidings, Switches, Culverts	Tie and Surfacing, Vegetation Clearing	Infrastructure	Track, Civil
Tunnels	Tunnel Structure, Emergency Exits, Vent Wells	Leak Mitigation, Spall Repairs	Infrastructure	B&B
Vehicles	Revenue Vehicles Utility Vehicles	Vehicle Overhaul Program	Rolling Stock Equipment	Operations

A copy of the asset inventory is included as an appendix to the asset management plan. This attachment will be updated annually to reflect the current age, condition, and performance for each asset in the inventory. This inventory will be the primary source of information for external TAM reports.

Condition Assessment

The agency should assess the condition of all of its assets. The condition assessment should be detailed enough to support capital plan development.

SEPTA inspects all assets on a continuous basis in order to assess condition and performance. Many of these inspections are performed at a frequency mandated by oversight organizations, such as the Federal Railroad Administration or the Department of Transportation. SEPTA has adopted an FRA-style inspection frequency for infrastructure on the heavy rail and light rail lines.

The inspection type and frequency by asset class is listed below. Tests are also performed after extreme weather events or as conditions warrant. Unless otherwise stated, inspections are performed by trained SEPTA personnel.

Table 3: Inspection of Typical SEPTA Elements

SEPTA Asset Class	Inspection Frequency	Governing Inspection Practice
Bridges and Structures	Railroad: Annual; Transit: Biannual; or, more frequently if condition warrants	B&B Structural Inspection Manual
Communications	Specific to equipment type	C&S1/ C&S2
Elevators and Escalators	Daily, Weekly, Monthly Semi-Annually, and Annually	Elevator/ Escalator Inspection and Preventative Maintenance Manual
Industrial Equipment	Specific to equipment type	Specific to Individual Equipment Type
Parking	Surface: Every 3 years. Stormwater BMPs: Annually.	B&B Structural Inspection Manual
Power	Traction Power Substations, Overhead Contact System, Third Rail	ET-01, ET-02
Shops and Yards	Every 4 years	B&B Structural Inspection Manual
Signals	Specific to equipment type	C&S1/ C&S2
Stations	Every 3 years	B&B Structural Inspection Manual
Track	Track infrastructure is inspected twice a week by Track Department personnel, and annually with the geometry car. Culverts are inspected every 3 years.	SR-01, SR-02, SMW-100
Tunnels	Annual inspection of tunnels and support infrastructure	B&B Structural Inspection Manual
Vehicles	Daily	DOT inspection

The asset age, condition, and performance are assessed, and an overall "SGR Score" is calculated for each asset. The SGR score for all assets is included in the asset inventory attached as an appendix of this plan.

Decision Support

A description of analytical processes or decision-support tools that a provider uses to estimate capital investment needs over time and develop its investment prioritization.

SEPTA utilizes the SGR Tool to support programing decisions. This software uses information about the age, condition, and performance of assets, coupled with a budget constraint, to prioritize investments with the goal of bringing the system to a state of good repair. Assets are "aged" over the period of analysis. The software is used to identify the current State of Good Repair backlog, to identify future annual SGR needs, and to assess the impacts of underfunding these needs on asset condition, operating cost, and reliability. The SGR analysis is the first step in developing an investment program that tactically improves legacy assets while considering agency strategic goals.

There are three steps in running the decision support model:

- Developing the Asset Inventory;
- Defining Budget Constraints; and
- Establishing the Project Prioritization Criteria.

Asset Inventory

This system has a capital asset inventory of approximately 7,000 items. The inventory is updated on an annual basis to reflect current asset conditions, ridership impact, and project costs. In addition to identifying information such as name, mode, and asset class, the SGR Tool inventory contains the following information:

Age in Terms of the Assets' Useful Life

All assets are evaluated by engineering, maintenance, and asset management personnel to determine the age and useful life. Where the information exists, SEPTA relies on project documents to determine the installation year and useful life based on planned lifecycle investments and duty cycle. For some assets, SEPTA determines the useful life based on the ability to maintain the asset in a safe manner. For example, the Bridges and Buildings Department knows through their experience in facilities maintenance that stations can be maintained for approximately 30 years before a rehabilitation or replacement project should be considered. Thus, a station that was constructed in 1895 but overhauled in 2007 has a remaining useful life of 15 years. At that time, the asset owners will evaluate the need to renew major elements, such as the station roof and canopies, or to incorporate agency needs, like high-level platforms.

Condition and Performance Rating

As mentioned in the previous section, all assets are inspected on a continuous basis to monitor condition and performance. This score is included in the SGR Tool inventory. In the decision support tool, assets are aged in each year of the analysis. The age is associated with FTA-developed curves that correlate age and condition to show the impact of delaying the replacement of assets on system performance.

Ridership Impact

The ridership impact of asset failure is assessed in terms of potential impacted passenger trips. This may be evaluated at a point basis (such as a station), a segment basis (such as the point between two interlockings), or a corridor basis (such as the ridership of a route.) Ridership information is assessed bi-annually, in alignment with the Ridership Census reports.

Asset Replacement and Renewal Costs

The asset unit replacement cost is derived from SEPTA project data when available. In other cases, this cost is derived from peer agency data. When calculating future system needs, the desired replacement project is considered. Most of SEPTA's projects include the replacement of assets in kind, or with their modern equivalent equipment. For example, the curved worn rail program replaces track components in kind. Other projects address operational or compliance needs. For example, a future station renovation may include the installation of high-level platforms and a pedestrian overpass to improve operational efficiency and passenger safety. Future fleet replacement costs must consider the recommendations of the Zero Emission Bus Playbook. These replacement costs, rather than the cost to replace the assets in kind, are included in the SGR Tool.

Some assets require significant lifecycle investments to remain in a state of good repair. Examples of renewal costs include the vehicle overhaul program, tie and surfacing for the right-of-way, and waterproofing for bridges.

Agency Strategic Goals Rating

Each asset in the SGR Tool is assessed for its alignment with SEPTA's agency priorities. For this version of the TAMP, SEPTA considered four criteria: ADA Compliance, Risk, Equity, and Projects of Regional Significance.

ADA Compliance

One of SEPTA's strategic business goals is to create an intuitive system that is accessible to all. The Authority continues to upgrade legacy facilities and vehicles to achieve compliance with the Americans with Disabilities Act. Each future project in the SGR Tool inventory scores the impact of the project on maintaining or increasing accessibility of the system.

Table 4: Inclusion of Accessibility in the SGR Tool		
Future Asset Replacement or Renewal Project Result	**Example Project**	**Points in Strategic Score**
Project Enhances ADA Compliance	Installing high-level platforms at a station	25
Project Maintains ADA Compliance with the ADA	Repairing an elevator at the end of useful life, adding elevators	10
Project Does Not Address ADA Concerns	Replacement of a traction power substation	0

In May 2021, members of Congress introduced the All Stations Accessibility Program (ASAP) Act of 2021, legislation that aims to help make public transportation systems more accessible to people with disabilities. SEPTA evaluated the accessibility of all passenger facilities and developed project scopes to bring them to a level of compliance with the ADA and into a state of good repair. These costs were included in the 2022 SGR Analysis for this TAM plan.

ADA ACCESSIBLE STATIONS

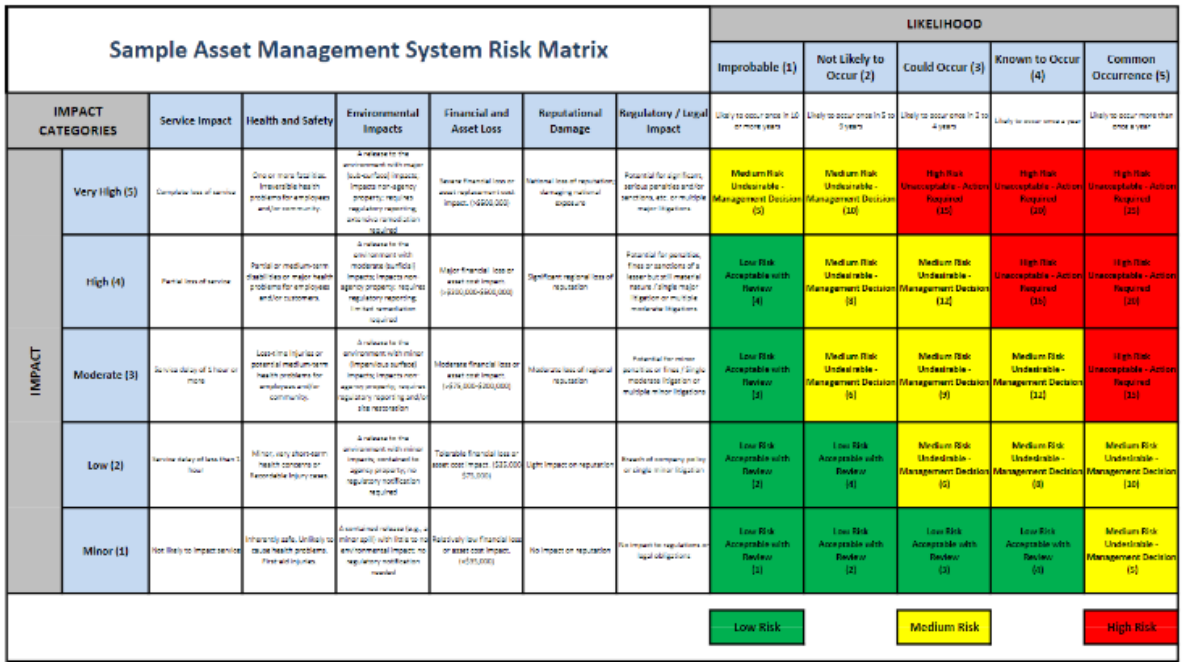
SEPTA

Service	Total No. of Eligible Stations	Accessible Station	Non-Accessible Station	Percent Accessible	Annual Passengers 2019 (M)	Estimated Cost to Make All Stations Accessible (M)
Market-Frankford Line	28	25	3	89%	62.7	$66.50
Broad Street Line	25	12	13	48%	42.6	$290.30
Regional Rail Line*	145	66	79	45%	34.4	$1,297.60
Trolley Lines	84	39	45	46%	27.7	$172.50
Norristown High Speed Line	22	6	16	27%	3.8	$144.40
Bus Loops	34	25	9	74%		$18.20
TOTAL	**338**	**173**	**165**	**51%**		**$1989.4**

Figure 4: Rail Transit and Railroad Station Accessibility Status, December 2021

Risk

The International Organization for Standardization (ISO) 31000 standard for Risk Management defines risk as the effect of uncertainty on objectives. The risk of asset failure, in terms of operational, safety, and environmental impacts, has been evaluated for each asset in the SGR Tool inventory. The scoring criteria for risk has been adapted from materials presented in the FTA's TAM 201 Class. A total of 25 points may be added to the agency strategic score to account for risk.



Sample Asset Management System Risk Matrix								LIKELIHOOD				
								Improbable (1)	Not Likely to Occur (2)	Could Occur (3)	Known to Occur (4)	Common Occurrence (5)
IMPACT CATEGORIES		Service Impact	Health and Safety	Environmental Impacts	Financial and Asset Loss	Reputational Damage	Regulatory / Legal Impact	Likely to occur once in 10 or more years	Likely to occur once in 2 to 5 years	Likely to occur once in 2 to 4 years	Likely to occur once a year	Likely to occur more than once a year
IMPACT	Very High (5)	Complete loss of service	One or more fatalities. Irreversible health problems for employees and/or community.	A release to the environment with major (sub-surface) impacts. Impacts non-agency property, requires regulatory reporting, and active remediation required	Severe financial loss or asset replacement cost impact. (>$900,000)	National loss of reputation, damaging national exposure	Potential for significant, serious penalties and/or sanctions, etc. on multiple major litigations	Medium Risk Undesirable - Management Decision (5)	Medium Risk Undesirable - Management Decision (10)	High Risk Unacceptable - Action Required (15)	High Risk Unacceptable - Action Required (20)	High Risk Unacceptable - Action Required (25)
	High (4)	Partial loss of service	Partial or medium-term disabilities or major health problems for employees and/or customers.	A release to the environment with moderate (surface) impacts. Impacts non-agency property, requires regulatory reporting. Limited remediation required	Major financial loss or asset cost impact. ($300,000-$900,000)	Significant regional loss of reputation	Potential for penalties, fines or sanctions of a lesser but still material nature / single major litigation or multiple moderate litigations	Low Risk Acceptable with Review (4)	Medium Risk Undesirable - Management Decision (8)	Medium Risk Undesirable - Management Decision (12)	High Risk Unacceptable - Action Required (16)	High Risk Unacceptable - Action Required (20)
	Moderate (3)	Service delays of 1 hour or more	Lost-time injuries or potential medium-term health problems for employees and/or community.	A release to the environment with minor (impervious surface) impacts. Impacts non-agency property, requires regulatory reporting and/or site restoration	Moderate financial loss or asset cost impact. ($75,000-$300,000)	Moderate loss of regional reputation	Potential for minor penalties or fines / single moderate litigation or multiple minor litigations	Low Risk Acceptable with Review (3)	Medium Risk Undesirable - Management Decision (6)	Medium Risk Undesirable - Management Decision (9)	Medium Risk Undesirable - Management Decision (12)	High Risk Unacceptable - Action Required (15)
	Low (2)	Service delays of less than 1 hour	Minor, very short-term health concerns or foreseeable injury cases	A release to the environment with minor impacts, contained to agency property, no regulatory notification required	Tolerable financial loss or asset cost impact. ($10,000-$75,000)	Light impact on reputation	Breach of company policy or single minor litigation	Low Risk Acceptable with Review (2)	Low Risk Acceptable with Review (4)	Medium Risk Undesirable - Management Decision (6)	Medium Risk Undesirable - Management Decision (8)	Medium Risk Undesirable - Management Decision (10)
	Minor (1)	Not likely to impact service	Virtually safe. Unlikely to cause health problems. First aid injuries	A contained release (e.g., minor spill) with little to no environmental impact. No regulatory notification needed	Relatively low financial loss or asset cost impact. (<$10,000)	No impact on reputation	No impact to regulations or legal obligations	Low Risk Acceptable with Review (1)	Low Risk Acceptable with Review (2)	Low Risk Acceptable with Review (3)	Low Risk Acceptable with Review (4)	Medium Risk Undesirable - Management Decision (5)
								Low Risk		Medium Risk		High Risk

Figure 5: Asset Management Risk Matrix, National Transit Institute/ FTA

Equity

Transit is an economic equalizer that preserves affordability and access to opportunity in a growing region. Furthermore, transit is an essential service that preserves access to opportunity in the SEPTA service region. For the purposes of this plan, SEPTA utilized the Delaware Valley Regional Planning Commission's Indicators of Potential Disadvantage (IPD) to incorporate equity into the decision support process. The IPD analysis is used throughout DVRPC to demonstrate compliance with Title VI of the Civil Rights Act and support the fair treatment of population groups identified through Environmental Justice. Indicators in the analysis include youth, older adults, female, racial minority, ethnic minority, foreign-born, limited English proficiency, disabled, and low-income. The concentrations of these populations are mapped for each Census tract in the region and an overall IPD score is calculated. Each potential project in the SGR Tool is given a score between 0 and 25, based on the area of impact for a project. For example, a station will be given the IPD score associated with the geographic location.

In March 2022, the Authority established a new position to lead SEPTA's efforts to advance a culture that promotes inclusion, diversity, equity and access for employees, customers, vendors, contractors, and diverse communities. The Chief Equity and Inclusion Officer will be responsible for the vision,

leadership, and direction of SEPTA's diversity and equity programs. Once this role has been filled, the Asset Management Department will work with the new Chief Officer to ensure that SEPTA's criteria for equity are incorporated into the decision support model.

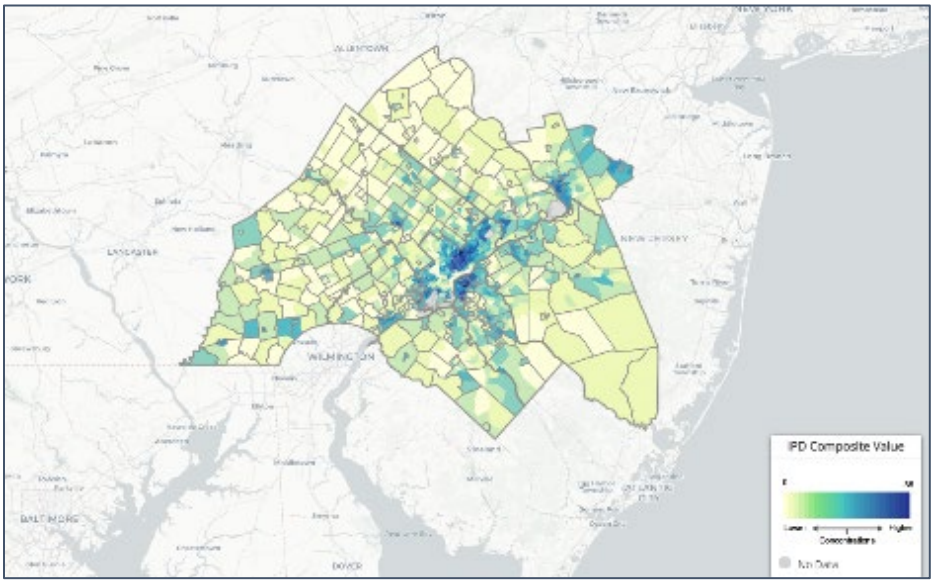


Figure 6: Indicators of Potential Disadvantage, Delaware Valley Regional Planning Commission

Projects of Regional Significance

SEPTA continues to advance key projects that advance the goals of the Strategic Business Plan: Railcar Replacement, Trolley Modernization, Bus Revolution, and King of Prussia Rail. These projects may include elements that address assets in the state of good repair backlog. Actions that will address the backlog while advancing projects of regional significance are given 25 points in the agency priority score.

Calculating the Agency Strategic Priority Score

After the elements of the agency strategic priority score are individually assessed, the factors are weighted to calculate an overall score. Based on the assessment of asset conditions and the ability to map assets to projects, the following weights were used to develop this plan.

Table 5- Criteria Weights for the Agency Strategic Priority Score

Criteria	Allocation	Comment
ADA	25%	After safety, accessibility remains a major criterion in selecting projects for inclusion in the capital program.
Risk	60%	Focus of prioritization is on system safety and operational reliability.
Equity	10%	The equity scoring will be revised with the input of the new Chief Equity and Inclusion Officer.

Projects of Regional Significance	5%	SEPTA's Projects of Regional Significance are in the preliminary phases of design. As the projects advance and the tie to existing elements is established, this data will be updated.

Establishing the Budget Constraints

The second step in project prioritization is the development of funding scenarios. These scenarios show how much money is available for SGR investments. Funding is derived from several sources, including FTA formula funds, PennDOT funds, and discretionary grants. During the horizon of this TAMP, funds from the Infrastructure Investment and Jobs Act will increase SEPTA's Capital Budget.

SEPTA allocates a portion of the annual budget to non-SGR-based needs, such as strategic system enhancements, leases, planning studies, and debt service. Funding that is allocated to create assets in a new location, such as new interlockings or substations required for the trolley modernization program, are subtracted from the amount of available funding.

Project Prioritization Criteria

The final step in configuring the SGR Tool model is to establish the project prioritization criteria. These criteria include:

- Age, Condition, and Performance;
- Criticality Rating;
- Benefit/Cost Rating; and
- Strategic Goals Rating.

When the SGR model is run, each asset is aged every year for the length of the analysis. Assets exceeding their useful lives are placed in a queue for replacement and assigned a priority score. Funding is applied in priority order; unfunded assets are deferred to the next year. The priority scores for deferred assets increase each year.

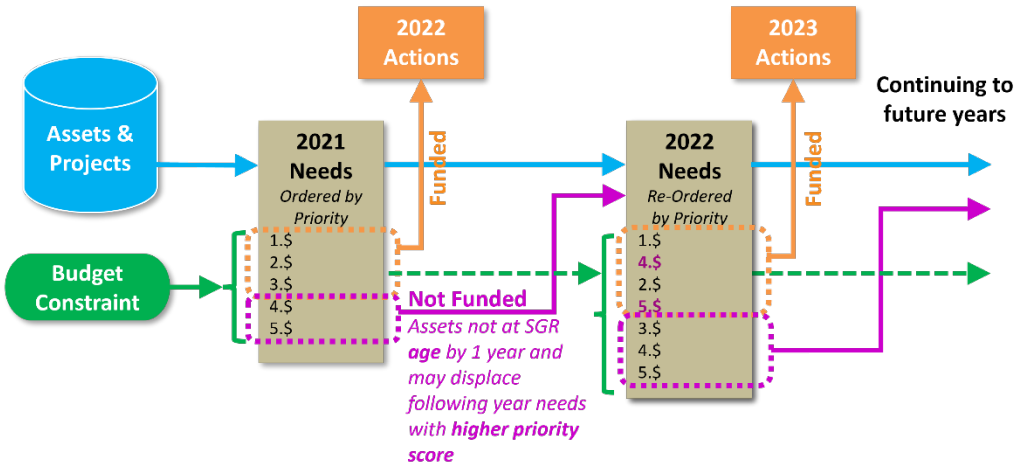


Figure 7: Development of Decision Support Model Output

Project Prioritization

A provider's project-based prioritization of investments, developed in accordance with §625.33 of this part.

The Asset Management Department will provide a prioritized list of investments to the Capital Program Committee on an annual basis. This list will be evaluated using the decision-support framework described earlier in this plan. SEPTA's annual capital budget and 12-year capital program describes the capital improvements SEPTA plans to undertake with anticipated funding. The budget is adopted by SEPTA's Board and is reflected in the regional Transportation Improvement Program (TIP) and the Pennsylvania Statewide Transportation Improvement Program (STIP). Final programming for asset replacement and renewal is determined by factors including safety, operational needs, and others shown in the Framework for Decision Making.

Prioritized Projects by Asset Class

Bridges

- West Trenton MP 21.22 (Bristol Road)
- Main Line MP 5.68 (Belfield Avenue)
- Norristown High Speed Line MP 12.81 (Schuylkill River)
- Main Line 1.42 (Grays Ferry Branch)
- Main Line MP 1.25 (Grays Ferry Branch)
- Market Frankford Line (Frankford Viaduct)
- Media/Elwyn MP 12.68
- Main Line MP 6.74 (Olney Avenue)
- Main Line MP 11.62 (Keswick Avenue)
- West Trenton MP 24.85 (Flowers Mill Road)
- Main Line MP 0.49 (21st Street)
- Main Line MP 0.58 (22nd Street)
- Main Line MP 0.61
- Main Line MP 0.64
- Main Line MP 0.68 (22nd Street/23rd Street)
- Main Line MP 0.72 (CSX Tracks);
- Main Line MP 0.76 (Schuylkill River).
- Chestnut Hill East Bridges
- Chestnut Hill West Bridges

Communications

- CARD System
- SCADA System
- Portable Radios
- Control Center Equipment
- CCTV Surveillance Cameras
- Public Address System

Elevators and Escalators

- Girard Station
- Tioga Station Elevators
- 8th Street Station Elevators
- 69th Street Elevators
- Juniper Station Escalator
- Arrott Transportation Center Escalator
- Spring Garden Station Elevator (Market-Frankford)
- Olney Station Escalator #1
- Cecil B. Moore Station Escalator #1

Fare Collection

- ADA Faregates
- Depot Computer Systems
- Farebox Refresh

Power

- 18th Street Switching Station
- Wayne Junction Static Frequency Converters
- Ellen Substation
- Market Substation
- Park Substation
- Broad Substation
- Louden Substation
- Caster Substation
- Ranstead Substation
- Overhead Contact System between 30th Street Station and Kay Interlocking
- Airport Line Overhead Contact System
- SCADA System

Shops and Yards

Investments for this asset class will be re-evaluated after the designs for Trolley Modernization and Zero-Emission Bus are finalized. Current needs include:

- 5800 Bustleton Roof
- Frankford Depot Roof
- Southern Garage Roof
- Courtland Shop

Signals

- Broad Street Signals
- Market-Frankford Line Signals
- Norristown High Speed Line Signals
- 16th Street Interlocking
- Broad Interlocking

- Hunt/ Wayne Interlocking
- Schuylkill Interlocking
- 20th Street Interlocking

Stations

- East Falls
- Bristol
- 19th Street
- City Hall
- 37th Street
- Erie
- Snyder
- Ellsworth-Federal
- Tasker-Morris
- Lombard-South
- Fairmont
- Hunting Park
- Wyoming
- Bryn Mawr (NHSL)

Track

- 16th Street Interlocking
- Broad Interlocking
- Hunt/ Wayne Interlocking
- Schuylkill Interlocking
- 20th Street Interlocking
- Curved Rail Program (Systemwide)
- Tie Renewal (Systemwide)
- Surfacing (Systemwide)

Vehicles

- Market Frankford Cars
- Silverliner IV Replacement
- Trolleys
- Bus Replacement
- Paratransit Vehicle Replacement

Amtrak Projects

The following project priorities have been identified through the Northeast Corridor Commission's capital improvement process. Some projects will have project costs shared between Amtrak, SEPTA, and PennDOT, while other projects are solely sponsored by SEPTA.

- Mid-Atlantic OCS Replacement Program Phase 1: Zoo to Paoli

- Mid-Atlantic OCS Replacement Program Phase 3: Paoli to Thorndale
- Phil Interlocking Replacement
- Coatesville Station Improvements
- Downingtown Station Improvements
- Harrisburg Line Interlocking Improvements: Zoo
- 30th Street West Catenary Replacement
- Ardmore Transportation Center: Phase 1 ADA Improvements
- Bristol Station Improvements
- Frazer Rail Shop and Yard Upgrade
- Harrisburg Line Signal Upgrade: Paoli to Overbrook
- Harrisburg Line Track 2 Upgrade: Glen to Thorn (MP 25.3 to 35.0)
- Harrisburg Line: Atglen Turnback
- Malvern Station Improvements
- Marcus Hook Station Improvements
- Southwest Connection Improvement Project
- Villanova Station: Phase 2 ADA Improvements
- Harrisburg Line Track 2 Restoration: Paoli to Frazer

Implementation Strategy

The Plan must include an agency's implementation strategy; namely, a transit provider's approach to carrying out TAM practices, including establishing a schedule, accountabilities, tasks, dependencies, and roles and responsibilities.

While SEPTA has had many asset management enablers in place, implementation of the consolidated asset management program began in 2010. SEPTA's Chief Engineer and Chief Information Officer began an asset management process improvement initiative. The goal of this program was to consolidate the disparate data collection methodologies throughout the Authority, particularly for maintenance and lifecycle costs. The following initial needs were identified:

- Replacement of the functionally obsolete vehicle information management system;
- Inclusion of the paratransit fleet into the new vehicle information management system;
- Implementation of a new infrastructure maintenance management system (or inclusion within the vehicle information system);
- A tool that could model the state of good repair needs in relationship to condition, age, and funding levels; and
- Funding to implement these changes.

SEPTA received a competitive grant to implement these initially identified needs in November 2010.

Identification of Asset Management Stakeholders

August 2010 – November 2010

SEPTA identified a core group of asset management stakeholders, including:

- Assistant General Manager of Engineering, Maintenance, and Construction;
- Assistant General Manager of Operations;
- Chief Information Technology Officer;
- Director of Administration and Finance, EMC; and
- Chief Engineering Officers of Bridges and Buildings, Power, Communications and Signals, Track, Bus, and Rail.

Business Process Assessment

January 2011-May 2011

The asset management team, with the aid of a consultant, assessed existing asset inventories, inspection methodologies, maintenance practices, and documentation. The team reviewed current plans for rehabilitation and replacement and assessed the type of information required to make data-informed decisions regarding investment prioritization. Key takeaways from this assessment were:

1.) Vehicle TAM Process Strengths:
    a. SEPTA has documented processes for vehicle maintenance. These processes are based on regulatory requirements, manufacturers' recommendations, and institutional best practices. These processes are held in SEPTA's Vehicle Technical Information Library.
    b. SEPTA's Vehicle Engineering and Maintenance Division has a 20-year fleet management plan, which includes overhaul and replacement of the fleet.
    c. The VEM plan is based on data collected over the life of the assets.
    d. The fleet overhaul component of the plan has been developed through lifecycle maintenance data. The vehicle overhaul plan includes items for preventative maintenance for many components, rather than running all components to failure.
    e. The VEM Division was utilizing a legacy maintenance management system, which was initially implemented in 1998. Light rail, heavy rail, and commuter rail were brought into the system between 2000 and 2005.
    f. The VEM Division utilizes performance metrics for new and overhauled vehicles.
2.) Vehicle TAM Process Deficiencies
    a. The enterprise system did not include the paratransit fleet, which is owned by SEPTA but operated under contract.
    b. The maintenance management system did not track consumables, other than fuel.
    c. The system was 15 years old and functionally obsolete.
    d. Useful life benchmarks had not been established for the non-revenue fleet.
3.) Infrastructure TAM Process Strengths:
    a. Due to regulatory requirements, many of SEPTA's infrastructure assets had well documented inspection, maintenance, and replacement protocols.
    b. Procedures for non-regulated assets had been created in many cases.
    c. SEPTA had discrete inventories of most infrastructure assets. Methodology and use of this information varied by maintenance group.
4.) Infrastructure TAM Process Deficiencies:
    a. The majority of SEPTA's infrastructure information was in many different places, mostly on paper or legacy Access databases.
    b. There was no consolidated inventory of record for infrastructure assets.
    c. Failure data of assets, components, or systems was difficult to assemble.
    d. Cost of delay or repair due to severe events was impossible to calculate.
    e. Some assets were not contained in an inventory.
5.) Decision Support TAM Process Strengths:
    a. SEPTA had developed a strong fleet management plan.
    b. SEPTA had developed an infrastructure management plan on the railroad and subway lines, loosely based on a balance of lifecycle data and personnel management.
6.) Decision Support TAM Process Deficiencies
    a. SEPTA did not have a full capital planning inventory.
    b. SEPTA could not answer questions regarding the state of good repair backlog and long-term funding needs.

c. SEPTA could not model the long-range implications of budget shortfalls on asset condition and service reliability. This was especially critical to SEPTA after its Act-44 funding stream dissolved in 2010.

The goal of the infrastructure maintenance management system was to implement software that supported the mandatory compliance inspection and reporting requirements of the regulatory agencies that govern SEPTA's transportation operation. A secondary goal was to document current business practices and develop data-supported process improvements. The initial step for procuring the maintenance management system was a business process assessment. The process assessment was conducted by Universal Business Solutions. Potential users at various levels within the Authority were interviewed and compliance reports and procedures were evaluated. The results of the process assessment were used to develop a list of technical specifications based on functionality and software. Software vendors who met these initial requirements were invited to give product demonstrations. After this evaluation period, SEPTA chose to procure Asset Works' FA Suite for infrastructure maintenance management. SEPTA chose to upgrade the functionally obsolete VMIS software that supported vehicle maintenance management but to keep these assets in separate databases.

Development of Data-Informed Decision Framework

The asset management group worked with key agency stakeholders to develop the asset management framework. These groups included Accounting, Vehicle Engineering, Engineering Maintenance and Construction, System Safety, Capital Budgets, and Long-Range Planning. This framework, as described earlier in this plan, allowed the asset management team to articulate the role of asset management within the Authority's decision-making process. The framework also allowed the team to develop requirements for process enablers. The framework provides for the flow of asset information from the operator/ inspector to agency decision makers.

During this time, SEPTA participated as a peer reviewer of the FTA Transit Asset Management Guide. This effort allowed SEPTA to collaborate with peer agencies and align the program framework with available FTA guidance.

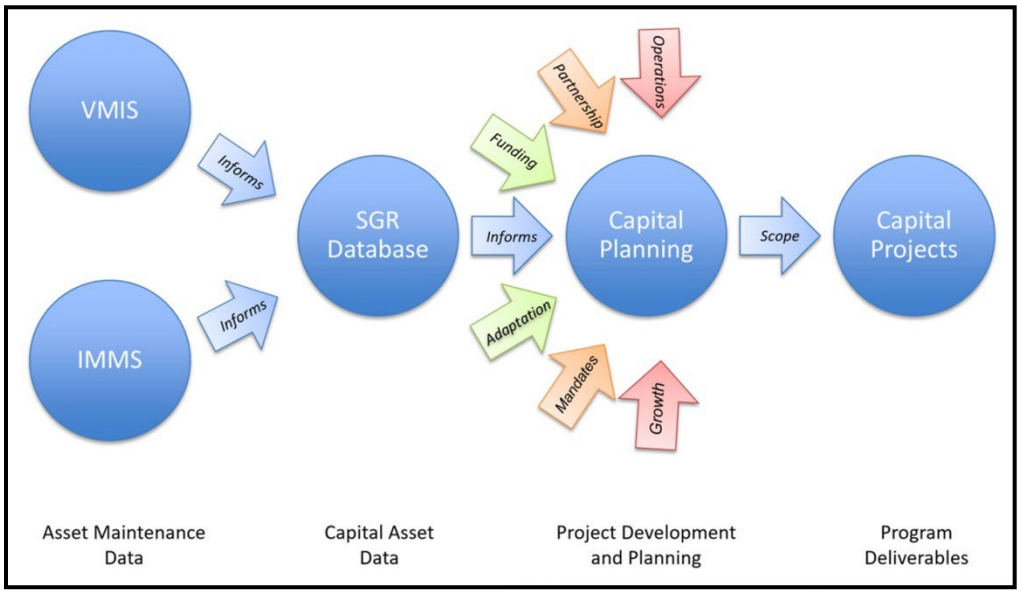


Figure 8: Data Informed Decision Framework for Balancing State of Good Repair Needs in the Capital Program. The framework is described in greater detail at the beginning of this asset management plan.

State of Good Repair Needs Model

May 2011 - February 2012

SEPTA retained the services of AECOM to compile a capital asset inventory and to implement a SEPTA-specific version of the State of Good Repair Tool, which had been successfully implemented at the Massachusetts Bay Transportation Authority in Boston in 2003. The development of the SGR Tool was SEPTA's initial step in compiling asset information in a single inventory. This project included identifying asset owners, evaluating existing information, and performing field investigations to supplement existing records. The asset management group worked with maintenance managers, engineers, and cost estimating to assign investment costs to each asset. The service planning department provided the data necessary to assign a ridership impact to each asset. This database was used to develop SEPTA's first published State of Good Repair backlog, and to demonstrate the impact of underinvesting in the fleet and infrastructure. SEPTA utilized the State of Good Repair Database to model the Service Realignment Plan in 2013, which ultimately resulted in the passage of the State of Pennsylvania's transportation funding bill, Act-89.

The State of Good Repair Tool is now SEPTA's Decision Support Tool, as described previously in this Plan.

Development of Baseline and Annual TAM Targets

Baseline December 2016, Reported Annually Starting October 2018

During the Fall of 2016, the asset management group worked with the vehicle, infrastructure, and facilities engineering departments to establish baseline TAM targets, and to develop a methodology for

setting annual targets in the future. The methodology for each area is described at the beginning of this asset management plan. The targets for each report year are included as an appendix to this plan.

Compilation of Data for Asset Inventory Report Module

Starting October 2017; Revisions to follow annually

Beginning in 2018, all transit agencies were required to submit an asset inventory module to the National Transit Database. The information that was utilized to develop the TAM targets was an initial point of discussion for developing the asset inventory module forms. The asset management team utilized the operating manuals, as well as track charts, speed restriction reports, and the SGR Tool, to develop the initial asset inventory module. The team anticipates that future reports will be developed utilizing the Infrastructure Maintenance Management System.

Subsequent versions of the SGR analysis and inventory have been developed to facilitate NTD reporting.

Development and Continuous Update of the Asset Management Plan

Completion October 1, 2022; Revisions to follow as needed

The TAM Final Rule requires that agencies update their TAM Plans once every four years. At a minimum, SEPTA's capital asset inventory will be updated on an annual basis. There are several ongoing SEPTA initiatives that may require an update within the next four years. The Zero-Emission Bus Fleet Playbook, due to be published in Winter 2023, will define the technology and cost of new SEPTA buses. The type of bus technology will impact the type and cost of future investment in maintenance facilities and infrastructure.

Future Phase: Development of a "Conditions and Performance" Report

Target June 2023

This report will be developed at the asset class level and will serve as the inventory of record when responding to inquiries about asset quantities, age, condition, and performance. The document will include the NTD targets and serve as the basis of the narrative report to be delivered to the National Transit Database. This document will be used to inform asset owners and members of the capital planning committee as they develop long term investment plans. This document will also include the annual State of Good Repair backlog analysis. The initial "Conditions and Performance Report" will be issued in June 2023. An update will follow in December 2023, with annual reports thereafter.

Future Phase: Maturation of the Infrastructure Maintenance Management System

To Start Fall 2023

The Infrastructure Maintenance Management System is scheduled to be fully implemented throughout the Bridges and Buildings and Maintenance of Way groups by Fall 2023. Upon full implementation, the system will include:

- An asset inventory developed at a level of granularity determined by the asset owners, taking regulatory compliance and best practices into account;
- Installation date, manufacturer, and identification information;
- Associated scheduled maintenance and compliance inspections, programmed as work tasks;
- Condition assessments for each asset as appropriate;
- Performance and reliability data;
- Links to manuals and inspection photos; and
- Maintenance work orders, with associated costs, for each asset.

The project team acknowledges that the initial system implementation is reflective of the best data and understanding of business processes at the time of deployment; however, as field and office personnel continue to use the system, additional configuration will be necessary. SEPTA anticipates that an additional year of system configuration will be necessary after all departments are using the program to realize full data maturity.

Future Phase: Integration between FA Suite and Financial Systems to develop Lifecycle Data

The initial implementation of FA Suite was started while SEPTA was also upgrading the financial systems of record. In order to allow inspection maintenance data collection to occur while not interfering with the financial system project, the team made the decision to start using the maintenance management system without integrated cost data. Once the two systems are stable, SEPTA will deploy interfaces to integrate financial data into the maintenance management system.

Future Phase: Development of a Project Management Practice to Collect Asset Data at the Time of Asset Installation or Renewal

The asset management team must develop a methodology to collect data from project managers at the time of asset deployment. This process will be developed with input from the Quality Assurance and Business Services departments.

Future Phase: Integration of Additional Assets into the Program

The immediate priority has been for those assets in SEPTA's operating territory with inspection and compliance protocol. As the software systems are finalized, the asset management department will assess the need to include additional asset classes into the system, such as IT and software.

Key Activities Required to Implement and Maintain the Asset Management Plan

The TAM Plan must include a description of key TAM activities that a provider intends to engage in over the TAM plan horizon period.

SEPTA's maintenance protocols are developed in compliance with regulatory requirements and in accordance with best industry practice. The TAM program is not changing these protocols. However, the asset management group will continue to monitor these protocols to ensure that the tools are able to meet the asset owners' compliance and reporting requirements.

Annual updates to the TAM program include validation of the capital asset inventory, updating financial and ridership information, and developing a number of reports as discussed in the "Implementation Strategy" section of this plan. These processes include:

- Annual extraction of data from VMIS;
- Annual extraction of data from IMMS;
- Annual assessment of infrastructure performance;
- Model of State of Good Repair Backlog;
- Conversations with asset owners in respective classes to determine if predicted useful life and performance are in line with the predictions made the previous year;
- Conversations with System Safety to incorporate findings from the SMS that require the prioritization of renewals;
- Evaluation of prior year's performance against the established targets; and
- Establishment of the next year's performance targets.

Table 5: Schedule for Updates to the State of Good Repair Tool

Asset Class	Update to SGR Tool
Bridges	April (After FRA Bridge Report has been submitted.)
Communications	November
Elevators and Escalators	November
Industrial Equipment	November
Parking	October (After annual parking utilization report is submitted)
Power	November
Revenue Equipment	November
Shops and Yards	November
Signals	November
Stations	November
Track	November
Tunnels	April (After FRA Bridge Report has been submitted.)
Vehicles	October (After NTD Inventory Form has been submitted.)

Resources Required

The plan must include a summary or list of the resources, including personnel, that a provider needs to develop and carry out the TAM plan.

The success of the SEPTA Asset Management Program is dependent on both administrative and field personnel. SEPTA has utilized existing inspection protocols for vehicle and infrastructure assets to develop the inventory, condition assessment, and investment strategies. SEPTA has established an Asset Management Group that is tasked with the overall implementation and stewardship of the Asset Management Program.

Asset Management Group

4 full time staff

The Asset Management group is composed of four full time employees. The asset management group has three core responsibilities: compliance, communication, and data governance. This group is responsible for

- Preparation and stewardship of the Asset Management Plan;
- Collaboration with the System Safety Division for the development of the SMS program;
- Preparation of age, condition, and performance reports to support the capital planning and grant development process;
- Implementation of the Infrastructure Maintenance Management System to the Bridges and Buildings, Communications and Signals, Power, and Track Departments, including all training;
- Administration of the Infrastructure Maintenance Management System;
- Implementation and Administration of the State of Good Repair Tool;
- Maintaining the inventory of record for infrastructure assets;
- Performing supplemental facility condition assessments;
- Collation and documentation of the inspection and maintenance procedures for infrastructure assets;
- Coordination with the Chief Engineering Officers;
- Developing the infrastructure and narrative reports for the National Transit Database;
- Developing the TAM Performance Targets for the National Transit Database;
- Providing updates to TransAM, PennDOT's asset management software;
- Collaboration with SEPTA's Metropolitan Planning Organization, as well as other local stakeholders, such as the City of Philadelphia and Amtrak; and
- Development of the business rules necessary to maintain an accurate inventory as assets are procured, maintained, renewed, and retired.

TAMBassadors

Asset stewardship is a large part of every employee's job function. Therefore, the asset management group interfaces frequently with subject matter experts within each maintenance department to ensure data quality and accuracy. These stakeholders are referred to as "TAMBassadors."

Infrastructure Maintenance Management System Implementation Team

Contractor

SEPTA has retained the services of HNTB to implement the FA Suite software. This team is tasked with establishing the business needs of asset owners and creating those processes in the software. The HNTB team started this initiative at SEPTA in November 2021 and is expected to finish the initial phase of software implementation in March 2023.

SGR Tool Data Quality Review Team

Contractor

SEPTA has retained the services of AECOM to perform a quality audit of the SGR Tool inventory. This project will assess the level of granularity and costs of the items in the SGR Tool. This project will also create SEPTA-specific correlations between the age and operational costs of assets.

Technology

Three pieces of software support the Asset Management Program and were procured expressly to support TAM efforts:

- Vehicle Maintenance Management System (Update funded by 2010 Grant);
- Infrastructure Maintenance Management System (Procurement funded by 2010 Grant); and
- State of Good Repair Database (Procurement funded by 2010 Grant).

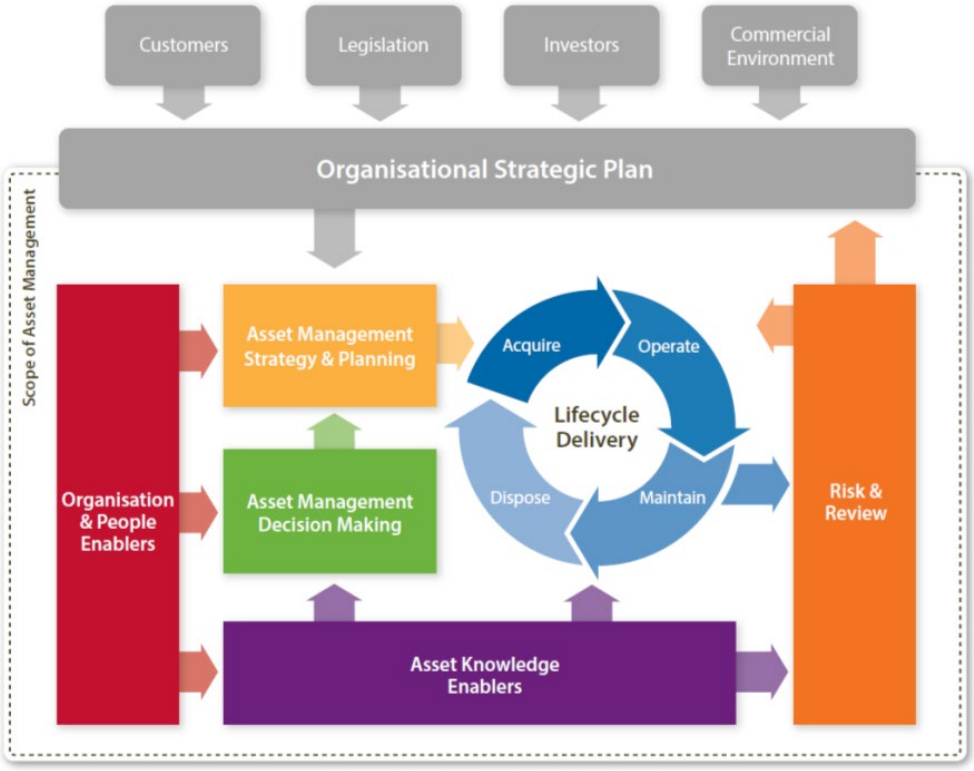
Tablet computers were purchased for field staff as a part of SEPTA's Efficiency and Accountability program.

The need for additional software to supplement TAM efforts will be evaluated over the first two years of this plan's implementation.

Continuous Improvement

An outline of how a provider will monitor, update, and evaluate, as needed, its TAM plan and related business practices, to ensure the continuous improvement of its TAM practices.

SEPTA has identified several initiatives to ensure continuous improvement of the asset management program over the horizon of this plan. These initiatives include efforts to improve data quality, stronger integration into Authority processes, and communication. The overarching goal of the 2022 TAMP is to bring the program into closer alignment with the Institute of Asset Management (IAM) Framework. The IAM Framework includes processes in six categories: Strategy and Planning, Decision-Making, Life Cycle Delivery, Asset Information, Organization and People, and Risk and Review.



Asset Information

The focus of the first year for this plan will be on the final implementation of the enterprise asset management software. The Asset Management Department will continue to work with asset owners and maintainers to ensure that the systems can adequately address compliance, reporting, and data collection from field activities.

Another priority will be the refined utilization of the decision support tool. Over the next year, the project manager will work to ensure that the capital asset inventory is at an appropriate level of granularity for each asset class so that information can be updated in a consistent manner, and that the output is an actionable basis for developing a preliminary project scope and budget for uses in capital planning.

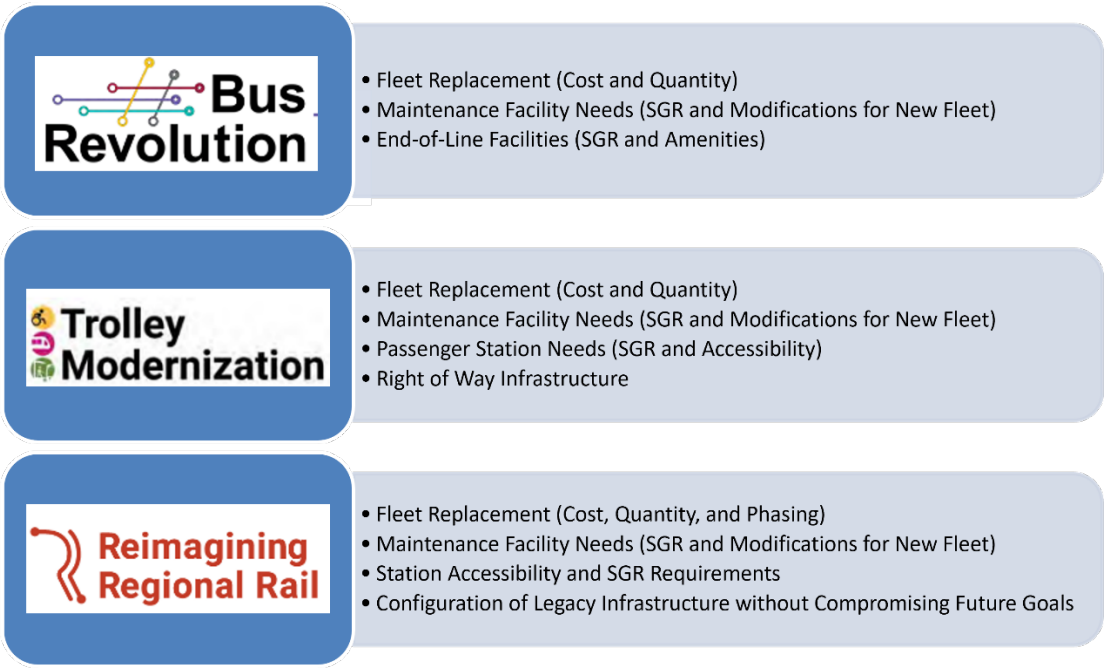
Lifecycle Delivery

As assets are operated, their condition degrades over time and their risk of failure increases. Failures can manifest themselves in a variety of ways, including those having an impact on safety. Asset condition is therefore a leading indicator for safety risks, and so understanding asset condition today, the rate of deterioration under duty cycle, is an important aspect of asset and risk management. Knowledge of the assets' deterioration rates can be integral in decisions on renewal frequencies and on approaches to preventative maintenance

As the enterprise asset management systems are matured, the project team will start to evaluate asset lifecycle performance data against assumptions made with the FTA TERM curves. The team will focus on comparing the assumed infrastructure asset useful lives to the field data and adjust the software as necessary. The team will also assess if there is a shift towards a preventative maintenance model. Once it is feasible, the maintenance management systems will be interfaced to the financial system to allow the collection of full lifecycle cost data. The asset management systems will be a critical tool to advancing SEPTA's configuration management efforts.

Strategy, Planning, and Decision-Making

The Asset Management Department will continue to work with the Capital Planning Committee to ensure that the decision support tool provides actionable information to facilitate decision making. A large component of this effort is to ensure that the data in the system is accurate. Furthermore, the asset management department must be informed of decisions that are made about the long-term goals and objectives of system modernization efforts, as these decisions impact the utilization and criticality of SEPTA's assets to perform their designed function.



Organization and People

The asset management team will continuously perform employee outreach for Transit Asset Management. This outreach will include presentations to various stakeholders, including System Safety Directors; Finance (especially for NTD submission); information technology; engineering staff; and maintenance foremen. This outreach will ensure that key stakeholders are aware of SEPTA's overall TAM process. SEPTA has included asset management messaging in the Engineer I rotational program.

The successful implementation of the asset management program will require the input of many asset owners and stakeholders. Throughout the implementation, the asset management department has relied on a network of champions, or "TAMBassadors," to provide information about the location, age, quality, condition, and performance of the assets for which they have stewardship. The Asset Management group will continue to work with the TAMBassadors to improve the system and make strategic decisions about future enhancements to the program.

Risk and Review

SEPTA's Capital Planning Committee is developing KPI's to assess project performance and after-action assessments. This data will be provided to the Asset Management department to be incorporated into the decision support tool.

Finally, once the data systems are in place, the Asset Management Team will perform a gap assessment to align SEPTA's program with the International Assent Management framework.

APPENDIX B: Performance Targets

MEMORANDUM

TO: Scott Sauer
Chief Operating Officer

CC: David Montvydas
Kate O'Connor
Cleophas Crasto

FROM: Joseph Schade
Laura Zale

DATE: September 21, 2022

SUBJECT: 2022 Transit Asset Management Performance Measures and Narrative Report (A-90)

The Federal Transit Administration (FTA) Final Rule on Asset Management (49 CFR Parts 625 and 630, or "the TAM Final Rule") defined the term "state of good repair," established the national framework for transit asset management, and established state of good repair performance measures. The performance measures include vehicle age beyond a useful life benchmark, percentage of facilities that are below a condition rating of 3 on the TERM (Transit Economic Requirements Mode) scale, and amount of the right-of-way under performance restrictions. Per the TAM Final rule, the performance targets are based on the agency's current resources and investment plans. The targets look ahead one year and are constrained by procurement timing and existing capital funds.

The annual TAM targets, as well as an agency's progress towards meeting these goals, are reported to the FTA through the National Transit Database. The initial targets were set in 2018. Starting in 2019, transit agencies were required to evaluate their performance against these established targets and submit an annual narrative report that provides a description of any change in the condition of its transit system from the previous year in relation to the targets. The agency is then required to establish new targets for the coming year.

This is SEPTA's fourth narrative report prepared under the guidance of the TAM Final Rule. The asset management group has evaluated the age, condition, and performance of SEPTA's assets, as well as planned maintenance and replacement activities and long-term agency goals. This memorandum report includes:

- an evaluation of SEPTA's performance against the established 2022 targets;
- a narrative report to describe this progress; and
- establishes the 2023 performance targets.

Measure 1: Average Revenue Fleet Age: The useful life benchmarks (ULBs) for each subfleet have been established by the vehicle engineering department and are reevaluated with the asset management group annually. The ULBs reflect the maintenance group's experience, structural testing, manufacturers' specifications, and best industry practice. Most of SEPTA's buses are within their ULBs. The Market-Frankford Line cars and the light rail vehicles are approaching the end of their useful lives. A substantial number of commuter rail vehicles are beyond their ULBs. This does not mean that the vehicles are unsafe; however, additional maintenance may be required to allow these fleets to maintain service quality and performance.

Measure 1: Age of the Revenue Fleet Relative to the Useful Life Benchmark				
NTD Category/Subfleet	**Useful Life Benchmark (years)**	**Proposed 2022 Target**	**2022 Measure**	**Proposed 2023 Target**
AB: Articulated Bus	14	0%	0%	0%
BU: Bus	14 (12 for electric)	10%	9.2%	10%
HR: Heavy Rail Passenger Car	30 (MFSE), 35 (NHSL), 40 (BSS)	0%	0%	0%
SR: Light Rail Vehicle	45 (updated in FY 21)	0%	0%	0%
RL: Commuter Rail Locomotive	30	0%	0%	0%
RP: Commuter Rail Passenger Coach	39	0%	0%	0%
RS: Commuter Rail, Self-Propelled Passenger Car	39	66%	66%	66%
CU: Cutaway Car	10	0%	0%	0%
TB: Trolleybus	18	0%	0%	0%
VT: Vintage Trolley/ Streetcar	58	100%	100%	100%

Evaluation of 2022 Performance: SEPTA met the FY 2022 targets for all fleets. The Asset Management group worked with the engineers responsible for bus and rail maintenance and engineering to evaluate the ULBs for heavy rail and light rail vehicles. These ULB's, based on structural evaluations and performance metrics, are reflected in Table 1, above. One recent change is that SEPTA was able to extend the ULB of the light rail fleet due to condition and performance data. SEPTA also improved its bus fleet's measure from last year's measure for the percentage of its fleet falling beyond its useful live benchmark from 10.7% to 9.2%.

Planned Projects that Will Impact Future Measures and Targets: SEPTA has initiated a project to replace 220 buses, with an option to purchase an additional 120 buses. SEPTA recognizes that additional investment is needed in the rail fleets, maintenance facilities, and infrastructure to bring them to a current vehicle standard. Due to their condition, replacement of the Market-Frankford Line cars is of the highest priority. SEPTA also continues to work to secure funding to replace the 231 Silverliner IV commuter rail vehicles, which were purchased between 1973 and 1976. SEPTA is in the early phases of a "Trolley Modernization" program, which includes the procurement of new light

rail vehicles, along with associated infrastructure and maintenance facility upgrades. In addition to daily inspections and routine maintenance, all revenue vehicles receive preventative maintenance on a regular basis through SEPTA's vehicle overhaul (VOH) program. The VOH program is particularly important for the rail fleets, where most vehicles are approaching or have aged beyond their ULB.

Measure 2: Average Age of Non-Revenue Fleet: The performance measure for non-revenue, support-service, and maintenance vehicles is the percentage of those vehicles that have met or exceeded their ULBs.

Measure 2: Age of the Non-Revenue Fleet Relative to the Useful Life Benchmark			
NTD Category	**2022 Target**	**2022 Measure**	**Proposed 2023 Target**
Automobiles	50%	41%	50%
Other Rubber Tired Vehicles	45%	45%	50%
Steel Wheel Vehicles	50%	50%	50%

SEPTA utility vehicles support transit and railroad operations, and include the following types of equipment:

- Utility vehicles for transit and paratransit supervisors and SEPTA police officers.
- Utility vehicles for inspection, maintenance, and construction of infrastructure. These vehicles include trucks, cranes, high rail vehicles and maintenance-of-way equipment.
- Transporter vehicles used in garages and shops, including revenue trucks, forklifts for material handling, pick-up trucks for material movement between depots and shops, and for snow removal.
- Service vehicles used for vehicle maintenance including wreckers, tow tractors, man lifts and pick-up trucks.
- Miscellaneous equipment such as generators, compressors, trailers, floor scrubbers and welding units.

Evaluation of 2022 Performance: In recent years, several procurements have allowed SEPTA to reduce the average age of the automobile and van fleets. While many of the other vehicles are beyond their useful life benchmarks, SEPTA maintains the non-revenue fleet as a part of the vehicle overhaul program.

Planned Projects that Will Impact Future Measures and Targets: To have adequate and reliable utility vehicles, SEPTA has developed a program to periodically renew this fleet on a vehicle-by-vehicle basis, contingent upon the vehicle's age, condition, and usage within the Authority. SEPTA's Capital Program allocates $130.89M for renewal of the utility fleet between FY 2023 and FY 2034.

Measure 3: Average Condition of Facilities: The FTA requires transit agencies to evaluate all facilities on the TERM scale. (5.0 = new, 1.0= poor. Assets below a rating of 3.0 are not in a state of good repair.) Facilities are to be evaluated every 4 years.

Measure 3: Percent of Facilities Rated Less than 3.0 on the TERM Scale			
NTD Category	**2022 Target**	**2022 Measure**	**Proposed 2023 Target**
Passenger Facilities	3%	3%	5%
Maintenance and Administrative Facilities	5%	3.6%	5%

Evaluation of 2022 Performance: SEPTA maintains over 300 passenger facilities and 28 maintenance facilities. Many of these facilities were built in the late 1890's and the early 1900's. While most of these facilities are in fair to good condition, we observed that more of our facilities fell below a 3.0 rating in FY 2022. Measures have been taken to perform heavy maintenance with a focus on safety in these locations. During scheduled maintenance programs, improvements are made to maintain the facilities in a safe condition until funds for a larger capital improvement project can be allocated.

Planned Projects that Will Impact Future Measures and Targets: The major factors that impact the selection of facility investment projects include ridership, operational efficiencies, and ADA compliance. While some station projects include the complete reconstruction of the facility, the majority of station projects consist of both the renovation of existing facilities as well as the addition of features. These features include the construction of high-level platforms, ADA-compliant ramps and pedestrian crossings, replacements of roofs and major building systems, and installation of efficient lighting. SEPTA's 2023-2034 Capital Budget includes provisions of $990.08M and $419.72M for passenger and maintenance facilities, respectively. SEPTA continues to design improvements for Bristol, Hunting Park, and City Hall Stations, which are rated to be in poor condition.

Measure 4: Percentage of Track Segments with Performance Restrictions: The FTA requires transit agencies to report the percentage of the right of way that is operating under performance restriction on the first Wednesday of each month at 9:00 in the morning. An average is reported at the end of the year.

Measure 4: Percent of Guideway Under Performance Restriction			
NTD Mode	**2022 Target**	**2022 Measure**	**Proposed 2023 Target**
CR: Commuter Rail	10%	3.5%	10%
HR: Heavy Rail	5%	2.6%	5%
SR: Streetcar Rail	3%	0.7%	3%

Evaluation of 2022 Performance: The asset management group reviewed the weekly speed restriction reports and made note of the reasons that the restriction was implemented. The majority of SEPTA track speed restrictions are put in place because SEPTA is performing preventative maintenance, such as tie and surfacing or replacement of the overhead contact wires on the Regional Railroad. Other work to proactively bring the right of way to a state of good repair included the annual Trolley Tunnel Blitz and the Southwest Connection Improvement Program. None of SEPTA's bridges have a speed or a load restriction.

Planned Projects that Will Impact Future Measures and Targets: SEPTA's track is inspected twice a week. In the case of an observed condition that requires immediate action, SEPTA deploys crews to fix the issue as soon as possible. SEPTA proactively performs work on the right-of-way to maintain a state of good repair, such as the cyclical replacement of railroad tie timbers and overhead contact wire. As this work typically occurs during daylight hours (between 9:00 AM and 3:00 PM), SEPTA will always have some track under a speed restriction in this report. SEPTA evaluated the scope of planned maintenance work when establishing the performance targets for FY 2023. SEPTA is performing several projects that will harden the guideway against extreme weather events, including stabilization of cut rock slopes, drainage improvement programs, dewatering systems for underground rail lines, and upgrading the signal system.

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PART's Financial Capacity Analysis

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Borough of Pottstown

Pottstown Area Rapid Transit (PART)

Financial Capacity Assessment and Certification

May 2, 2024

In accordance with Federal Transit Administration (FTA) Circular 7800.1A, this serves as documentation that the Borough of Pottstown has the financial capacity to carry out the operating and capital projects included in the Fiscal Year 2025-2028 Transportation Improvement Program. The Borough understands that the COVID-19 pandemic has negatively impacted public transit. The Borough has received $4,590,008 in Federal COVID-19 Relief Funding which provided economic assistance to American workers, businesses, and industries impacted by the pandemic. This relief funding has helped the Borough offset the negative financial impacts of the COVID-19 pandemic. As of May 1, 2024, the Borough has programmed 100% of its relief funding. As of February 2024, overall ridership has reached 69% of pre-COVID levels. Therefore, the Borough will require additional subsidies to maintain service levels as ridership continues to recover.

1) Scope of Operations

The Borough of Pottstown owns and contracts out service of Pottstown Area Rapid Transit (PART), serving Western Montgomery and Northern Chester County. PART serves the Borough of Pottstown, Lower, Upper, and West Pottsgrove, Douglass, Limerick, and North Coventry Townships. PART operates five fixed route vehicles and one paratransit vehicle in maximum service.

Overall ridership has reached 69% of pre-COVID levels. Individually, fixed route has reached 62% and paratransit has reached 76% of pre-COVID levels.

2) Financial Trends

Appendix A outlines the financial trends for the past two fiscal years, and budget for FY24-25. The contract for service has increased 2%, and the Borough has spent funds conservatively and expenses have remained level for the past two years.

The Borough has been able to meet its financial obligations and has no outstanding long-term or capital debt.

3) Current Conditions

The Borough strives to maintain no greater than a 2% increase per fiscal year. The funding received from the impacts of COVID-19 has allowed the Borough to continue doing so for at least the next two fiscal years.

As of July 1, 2024, the Borough plans to reserve 25% of PennDOT operating funds in a restricted account, allowing for the use of lapsing funds and remaining COVID-19 funds.

The Borough has been allocated Carbon Reduction Funds in the amount of $800,000 to complete a bus shelter capital project. Design will begin in the summer of 2024.

4) Financial Projections

The Borough will continue to budget a 2% increase in expenses per fiscal year. In 2025, fixed route and paratransit service will be put out to bid. The increase in contract costs will be dependent upon bid prices received. In addition, the Borough will continue to set aside 25% of State operating funds into reserve.

Because Pottstown is now included in the Philadelphia census tract, the Borough will coordinate with SEPTA on the Federal allocation. Should the Federal allocation decrease, the Borough will utilize the restricted operating funds to cover any operating deficit.

5) Capital Program

The Borough will implement the bus shelter project, which is being funded by Carbon Reduction Funds, beginning in summer of 2024. This will include bus shelter replacement and amenities such as lighting, seating, and trash receptacles.

Additional capital improvement projects include:

FY2025 – Replacement of two paratransit vehicles - $250,000

FY2026 – Replacement of outdated fareboxes and implementation of mobile ticketing - $500,000

FY2027 – Replacement of lifts for maintenance of buses - $25,000

FY2028 – Upgrades to the Transit Plaza including signage, benches, trash receptacles, lighting etc - $100,000

The Borough will continue to seek out Capital funds from FTA and PennDOT for needs as required.

6) Financial Capability

The Borough of Pottstown has the financial capacity to carry out the projects included in the FY225-2028 Transportation Improvement Program.

The Borough receives Section 5307 funds from the Federal Transit Administration, as well as from other Federal and State entities. The Borough is familiar with meeting and fulfilling grant requirements. During the 2023 FTA Triennial Review, several deficiencies were identified. All but one have been closed out. The remaining Disadvantaged Business Enterprise deficiency is currently under review by the FTA Civil Rights Department.

The Commonwealth of Pennsylvania provides the Borough with both operating and capital assistance. PennDOT provides the state match for capital projects; the local match is provided by Montgomery and Chester counties. This funding is provided through the annual budget for each governmental organization.

Borough of Pottstown

Pottstown Area Rapid Transit (PART)

Financial Capacity Assessment and Certification

May 2, 2024

CERTIFICATION

In accordance with Circular 7800.1A and based on the updated operating and capital needs as outlined in this Financial Capacity Assessment, the Borough certifies that it has the financial capacity to provide services and capital projects included in the DVRPC Fiscal Years 2025-2028 Transit Improvement Program (TIP).

Justin Keller, Borough Manager

PART Financials

	Acct. No.	ACCOUNT DESCRIPTION	2024/2025	2023/2024	2022/2023
	P.A.R.T. Fund 46				
KH	46.341.100	Interest	$0.00	$50.00	$50.00
KH	46.341.200	Interest - restricted cash	$0.00	$25.00	$25.00
		TOTAL INTEREST	$0.00	$7,500.00	$75.00
KH	46.351.010	Federal Section 9 Operating	$510,074.00	$415,862.00	$562,804.00
KH	46.351.013	Federal Grant - Capital Purchases	$1,000,000.00	$320,000.00	$250,000.00
		TOTAL FEDERAL FUNDS	$1,510,074.00	$735,862.00	$812,804.00
KH	46.354.100	PennDOT Operating	$1,680,217.00	$1,790,289.00	$1,675,991.00
KH	46.354.200	Capital State Funds	$19,442.00	$80,000.00	$0.00
KH		PennDOT Operating Reserve (Restricted)	$560,072.00		
		TOTAL STATE OPERATING	$2,259,731.00	$1,870,289.00	$1,675,991.00
KH	46.357.010	Local Match - Mont Co 85%	$102,280.00	$97,409.00	$92,771.00
KH	46.357.011	Local Match - Chester Co 15%	$18,049.00	$17,190.00	$16,371.00
		TOTAL LOCAL GOV GRANTS	$120,329.00	$114,599.00	$109,142.00
KH	46.380.100	Miscellaneous Revenue	$1,000.00	$0.00	$0.00
KH	46.380.200	PART Bus Pass Fees	$27,500.00	$21,250.00	$20,500.00
KH	46.380.300	PART Bus Fare Box Revenue	$200,000.00	$231,750.00	$225,000.00
KH	46.380.400	PART Charter and Other Revenue	$0.00	$0.00	$0.00
KH		Transfer from General Fund - Capital Match	$648.00		
		TOTAL MISC	$229,148.00	$253,000.00	$245,500.00
KH	46.391.100	Sales of General Fixed Assets	$0.00	$0.00	$0.00
		TOTAL SALES	$0.00	$0.00	$0.00
KH	46.395.200	Refund - Current Years Expenses			
KH	46.395.200	Refund - Prior Years Expenses			
		TOTAL REFUNDS			
KH	46.399.100	Balance forwarded fr reserves (PTAF)			
	for enhancemnts	TOTAL BALANCE FORWARDED			
		TOTAL P.A.R.T. REVENUE -46	$4,119,282.00	$2,981,250.00	$2,843,512.00
KH	46.401.460	Continuing Education -Contractual	$0.00	$0.00	$0.00
KH	46.401.530	Subsidy to Fund 01 wages	$30,000.00	$25,000.00	$23,795.00
		TOTAL ADMIN	$30,000.00	$25,000.00	$23,795.00
KH	46.402.311	Accounting and Auditing Services	$8,000.00	$10,000.00	$7,500.00
KH	46.402.390	Bank Charges	$0.00	$0.00	$0.00
		TOTAL FINANCE	$8,000.00	$10,000.00	$7,500.00
KH	46.404.314	Legal Expenses	$1,500.00	$1,500.00	$1,500.00
		TOTAL LEGAL EXPENSES	$1,500.00	$1,500.00	$1,500.00
RP	46.406.530	Subsidy to Fund 01 wages	$8,500.00	$8,500.00	$6,211.00
		TOTAL HR	$8,500.00	$8,500.00	$6,211.00
KH	46.408.313	Engineering	$30,000.00	$15,000.00	$10,000.00
		TOTAL ENGINEERING	$30,000.00	$15,000.00	$10,000.00
RP	46.409.374	Building Cost Allocations	$1,000.00	$1,000.00	$6,961.00
		TOTAL BUILDING	$1,000.00	$1,000.00	$6,961.00
KH	46.447.210	Office Supplies	$1,500.00	$2,000.00	$2,000.00
KH	46.447.232	Fuel-vehicles	$200,000.00	$300,000.00	$350,000.00
KH	46.447.241	General Operating Supplies	$7,500.00	$750.00	$750.00
KH	46.447.260	Safety & Security Exp	$15,000.00	$15,000.00	$12,500.00
KH	46.447.310	Professional Services	$1,500.00	$1,500.00	$1,500.00
KH	46.447.325	Postage	$250.00	$250.00	$250.00
KH	46.447.341	Advertising	$10,000.00	$13,500.00	$13,000.00
KH	46.447.342	Printing -Schedules	$21,000.00	$21,000.00	$20,500.00
KH	46.447.361	Electric - College Dr. Bus U-Turn	$2,750.00	$2,750.00	$2,750.00
KH	46.447.380	Miscellaenous Services & Expenses	$2,000.00	$500.00	$500.00
KH	46.447.420	Dues, Licenses, Subscriptions & Memberships	$5,000.00	$5,000.00	$5,000.00
KH	46.447.425	Meetings, Seminars & Conferences	$5,000.00	$5,000.00	$5,000.00
KH	46.447.540	P.A.R.T.	$2,185,620.00	$2,150,000.00	$2,100,750.00
KH	46.447.740	Capital Purchase	$1,020,090.00	$400,000.00	$250,000.00
		TOTAL TRANSIT COSTS	$3,477,210.00	$2,917,250.00	$2,764,500.00
RP	46.488.196	Indirect Health Insurance	$3,000.00	$3,000.00	$23,045.00
		TOTAL INDIRECT COSTS	$3,000.00	$3,000.00	$23,045.00
KH	46.492.001	Transfer to General Fund	$0.00	$0.00	$0.00
		TOTAL INTERFUND TRANSFERS	$0.00	$0.00	$0.00
KH	46.499.100	Transfer to Reserves	$0.00	$0.00	$0.00
		TOTAL FR RESERVES	$0.00	$0.00	$0.00
		Total of Fund 46 expenses	$3,559,210.00	$2,981,250.00	$2,843,512.00
		Total of Fund 46 revenues	$4,119,282.00	$2,981,250.00	$2,843,512.00
		Less PennDOT Operating Reserve (Restricted)	$560,072.00		
		Fund 46 revenues	$3,559,210.00		

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Appendix C

Memorandum of Understanding on Procedures to Amend and Modify the TIP

DELAWARE VALLEY
dvrpc
REGIONAL
PLANNING COMMISSION

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Delaware Valley Regional Planning Commission

Memorandum of Understanding
Concerning
Special Procedures for Expediting TIP Amendments and Modifications for DVRPC's Pennsylvania Region

Adopted by the DVRPC Board on July 25, 2024

This Memorandum of Understanding will begin October 1, 2024, and remain in effect until September 30, 2026, unless revised or terminated. Furthermore, it is agreed that this MOU will be reaffirmed every two years.

I. Purpose and Background

The **purpose of this memorandum** is to establish a set of procedures to be employed by the Delaware Valley Regional Planning Commission (DVRPC) and its member agencies (PennDOT, the counties, cities, and transit operators) to expedite amendments and modifications to the regional Transportation Improvement Program (TIP).

Federal law (Titles 23 and 49, United States Code), as amended by the **Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)**, the **Transportation Equity Act for the 21st Century (TEA21)**, the **Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU),** the **Moving Ahead for Progress in the 21st Century Act (P.L. 112-141) (MAP-21),** the **Fixing America's Surface Transportation Act (P.L. 114-94) (FAST Act), and the Infrastructure Investment and Jobs Act (IIJA) (P.L. 117-58, also known as the "Bipartisan Infrastructure Law")** requires every metropolitan planning organization (MPO, in this case DVRPC) to produce a multi-year TIP which includes all projects which will seek federal funds and all other regionally significant transportation projects. This TIP must be developed through the MPO's planning process which must be open to public input and comment. Federal law also requires the State to develop a Statewide Transportation Improvement Program (STIP) which includes all projects from the metropolitan TIPs (Pennsylvania has 19 MPOs, 4 Rural Planning Organizations, and an individual County).

These federal laws require a TIP to cover a minimum of four years and be updated at least every four years. State law requires PennDOT and its Planning Partners (MPOs/RPOs/Individual County) to update the TIP and Twelve Year Plan (TYP) every two years. The regional TIP for the five DVRPC Pennsylvania counties (Bucks, Chester, Delaware, Montgomery, and Philadelphia) is updated every other year (on odd years) to coincide with the update of the PennDOT STIP and the Twelve Year Program. The timing of the update process during a particular year is dictated by the need to have a TIP/STIP in place (i.e., adopted by the MPO, approved by the Governor, and accepted by the federal agencies of FHWA, FTA, and EPA) so that federal funding can proceed for the designated federal fiscal year, which begins on October 1.

The federal **Statewide and Metropolitan Planning Regulations** (23 CFR 450), which govern the provisions of ISTEA/TEA21/SAFETEA-LU/MAP-21/FAST Act/IIJA(BIL) concerning

the TIP, make a distinction between TIP amendments and other actions taken by the MPO which modify the TIP. The intent of this distinction is to streamline the procedures for implementing projects while still providing transparency. Furthermore, the regulations permit the use of expedited procedures to accomplish certain changes if prior agreements have been established. The Commonwealth's Twelve-Year Program (TYP), required by state law (Act 120 of 1970), includes the STIP/TIPs in the first four-year period. The TYP is not covered by Federal statute. Therefore, this MOU covers revisions only to the STIP/TIP.

Based on these regulations, DVRPC and its member agencies agree to recognize two categories of MPO actions concerning changes to the TIP: **Amendments** and Administrative **Modifications** which are described below. In all cases in this MOU, the term TIP shall mean TIP/STIP.

II. TIP AMENDMENTS

Federal regulation defines a TIP amendment as the **addition, deletion, or a major change to an existing federally funded project included in the TIP**, and DVRPC and its member agencies agree that TIP Amendments require **formal action by the DVRPC Board**, generally based on a recommendation from the Regional Technical Committee (RTC). **Exceptions are allowed** under certain circumstances for projects which received federal authorization under a previous TIP, or for which another "Administrative Amendment" condition applies (see Section III. B.).

In order **to add a <u>new</u> project to the TIP**, the sponsor must identify an equivalent cost reduction in the appropriate year or additional funds made available to the region and the action must maintain the overall financial constraint of the four year program. Reductions do not have to come from the sponsor's county, as long as they are acceptable to the parties involved. Funding is allocated to the project, not the County.

The Clean Air Act Amendments (CAAA) require a new conformity determination if the TIP is amended by adding or deleting an Air Quality (AQ) regionally significant project, except for traffic signal projects which can be initially added without a regional emissions analysis but must be included in all subsequent emissions analyses as required by the Final Conformity Rule. The addition or deletion of a project classified as exempt in the CAAA does not require a new conformity analysis. In consultation with the appropriate agencies if needed, DVRPC staff will determine whether a project is exempt from the conformity requirements.

For the purposes of public involvement, DVRPC and its member agencies agree to recognize three classes of amendments.

- **Major amendments** include those projects which require a new regional conformity determination. Major amendments will require not less than a 30 day public comment period before Board action.

- **Minor amendments** include those projects which are exempt from the conformity requirements or which have been assessed using project level analysis procedures and found not to change the finding of conformity. Minor amendments will not require a 30 day comment period, but will seek public involvement through

DVRPC's RTC and through the many opportunities outlined in DVRPC's Public Participation Plan.

- **Administrative amendments** include actions for projects or project phases that have previously received federal authorization or for which another "Administrative Amendment" condition applies, and which, under this agreement, will only require approval by the Executive Director on behalf of the MPO, as described under Section III.B.

A. Minor TIP Amendments Requiring DVRPC Board Action for projects that do not trigger a new conformity analysis (are not limited to the following):

1. Project actions that **add a new project** to the four year TIP, including advancing a project phase(s) from the second and/or third four years of the 12 year program that has no phases obligated, encumbered, or programmed in the first 4 years.

2. Project actions which cause there to be **no phases within the four-year TIP period. If a project with one or more MPMS #s has been Let for construction and has been fully obligated under a previous TIP and the removal of phases causes there to be no phases of the project programmed within the four year TIP, this will be an administrative action.**

3. Project actions that result in a **significant change in project scope** (intent, alignment, degree of local impact, as assessed by DVRPC staff to be significant enough to essentially constitute a new project).

4. Project actions which **increase the overall cost of a project within the four years of the TIP by more than $7,500,000** of state and/or federal funds and local funds (if local funds represent the required match). Shifting funding from the Later Fiscal Years (LFY) of the TYP to the first four years (TIP) by more than $7,500,000 will constitute a formal action.

5. Project action which **decreases the overall cost of a project within the four years of the TIP by more than $7,500,000** of state and/or federal funds and local funds (if local funds represent the required match). Shifting funding from the first four years (TIP) to the Later Fiscal Years (LFY) of the TYP by more than 7,500,000 will constitute a formal action.

6. When a project that utilizes 100 percent state funds and needs federal funds to establish Federal Government Agencies as the lead reviewing agency the project will be 'federalized' (placing federal funds on a project).

7. When PennDOT identifies a project phase of less than or equal to $7,500,000 that was authorized under the **advance construct** provisions and it now wishes to convert that authority to federal funds and there were **no obligations on any phases of the project previously, or no other phases currently programmed on the TIP.**

III. Expedited Procedures for TIP Modifications and Administrative Amendments

The federal regulations permit an MPO to move projects from **years two, three, or four** of a TIP to the first year, or to change the **funding source** of a project, without going through the formal amendment process. The regulations refer to these actions as "project selection actions". DVRPC and its member agencies define these types of actions as TIP modifications and administrative amendments. Also included in the modifications category are project **cost changes** if they do not represent a significant change in project scope.

Federal regulations permit modifications to be made in an expedited manner if agreements exist between the participating agencies. DVRPC and its member agencies recognize that some modifications should be based on a formal action of the DVRPC Board. In many other cases, they can be handled through an interagency memorandum of understanding which establishes less formal administrative procedures.

This Memorandum of Understanding (MOU) establishes such expedited procedures as permitted by the federal regulations. In general, these procedures specify how changes can be made without formal action by the DVRPC Board. Instead, authority is either granted to the implementing agency, delegated to the DVRPC Executive Director or delegated to the RTC, based on specific conditions. The details of these procedures are described below:

A. Modifications Not Requiring Action by DVRPC

1. When there is a cost increase to an overall cost of a project within the four years of the TIP that is **less than or equal to $1,000,000**.

2. When there is a project action which decreases the overall cost of a project within the four years of the TIP by $7,500,000 or less if it does or does not represent a reduction in scope.

3. When a project is listed in an approved TIP without a right-of-way phase or a utility phase and the need for some **incidental ROW or utility work** is discovered during the design phase. Such ROW purchase may be authorized under either the design or construction phases of the project without modifying the TIP. Incidental ROW is the purchase of a minor piece of property (including utility relocation) that does not involve the taking of any residential or business structure(s). The utility phase may be programmed individually.

4. When either PennDOT or SEPTA deems it appropriate to **shift costs between eligible funding categories** in accordance with available resources and eligible facilities/projects. DVRPC partners (e.g.PennDOT, SEPTA, PART, Bucks County, Chester County, Delaware County, Montgomery County, City of Philadelphia) may shift project funding between any of the federal or state funding categories, as well as between federal funds and state funds so long as the changes do not have a cost increase/decrease of more than $7,500,000 or do not involve the federalization of a project.

5. When either PennDOT, SEPTA, or PART need to add certain types of projects to the TIP that do not require formal action by the MPO as **exempted under federal law**. These

include the addition of safety projects funded under 23 U.S.C. 402 and the addition of federal Emergency Relief projects (except those involving substantial functional, locational and capacity changes).

6. Adds a project, with any federal funding source, for immediate emergency repairs to a highway, bridge or transit project where in consultation with the relevant federal funding agencies, the parties agree that any delay would put the health, safety, or security of the public at risk due to damaged infrastructure. Note that DVRPC staff will directly contact the PA TIP Subcommittee bringing attention to these actions.

7. When the **line items** for Betterments are to be tapped for individual projects of **less than $7.5 million**. In these cases, PennDOT will notify DVRPC of the project(s) and the amounts to be drawn from the line item. DVRPC will note the amount of funds remaining as of a given date in the project description section. If the individual project **is more than $7,500,000**, it will be treated as a minor amendment under the procedure in section "**II. TIP AMENDMENTS**." A **Betterment** consists of surface treatments/corrections to existing roadway [preferably within the Pennsylvania Department of Transportation's (PennDOT's) right-of-way] to maintain and bring the infrastructure to current design standards for that classification of highway. This may involve full depth base repair, shoulder widening, increased lane widths, correction of super-elevation, drainage improvements or guide rail updates.

8. When a project listed in an approved TIP is removed because funds for all phases totaling $7,500,000 or less have already been obligated or encumbered and those programmed funds can be used as a resource for another project. Note: If the amount of funds that are deleted from the project is more than $7,500,000, it will then be considered a minor amendment requiring DVRPC Board Action.

9. When a project draws down or returns funding from an existing TIP reserve line item. A traditional reserve line item holds funds that are not dedicated to a specific project(s) and may be used to cover cost increases or add an additional project phase(s) to an existing project.

10. When a project draws down funding from a competitive program's Line Item (e.g. TASA or Competitive CMAQ) where the projects have already been approved by the DVRPC Board. If the draw down is more than $7,500,000 or more, it will then be considered a minor amendment requiring DVRPC Board Action.

11. When an action occurs to breakout projects into two or more separate projects from a parent project in order to facilitate project delivery and there are no Air Quality Conformity issues or change of scope.

Under any of these circumstances, DVRPC Partners will inform DVRPC of the action taken.

B. Modifications and Administrative Amendments Allowed Under Administrative Action by DVRPC

The Executive Director, upon consultation with the affected county or counties, may process a proposed modification or administrative amendment to the TIP by administrative action:

(Administrative Modifications)

1. When a project sponsor wants to **move a project phase to the current fiscal year** that is listed under the second, third, or fourth year of the TIP (i.e., for the FY2025 TIP: the years FY26, FY27, or FY28), unless there is a formal record of opposition to the project by a public interest group.

2. When a cost increase to a project is greater than **$1 million and less than or equal to $7.5 million**, and the modification proposes to use funds only from other projects on the TIP that cannot be authorized that fiscal year due to scheduling or other delays, or if there is concurrence from the affected county(ies), or if there are additional funds being made available to the region.

3. Project action which decreases the overall cost of a project within the four years of the TIP by less than or equal to $7,500,000.

4. Adds, advances, or adjusts federal funding for a project based on FHWA August Redistribution based on PennDOT's documented August Redistribution Strategic Approach

(Administrative Amendments)

5. When a cost increase of $7,500,000 or less occurs to the construction phase of a project that was **already obligated or encumbered** but is no longer shown in the TIP; or when a cost increase of $7,500,000 or less occurs to a pre-construction phase of a project that has **already been obligated or encumbered** but is no longer shown in the TIP and that increase is not due to a significant change in the project scope. Note: If the increase is more than $7,500,000, this action would then be considered a minor amendment requiring DVRPC Board Action.

6. When adding a phase to a project when another phase was already obligated or encumbered. If the addition of the phase is greater than $7,500,000, this action would then be considered a minor amendment requiring DVRPC Board Action.

7. When PennDOT identifies a project phase less than or equal to $7,500,000 that was authorized under the **advance construct** provisions and it now wishes to convert that authority to federal funds, so long as a previous phase of the project has been obligated. Note: If the conversion is more than $7,500,000, this action would then be considered a minor amendment requiring DVRPC Board Action.

8. When an action adds a new phase(s) or removes a phase(s), or increase/decrease a phases(s) to a project that is already programmed on the TIP and the proposed fiscal change to the project is less than or equal to the $7,500,000 threshold.

9. When PennDOT seeks federal authorization to cover $7,500,000 or less in **accrued unbilled costs or close outs** on projects and/or phases previously shown on the TIP and already authorized. Note: If the increase is more than $7,500,000, this action would then be considered a minor amendment requiring DVRPC Board Action.

10. When a project “breakout” is developed from a “parent” project which creates a new MPMS number, but for which there is not a major scope increase to the work to be accomplished that would otherwise be considered a new project.

11. When a previously DVRPC Board accepted project derived from a Statewide Managed Program (e.g. sHSIP, TASA, SRTS, RRX, ARLE, MTF, GLG) is being returned to the program. See Section III.D.2.

C. Transit – Funds Related to Prior–Year Unobligated Funds

This section relates to Federal Transit funds which have been programmed for obligation in a Federal Fiscal Year (FFY), but which have not been obligated in an FTA grant in the current FFY. FTA requires all funds to be shown in the year of obligation in compliance with 23 CFR 450.326(g). Federal Transit funding – including Section 5307 and Section 5337 funds – which are apportioned and programmed but not obligated in the year of programming may be shifted to the next FFY and considered eligible as an Administrative Modification unless the project is undergoing significant changes as well.

DVRPC will notify its member agencies and the public of all such administrative actions. For Administrative Amendments.

While administrative actions do not require federal approval, PennDOT and DVRPC will work cooperatively to address and respond to any FHWA and/or FTA comment(s). FHWA and FTA reserve the right to question any administrative modification that is not consistent with federal regulations or with this MOU where federal funds are being utilized.

D. Amendments Requiring Formal Action by DVRPC

All other changes to existing projects in the TIP not covered above in section III will be submitted to the RTC for their review and resolution. The RTC may, at its discretion, recommend full DVRPC Board formal action. Any changes under this section should go to the RTC for recommendation before proceeding to the Board, except in the case when the delay would cause the actual loss of federal funding or obligation authority. Financial constraint will be maintained.

Examples of typical Amendments that get submitted for formal DVRPC Board action include but are not limited to:

1. Addition of a new project to the first four years of the TIP or the Twelve Year Program.

2. Cost increase to a construction phase when additional work orders need to be approved, and the cost estimate has increased by more than $7,500,000.

E. Statewide Programs

New project additions to the DVRPC TIP that are derived from statewide managed programs and selected by PennDOT Central Office staff or PennDOT's Secretary of Transportation, such as Highway Safety Improvement Program Set-aside (sHSIP), Railroad Grade Crossing Program (RRX), the Statewide Transportation Alternatives Set-aside Program (TASA), Automated Red Light Enforcement (ARLE), PennDOT's Multimodal Transportation Fund (MTF), and Green Light-Go (GLG), and Transportation Infrastructure Investment Fund (TIIF), or any new statewide managed funding category created by any new federal or state laws, will go through formal review and action by the DVRPC Board. The DVRPC Board will be requested to "Accept" these projects and their additional funds to the TIP. These funds are additional to the region and are outside the Core Funding distributions (see PennDOT Financial Guidance for further details). Further guidance for modifications and amendments to statewide programs is detailed in the Statewide Memorandum of Understanding, Procedures for TIP and STIP Modifications agreed to by PennDOT, the Federal Highway Administration, and the Federal Transit Administration.

1. PennDOT has established a statewide Interstate Management Program with designated funding through the Financial Guidance formula allocation process. This programming concept is also consistent with the Department's philosophy of managing the Interstate System within Pennsylvania as a single, statewide asset. The funds are distributed dependent upon statewide need as determined by a technical review of candidate projects. PennDOT Districts will still retain project management responsibility for the interstate projects within their geographical areas. Continued coordination between PennDOT and the MPO/RPOs will be an integral part of the IM Program's success, and all revisions to the DVRPC region IM Program will be provided to DVRPC by Central Office in a timely manner.

2. Projects derived from Statewide Managed Programs that are state funded, e.g., Automated Red Light Enforcement (ARLE), PennDOT's Multimodal Transportation Fund (MTF), and Green Light-Go (GLG), which were programmed on a previous TIP and funds have not been encumbered and need to be shown on the current TIP may be added back into the TIP as an Administrative Action.

3. Keystone Corridor project funds will be noted in the DVRPC TIP as appropriate. See the Statewide MOU for guidance.

IV. ADMINISTRATION

A. Compliance with Planning Process

TIP revisions must be consistent with Pennsylvania's Transportation Performance Management (TPM) requirements, Pennsylvania's Long-Range Transportation Plan (LRTP), and the DVRPC's LRTP. In addition, STIP/TIP revisions must support Pennsylvania's Transportation Performance Measures, the Transportation Asset Management Plan (TAMP), the Transit Asset Management (TAM) Plan, the Strategic Highway Safety Plan (SHSP) and Congestion Management Plan (CMP), as well as PennDOT's Connects policy.

Over the years, Pennsylvania has utilized a comprehensive planning and programming process that focuses on collaboration between PennDOT, FHWA, FTA, and MPOs/RPOs at the county and regional levels. This approach will be applied to begin implementation of TPM and Performance Based Planning and Programming (PBPP). PBPP is PennDOT's ongoing assessment, target setting, reporting and evaluation of performance data associated with the STIP/TIP investment decisions. This approach ensures that each dollar invested is being directed to meet strategic decisions and enhances the overall performance of the Commonwealth's transportation system.

TIP revisions must correspond to the adopted provisions of DVRPC's Public Participation Plan (PPP). A PPP is a documented broad-based public involvement process that describes how DVRPC will involve and engage the public in the transportation planning process to ensure that comments, concerns, or issues of the public and interested parties are identified and addressed in the development of transportation plans and programs. A reasonable opportunity for public review and comment shall be provided for significant revisions to the TIP.

All projects within a non-attainment or maintenance area will be screened for Air Quality significance. PennDOT will coordinate with regional MPO/RPOs to screen Statewide Program projects for Air Quality significance. If a revision adds a project, deletes a project, or impacts the schedule or scope of work of an air quality significant project in a nonattainment or maintenance area, a new air quality conformity determination will be required if deemed appropriate by the PennDOT Air Quality Interagency Consultation Group (ICG). If a new conformity determination is deemed necessary, an **amendment** to the STIP and region's TIP shall also be developed and approved by DVRPC. The modified conformity determination would then be based on the amended TIP conformity analysis and public involvement procedures consistent with DVRPC's PPP.

The federal planning regulations, 23 CFR 450.324(c), define update cycles for MPO/RPO LRTPs. If a MPO's/RPO's LRTP expires because the LRTP has not been updated in accordance with the planning cycle defined in the federal planning regulations, then the provisions of this MOU will not be utilized for that MPO/RPO. During a LRTP expiration, all STIP/TIP revisions that involve projects with federal funds within that MPO/RPO, where the LRTP expiration occurred, will be treated as an amendment and require federal approval. There will be no administrative modifications to projects with any federal funds until the MPO's/RPO's LRTP is in compliance with the federal planning regulation.

B. Fiscal Constraint Charts

Financial constraint refers to keeping the costs of the TIP within the amount of funds that are reasonably available to the region. PennDOT and its Planning Partners statewide agree to a **Financial Guidance** package when developing the TIPs that sets the bounds of funding for each region. Each region is to maintain their TIP at that level during the life of the TIP and incorporate project Year of Expenditure costs, while the state is to maintain the overall financial constraint of the STIP. To assist in the maintenance of financial constraint of the TIP when making amendments and modifications under this MOU, DVRPC, SEPTA, and PennDOT have devised a **Fiscal Constraint Chart**. The parties agree to use this electronic spreadsheet to identify each month the requested changes to the TIP and the beginning and ending balances in the fiscal constraint "bank" for the Highway and Transit Programs. The parties accept their responsibility under the federal regulations to ensure that the TIP remains

fiscally constrained. They also acknowledge that maintaining financial constraint on an action by action basis may not always result in zero balances, but that every effort will be made to rectify any non-zero balances in concert with the state as it reassesses its estimate of reasonably available funds. The Fiscal Constraint Chart is the tool used by the state to make that determination. The arbitrary reduction of the overall cost of a project, or project phases, shall not be utilized for the advancement of another project.

C. Processing TIP Actions for PennDOT Central Office and Federal Approval

Approval by the DVRPC Board is required for certain TIP Actions detailed in this MOU. Following approval by the DVRPC Board, DVRPC staff must then request PennDOT Central Office approval, for projects that are identified in this MOU as being amendments, using the e-STIP process and package of information, which is then submitted to FHWA or FTA for federal approval. A Fiscal Constraint Chart (FCC) must be provided that depicts the transfer of funds from one source to another, demonstrating fiscal constraint. The FCC summarizes project programming before a TIP Action is processed, the requested adjustments, project programming after a TIP Action is processed, and comments explaining the reason for the adjustment(s). The package submitted via eSTIP also provides any PMC materials prepared by PennDOT, if available, along with an updated TIP project listing. PennDOT's Central Office will review, approve, and forward to the appropriate federal agency for review and approval, with a courtesy copy to the other federal agency.

D. August Redistribution

If August redistribution of Federal Highway funds adds, advances, or adjusts federal funding for a project, DVRPC will be notified of the project changes by PennDOT. See Section III.B.5.

E. Performance Reports and Data Sharing

In accordance with 23 CFR § 450.326 (c), PennDOT and DVRPC will ensure STIP/TIP revisions promote progress toward achievement of performance targets.

In order to better manage the TIP/STIP and provide decision makers with timely and accurate information about progress in implementing the TIP, PennDOT will provide DVRPC with financial and performance reports.

1. PennDOT will provide DVRPC with a financial report of federal obligations and state encumbrances which DVRPC will post on the DVRPC TIP website. PennDOT will identify the funding target for the current fiscal year as soon as possible after the federal government establishes the obligation limits for that year. This target amount will be based on the region's allocation of programmed Base Funds as agreed to in the Statewide Financial Guidance for the TIP, factored by the ratio of the state's total obligation limit to total authorized funds for all base funding categories.

    a. PennDOT will provide DVRPC with a quarterly and annual report comparing the programed target amount with the actual amount of funds obligated (federal) or encumbered (state) through the end of that quarter, by TIP funding category. SEPTA will provide DVRPC with a similar annual report comparing the programmed amount with the actual amount of funds secured under grants.

b. PennDOT will provide DVRPC with a report (and data file) showing the project/phase level detail of funds obligated or encumbered through the end of the quarter.

c. DVRPC will post the Obligation/Encumbrance information on its website.

2. PennDOT and SEPTA will provide DVRPC with annual Performance Measure reports.

3. The STIP/TIP Financial Report provided by PennDOT to FHWA/FTA will also include the FHWA Planning Performance Measure – "percent of STIP/TIP projects advanced per year" on a statewide and Planning Partner Basis. A summary report detailing this information will be provided to DVRPC 30 days after the end of the federal fiscal year.

4. PennDOT and SEPTA will provide DVRPC with their annual list of obligated projects in order for DVRPC to post the reports online as required by federal law within 90 day of the end of the federal fiscal year.

We, the undersigned, agree to use the above procedures to amend and modify the Delaware Valley Regional Planning Commission (DVRPC) Pennsylvania Transportation Improvement Program (TIP) and the Pennsylvania Statewide Transportation Improvement Program (STIP).

_____ Date _____

Executive Director,
for DVRPC

_____ Date _____

Deputy Secretary,
for PennDOT

_____ Date _____

General Manager,
for SEPTA

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MEMORANDUM OF UNDERSTANDING
Pennsylvania's Statewide Procedures for 2025-2028 Statewide Transportation Improvement Program and Transportation Improvement Program Revisions

Background

This Memorandum of Understanding (MOU) between the Pennsylvania Department of Transportation (PennDOT), Federal Highway Administration (FHWA), and Federal Transit Administration (FTA) establishes procedures to be used in the Commonwealth of Pennsylvania for processing revisions to the 2025-2028 Statewide Transportation Improvement Program (STIP). The STIP is the aggregation of the Metropolitan Planning Organization (MPO) and Rural Planning Organization (RPO) Transportation Improvement Programs (TIPs), including the Interstate Management (IM) Program and other statewide managed programs (Statewide Programs).

The STIP is the official transportation improvement program document mandated by federal statute 23 CFR 450.218 and recognized by FHWA and FTA. The STIP includes a list of projects to be implemented over a four-year period as well as all supporting documentation required by federal statute. The STIP includes regional TIPs developed by the MPOs and RPOs, the PennDOT developed Interstate Management (IM) Program and other Statewide Programs (PennDOT works with Wayne County to develop the Wayne County Independent TIP). Statewide Programs are coordinated initiatives, projects or funds that are managed by PennDOT's Central Office on a statewide basis. Examples of Statewide Programs include, but are not limited to, the Secretary of Transportation's Discretionary (Spike), the Major Bridge Public Private Partnership (MBP3) Program, the Rapid Bridge Replacement (RBR) Project developed via a Public Private Partnership (P3), Highway Safety Improvement Program (HSIP) set-a-side, the National Electric Vehicle Infrastructure (NEVI) Formula Program, Highway-Rail Grade Crossing Safety (RRX), Surface Transportation Block Grant Program set-a-side (TAP) funds, Green-Light-Go (GLG), Automated Red Light Enforcement (ARLE), Multi-Modal (MTF), Recreational (Rec) Trails, Transportation Infrastructure Investment Fund (TIIF), Statewide Transit and Keystone Corridor projects. The Interstate Management Program will remain its own individual program and includes prioritized statewide Interstate projects. The Commonwealth's 12-Year Program (TYP), required by state law (Act 120 of 1970), includes the STIP/TIPs in the first four-year period. The TYP is not covered by Federal statute. Therefore, this MOU covers revisions only to the STIP/TIP.

For more information on the development of the STIP/TIP, see *Pennsylvania's 2025 Transportation Program General and Procedural Guidance* and *Pennsylvania's 2025 Transportation Program Financial Guidance*. These documents were both released on April 19th, 2023 and can be found on the https://www.talkpatransportation.com/how-it-works/stip on the STC Website under 2025 Guidance Documents.

STIP/TIP Administration

FHWA and FTA will only authorize projects and approve grants for projects that are programmed in the current approved STIP. If a MPO/RPO, transit agency, or PennDOT wishes to proceed with a federally funded project not programmed on the STIP/TIP, a revision must be made.

The federal statewide and metropolitan planning regulations contained in 23 CFR 450 govern the provisions for revisions of the STIP and individual MPO TIPs. The intent of this federal regulation is to acknowledge the relative significance, importance, and/or complexity of individual programming amendments and administrative modifications. If necessary, 23 CFR 450.328 permits the use of alternative procedures by the cooperating parties to effectively manage amendments and/or administrative modifications encountered during a given TIP cycle. Cooperating parties include PennDOT, MPOs,

RPOs, FHWA, FTA, and transit agencies. Any alternative procedures must be agreed upon and documented in the TIP.

STIP/TIP revisions must be consistent with Pennsylvania's Transportation Performance Management (TPM) requirements, Pennsylvania's Long-Range Transportation Plan (LRTP), and the associated MPO's/RPO's LRTP. In addition, STIP/TIP revisions must support Pennsylvania's Transportation Performance Measures, the Transportation Asset Management Plan (TAMP), the Transit Asset Management (TAM) Plan, the Strategic Highway Safety Plan (SHSP) and Congestion Management Plan (CMP), as well as PennDOT's Connects policy. Over the years, Pennsylvania has utilized a comprehensive planning and programming process that focuses on collaboration between PennDOT, FHWA, FTA, MPOs/RPOs, and transit agencies at the county and regional levels. This approach will be applied to continue the implementation of TPM and Performance Based Planning and Programming (PBPP). PBPP is PennDOT's ongoing assessment, target setting, reporting and evaluation of performance data associated with the STIP/TIP investment decisions. This approach ensures that each dollar invested is being directed to meet strategic objectives and enhances the overall performance of the Commonwealth's transportation system.

STIP/TIP revisions must correspond to the adopted provisions of the MPO's/RPO's Public Participation Plans (PPPs). A PPP is a documented broad-based public involvement process that describes how the MPO/RPO will involve and engage the public and interested parties in the transportation planning process to ensure that their comments, concerns, or issues are identified and addressed in the development of transportation plans and programs. A reasonable opportunity for public review and comment shall be provided for significant revisions to the STIP/TIP.

All projects within a nonattainment or maintenance area will be screened for Air Quality significance. PennDOT will coordinate with regional MPO/RPOs to screen Statewide Program projects for Air Quality significance. If a revision adds a project, deletes a project, or impacts the schedule or scope of work of an air quality significant project in a nonattainment or maintenance area, a new air quality conformity determination will be required if deemed appropriate by the PennDOT Air Quality Interagency Consultation Group (ICG). If a new conformity determination is deemed necessary, an **amendment** to the STIP and region's TIP shall also be developed and approved by the MPO/RPO. The modified conformity determination should be based on the amended TIP conformity analysis and follow public involvement procedures consistent with the MPO/RPO region's PPP. Upon adoption of the revised conformity determination, air quality resolution and amended TIP, the MPO/RPO will then provide a formal request to PennDOT to submit the determination to FHWA/FTA for their review and approval. FHWA and FTA will coordinate with EPA to achieve concurrence and then subsequently issue a joint approval on the air quality conformity determination.

The federal planning regulations, 23 CFR 450.324(a) & (c) and 23 CFR 450.330(c), define update cycles for MPO/RPO LRTPs. Per 23 CFR 450.330(c), "Until the MPO approves (in attainment areas) or the FHWA and the FTA issue a conformity determination on (in nonattainment and maintenance areas) the updated metropolitan transportation plan, the MPO may not amend the TIP." MPOs/RPOs in air quality nonattainment and maintenance areas are required to update their LRTP every 4 years, and their LRTP clock is reset with the joint FHWA/FTA air quality conformity action on their adopted plan. If the LRTP in a nonattainment or maintenance area has expired due to lack of a conformity approval, the MPO/RPO cannot amend the LRTP or TIP and the State cannot amend the affected portion of the STIP. This includes any projects on the IM TIP or Statewide TIP occurring within the MPO/RPO area. Accordingly, MPOs/RPOs in nonattainment or maintenance areas should allow at least 60-90 days between Board adoption and their LRTP conformity expiration date to allow for the necessary federal coordination and joint approval processes to be completed.

MPOs/RPOs in orphan maintenance or attainment areas are required to update their LRTP every 5 years, and their LRTP clock is reset with Board adoption of their plan. If an orphan maintenance or attainment area MPO/RPO does not adopt their LRTP by the expiration deadline, their LRTP will expire.

During an LRTP expiration, the MPO/RPO cannot amend the LRTP or TIP and the State cannot amend the affected portion of the STIP.

Pennsylvania STIP/TIP Revisions

In accordance with the federal transportation planning regulations 23 CFR 450, revisions to the STIP/TIP will be handled as an ***Amendment*** or an ***Administrative Modification*** based on agreed upon procedures detailed below.

An ***Amendment*** is a revision to the STIP/TIP that:

- **Affects air quality conformity regardless of the cost of the project or the funding source**.
- Adds a new federally funded project or federalizes a project that previously was 100% state and/or locally funded. A new project is a project that is not programmed in the current STIP/TIP and does not have previous Federal obligations.
- Deletes a project that utilizes federal funds, except for projects that were fully obligated in the previous STIP/TIP and no longer require funding. In this case, removal of the project will be considered an administrative modification**.**
- Adds a new phase(s), deletes a phase(s) or increases/decreases a phase(s) of an existing project that utilizes federal funds where the total revision of federal funds exceeds the following thresholds within the four years of the TIP:
    - $10 million for the Interstate Management (IM) Program;
    - $7.5 million for MPOs with most recent US Census Urbanized Areas (UZA) population ≥ 1,000,000;
    - $3 million for MPOs with most recent US Census Urbanized Areas (UZA) population ≥ 200,000 but < 1,000,000;
    - $2 million for the remaining areas;
    - $1 million for other federally funded Statewide Programs.
- Involves a change in the scope of work to a project(s) that would:
    - Result in an air quality conformity reevaluation.
    - Result in a revised total project programmed amount that exceeds the thresholds established between PennDOT and the MPO/RPO;
    - Result in a change in the scope of work on any federally funded project that is significant enough to essentially constitute a new project.

Approval by the MPO/RPO is required for ***Amendments***. The MPO/RPO must then initiate PennDOT Central Office approval using the eSTIP process. An eSTIP submission must include a Fiscal Constraint Chart (FCC) that clearly summarizes the before amounts, requested adjustments, after change amounts, and detailed comments explaining the reason for the adjustment(s), and provides any supporting information that may have been prepared. The FCC documentation should include any administrative modifications that occurred along with or were presented with this amendment at the MPO/RPO meeting. The supporting documentation should include PennDOT Program Management Committee (PMC) and Center for Program Development and Management (CPDM) items/materials, if available. Before beginning the eSTIP process, the Planning Partner/District/CPDM staff should ensure that projects involved in the eSTIP are meeting funding eligibility requirements and have the proper air quality conformity status and region exempt codes (as appropriate) in PennDOT's Multimodal Project Management System (MPMS).

All revisions associated with an amendment, including any supporting administrative modifications, should be shown on the same FCC, demonstrating both project and program fiscal constraint. The identified grouping of projects (the entire action) will require review and/or approval by the cooperating parties. In the case that a project phase is pushed out of the TIP period, the MPO/RPO and PennDOT will demonstrate, through a FCC, fiscal balance of the subject project phase in the second or third four years of the TYP and/or the respective regional LRTP.

The initial submission and approval process of the Interstate Program and other federally funded Statewide Programs and increases/decreases to these programs which exceed the thresholds above will be considered an amendment and require approval by PennDOT and FHWA/FTA (subsequent placement of these individual projects or line items on respective MPO/RPO TIPs will be considered an administrative modification). In the case of Statewide Programs, including the IM Program and other federally funded statewide programs, approval by PennDOT's PMC and FHWA is required. Statewide managed transit projects funded by FTA programs and delivered via Governor's apportionment are selected by PennDOT pursuant to the Pennsylvania State Management Plan approved by FTA. These projects will be coordinated between FTA, PennDOT, the transit agency and associated MPO/RPO and should be programmed within the TIP of the urbanized area where the project is located. These projects and the initial drawdown will be considered an amendment to the Statewide Program.

An ***Administrative Modification*** is a minor revision to a STIP/TIP that:

- Adds a new phase(s), deletes a phase(s) or increase/decreases a phase(s) of an existing project that utilizes federal funds and does not exceed the thresholds established above.
- Adds a project from a funding initiative or line item that utilizes 100 percent state or non-federal funding;
- Adds a project for emergency relief (ER) program, except those involving substantial functional, location, or capacity changes;
- Adds a project, with any federal funding source, for immediate emergency repairs to a highway, bridge or transit project where in consultation with the relevant federal funding agencies, the parties agree that any delay would put the health, safety, or security of the public at risk due to damaged infrastructure.
- Draws down or returns funding from an existing STIP/TIP reserve line item and does not exceed the threshold established in the MOU between PennDOT and the MPO/RPO. A reserve line item holds funds that are not dedicated to a specific project(s) and may be used to cover cost increases or add an additional project phase(s) to an existing project;
- Adds federal or state capital funds from low-bid savings, de-obligations, release of encumbrances, or savings on programmed phases to another programmed project phase or line item and does not exceed the above thresholds;
- Splits a project into two or more separate projects or combines two or more projects into one project to facilitate project delivery without a change of scope or type of funding;
- Adds, advances, or adjusts federal funding for a project utilizing August Redistribution obligation authority based upon the documented August Redistribution Strategic Approach.

Administrative Modifications do not affect air quality conformity, nor involve a significant change in the scope of work to a project(s) that would trigger an air quality conformity re-evaluation; do not add a new federally-funded project or delete a federally-funded project; do not exceed the threshold established in the MOU between PennDOT and the MPO/RPO, or the threshold established by this MOU (as detailed in the Amendment Section aforementioned); and do not result in a change in scope, on any federally-funded project that is significant enough to essentially constitute a new project. A change in scope is a substantial alteration to the original intent or function of a programmed project.

Administrative Modifications **do not require federal approval.** PennDOT and the MPO/RPO will work cooperatively to address and respond to any FHWA and/or FTA comment(s). FHWA and FTA reserve the right to question any administrative modification that is not consistent with federal regulations or with this MOU where federal funds are being utilized.

Transit – Funds Related to Prior–Year Unobligated Funds

This section relates to Federal Transit funds which have been programmed for obligation in a Federal Fiscal Year (FFY), but which have not been obligated in an FTA grant in the current FFY. FTA requires all funds to be shown in the year of obligation in compliance with 23 CFR 450.326(g). Federal Transit funding – including Section 5307 and Section 5337 funds – which are apportioned and

programmed but not obligated in the year of programming may be shifted to the next FFY and considered eligible as an Administrative Modification unless the project is undergoing significant changes as well.

Fiscal Constraint

Demonstration that STIP/TIP fiscal constraint is maintained takes place through an FCC. Real time versions of the STIP/TIP are available to FHWA and FTA through MPMS. All revisions must maintain year-to-year fiscal constraint, per 23 CFR 450.218(l)&(m) and 23 CFR 450.326(g)(j)&(k), for each of the four years of the STIP/TIP. All revisions shall account for year of expenditure (YOE) and maintain the estimated total cost of the project or project phase within the time-period [i.e., fiscal year(s)] contemplated for completion of the project, which may extend beyond the four years of the STIP/TIP. The arbitrary reduction of the overall cost of a project, or project phase(s), shall not be utilized for the advancement of another project.

STIP/TIP Financial Reporting

PennDOT will provide reports to each MPO/RPO and FHWA no later than 30 days after the end of each quarter and each FFY. At a minimum, this report will include the actual federal obligations and state encumbrances for highway/bridge projects by MPO/RPO and Statewide. In addition, PennDOT will provide the Transit Federal Capital Projects report at the end of each FFY to all of the parties listed above and FTA. These reports can be used by the MPOs/RPOs as the basis for compiling information to meet the federal annual listing of obligated projects requirement in 23 CFR 450.334. Additional content and any proposed changes to the report will be agreed upon by PennDOT, FHWA and FTA.

STIP/TIP Transportation Performance Management

In accordance with 23 CFR 450.326(c), PennDOT and the MPOs/RPOs will ensure that STIP/TIP revisions promote progress toward achievement of performance targets.

Statewide or Multi- UZA Transit Projects

Statewide managed transit projects funded by FTA programs and delivered via Governor's apportionment are selected by PennDOT pursuant to the Pennsylvania State Management Plan approved by the FTA. These projects should be programmed within the TIP of the urbanized area where the project is located.

The Keystone Corridor (Pennsylvania portion) is the in-State and commuter rail service funded by PennDOT and FTA on the Amtrak rail line that runs between Philadelphia and Harrisburg. Keystone Corridor projects are funded within the three-contiguous large urbanized areas (UZA) – Harrisburg, Lancaster, and Philadelphia. The entire amount of federal funds applied to Keystone Corridor Projects shall be programmed on the TIP of the UZA from which the funds originate. If the Project is located within a UZA that is not the UZA from which the funds originate, then the Project shall be listed in the TIP (of the UZA where the Project is located) as a "Keystone Corridor Project", the use of the funding and amount shall be noted in the project description, and the funding amount shall be entered as $0. The funds should only be noted for information and air quality conformity determination purposes, but not programmed, in the TIP where the Project is located to avoid the double counting of programmed funds within the two TIPs. For instance, if federal funding from the Lancaster UZA is applied to the restoration of a Keystone Corridor station located in the Philadelphia UZA, then the full amount of the federal funding for the Project shall be programmed on the Lancaster TIP, and for information and air quality conformity purposes, the Project shall also be listed on the Delaware Valley Regional Planning Commission (DVRPC) TIP as "Keystone Corridor Station Restoration" along with notations per-above and the federal funding amount will be listed as $0.

MPO/RPO TIP Revision Procedures

As each MPO's/RPO's TIP is adopted, their respective MOU with PennDOT will be included with the TIP documentation. The MOU will clarify how the MPO/RPO will address all TIP revisions. **In all cases, individual MPO/RPO revision procedures will be developed under the guidance umbrella of this document**. If a MPO/RPO elects to set more stringent procedures, then FHWA and FTA will adhere to those more restrictive procedures, but the MPO/RPO established provisions cannot be less stringent than the statewide MOU.

This document will serve as the basis for PennDOT when addressing federally funded Statewide Program TIP revisions.

This Memorandum of Understanding will begin October 1, 2024, and remain in effect until September 30, 2026, unless revised or terminated. Furthermore, it is agreed that this MOU will be reaffirmed every two years.

We, the undersigned, hereby agree to the above procedures and principles:

Ms. Alicia Nolan
Division Administrator
Federal Highway Administration

Date

Ms. Terry Garcia-Crews
Regional Administrator
Federal Transit Administration

Date

Larry S. Shifflet

Mr. Larry S. Shifflet
Deputy Secretary for Planning
Pennsylvania Department of Transportation

August 7, 2023
Date

Appendix D

DVRPC Plan-TIP Project Evaluation Criteria

DELAWARE VALLEY
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REGIONAL
PLANNING COMMISSION

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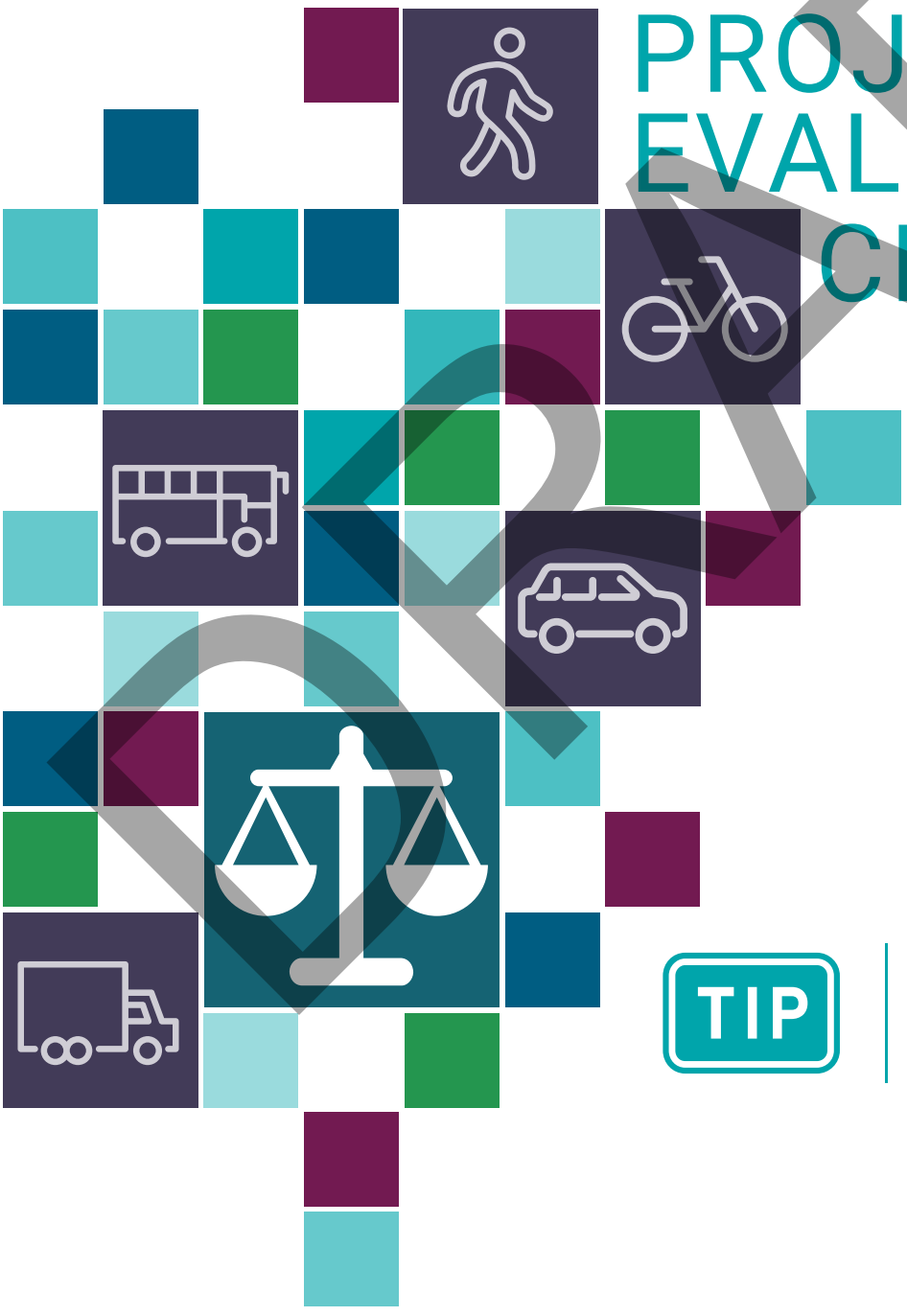
PLAN–TIP

PROJECT EVALUATION CRITERIA



DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

OCTOBER 2023

TIP | UPDATE: 2050 | CMP

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.

DVRPC serves strictly as an advisory agency. Any planning or design concepts as prepared by DVRPC are conceptual and may require engineering design and feasibility analysis. Actual authority for carrying out any planning proposals rest solely with the governing bodies of the states, local governments or authorities that have the primary responsibility to own, manage or maintain any transportation facility.

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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.

TITLE VI COMPLIANCE *| DVRPC fully complies with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related nondiscrimination mandates in all programs and activities. DVRPC's website, www.dvrpc.org, may be translated into multiple languages. Publications and other public documents can usually be made available in alternative languages and formats, if requested. DVRPC's public meetings are always held in ADA-accessible facilities, and held in transit-accessible locations whenever possible. Translation, interpretation, or other auxiliary services can be provided to individuals who submit a request at least seven days prior to a public meeting. Translation and interpretation services for DVRPC's projects, products, and planning processes are available, generally free of charge, by calling (215) 592-1800. All requests will be accommodated to the greatest extent possible. Any person who believes they have been aggrieved by an unlawful discriminatory practice by DVRPC under Title VI has a right to file a formal complaint. Any such complaint must be in writing and filed with DVRPC's Title VI Compliance Manager and/or the appropriate state or federal agency within 180 days of the alleged discriminatory occurrence. For more information on DVRPC's Title VI program or to obtain a Title VI Complaint Form, please visit: www.dvrpc.org/GetInvolved/TitleVI, call (215) 592-1800, or email public_affairs@dvrpc.org.*

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

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SUMMARY

The *Plan–TIP Project Evaluation Criteria* are used to evaluate candidate transportation projects relative to the vision and goals of the *Connections 2050 Long-Range Plan* ('Plan') and federal Transportation Performance Management performance measure (PM) targets for roadway safety (PM-1), bridge and pavement condition (PM-2), and system performance (PM-3); and transit safety and asset management. The criteria were developed in collaboration with DVRPC's Financial Planning Subcommittee of the Regional Technical Committee (RTC). There are two tiers to the evaluation: (1) a screening to compare candidate consistency with the Plan's equity, sustainability, and resiliency principles, and to ensure Major Regional Projects (MRPs) are funded in the region's Plan before being programmed in the region's Transportation Improvement Program (TIP); and (2) a set of evaluation criteria based on the Plan's focus areas—the environment, communities, transportation, and the economy—and the federal PMs.

Screening

- Does the candidate meet the definition of an MRP? (see Appendix A)
- **Resiliency:** Is the project located in a 100- or 500-year floodplain?
- **Sustainability:**
  - **Roadway and Transit Network Expansion:** Is the project consistent with the regional land use vision?
  - **Roadway Network Expansion:** Is the project consistent with the regional Congestion Management Process (CMP)?
- **Equity:** Is the project potentially burdensome for populations of interest under Environmental Justice (EJ) and/or does it equally distribute benefits experienced by populations under Title VI?

Evaluation Criteria

Projects that advance through the screening are evaluated by ten criteria. The Financial Planning Subcommittee voted to apply weights to the criteria [shown in brackets]. These weights are multiplied by each project's rating from a rating scale developed for each criterion which are summed to determine a total benefit points score.

■ Environmental Criteria

- **Impervious Surface Coverage [5.5%]** – Aligns with Plan goals to improve water quality, prepare communities for the impacts of climate change, reduce flooding risks, and mitigate the heat island effect. Projects score by reducing impervious surface coverage, and can receive bonus points by incorporating green design techniques.
- **Greenhouse Gas Emissions and Air Quality [7.2%]** – Pertains to the Plan's goals to attain net-zero greenhouse gas (GHG) emissions by the year 2050, reduce vehicle miles traveled (VMT), and improve air quality. TIP projects score on their ability to reduce GHG and National Ambient Air Quality Standards (NAAQS) pollutant emissions. MRPs score based on their ability to reduce VMT.

■ Communities Criteria

- **Centers and Form [13.7%]** – Supports the Plan's goals to focus growth in mixed-use, walkable Centers across the region; promote

vibrant main streets and downtowns, and live/work opportunities; and PM-3. Projects score based on location relative to Plan and Freight Centers, and regional Development Intensity Zones (DIZ) based on density and proximity.

- **Equity Benefits and Burdens [12.4%]** – Applies to the Plan's goals to foster racially and socioeconomically integrated communities and advance EJ for all the region's inhabitants. Candidates score based on a set of potential benefits and burdens and the concentration of historically and currently marginalized populations living within the project's limits.

Transportation Criteria

- **Safety [23.2%]** – Corresponds to the Plan's goal to achieve Vision Zero—no transportation-related deaths or serious injuries—by 2050 and meet transit and roadway safety PM targets. Roadway projects score by implementing safety strategies with high-crash reduction potential, and by addressing department of transportation (DOT)-identified high-crash locations, crashes in communities of concern, or safety concerns on a city, county, or regionally identified high-injury network. Transit projects score by implementing safety strategies at locations with documented safety issues.
- **Facility / Asset Condition [12.5%]** – Relates to the Plan's goal to rebuild and modernize the region's transportation assets and meet transit and roadway asset condition PM targets. Projects score by being consistent with lowest life-cycle cost analysis (LLCA) recommendations in pavement and bridge asset management models or by improving the state-of-repair for transit assets.

Economic Criteria

- **Connectivity [8.3%]** – Considers project benefits to the overall transportation system, the Plan's multimodal transportation network vision, and ability to meet PM-3 targets. TIP candidates score by enhancing existing or making new connections. MRPs score by analyzing their potential to increase job accessibility.
- **Reliability [6.9%]** – Reflects Plan goals to increase reliability and mobility, reduce congestion and VMT, and meet PM-3 targets. Projects score by being on or surrounded by roads with a high Planning Time Index (PTI) or improving on-time performance for fixed guideway transit routes.
- **Congestion Management [6.4%]** – Aligns with the Plan's goals to increase reliability, reduce congestion and VMT, and meet PM-3 targets. Projects score based on location in a CMP congested subcorridor only if they implement a CMP strategy appropriate for that subcorridor.
- **Truck Volumes [3.9%]** – Relates to the Plan's goal to improve global connections by facilitating goods movement, intercity connections, and access to aviation as well as support PM-3 targets. Candidates rate based on the number of daily trucks using the facility, if the project is on a facility appropriate for truck use and it maintains or enhances freight activity.

Ranking Projects

The criteria scores are summed to determine total benefit points. The candidates are then ranked by:

- total benefit points;
- total benefit points to capital cost;
- total benefit points to capital cost per multimodal user; and
- total benefit points to capital plus additional operating and maintenance costs per multimodal user.

These four rankings are also averaged and the results are provided to the Financial Planning Subcommittee to provide a data-informed analysis for which candidates to prioritize for funding in the TIP and Plan.

BACKGROUND

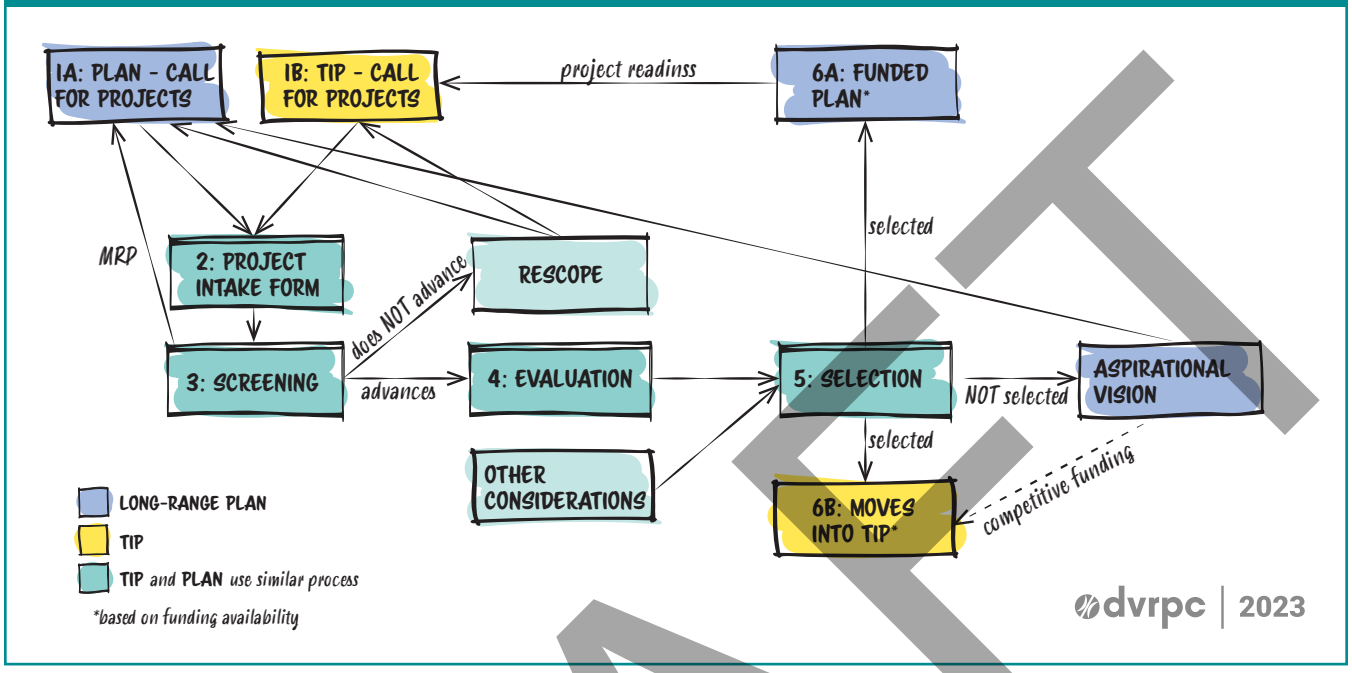
The Delaware Valley Regional Planning Commission (DVRPC) is federally mandated to produce a long-range plan ('Plan') that identifies a vision for the orderly growth and development of the nine-county, bi-state Greater Philadelphia region. DVRPC is also federally charged to create a Transportation Improvement Program (TIP) that identifies all transportation projects eligible for federal funding, although it is not a guarantee of funding. Both of these documents are critical to identify, prioritize, plan, design, and implement regional transportation projects.

The *Plan–TIP Project Evaluation Criteria* is a tool for data-informed investment decisions for new candidate transportation projects in the TIP and most candidate Major Regional Projects (MRPs) in the Plan that have not used federal funding to date. At a minimum, the criteria are needed to meet the Federal Highway Administration (FHWA) requirements to use a project evaluation process for selection of projects to be programmed in the TIP and the Plan. Beyond that, the criteria are seen as an effective way to inform regional decision making to ensure that transportation investments: (1) align with the vision and goals of the *Connections 2050 Long-Range Plan for Greater Philadelphia*; and (2) help achieve FHWA and Federal Transit Administration (FTA) Transportation Performance Management (TPM) performance measure targets and related safety, asset management, and Congestion Mitigation and Air Quality (CMAQ) performance plans.

The criteria are one part of DVRPC's project identification and selection process for both the TIP and the Plan, see Figure 1. This process starts with a call for projects to the MPO's planning partners via a project intake form that asks project sponsors to provide relevant data needed for project evaluation. The initial step of project evaluation is a screening to test for consistency with the Plan's vision and goals and to ensure MRPs are funded in the Plan before moving into the TIP. Some projects that do not pass portions of the screening are excluded from the evaluation and are not included in the Plan or TIP.

Candidates that pass the screening undergo an evaluation to score their relevance to the Plan's goals and TPM measures. The results are used along with other considerations—geographic equity, regional and local priorities, stakeholder support, funding eligibility, performance-based planning and asset management, project readiness, ability to leverage other investments, and system-level Environmental Justice (EJ) analysis—to select projects. Requirements for fiscal constraint, where neither the long-range plan nor the TIP can plan to spend more on transportation investments than its reasonably expected revenue, serves as a limit to how many projects can be included in each. Project selection is facilitated by DVRPC staff with decisions ultimately made by planning partners that represent the MPO's governing board. MRPs that pass the screening are then evaluated with the criteria. Those that the Financial Planning Subcommittee recommends and then the Board selects to be funded within reasonably anticipated revenue are listed in the Funded Plan. Those that cannot be afforded within fiscal constraint are generally shown in the Plan through an aspirational, unfunded vision list. These projects can advance into the funded Plan or TIP if additional funding, including competitive funding, becomes available.

Figure 1: Project Identification, Evaluation, and Selection Process



MRPs funded in the Plan can move into the TIP based on project readiness and funding availability. These projects are reevaluated as part of the TIP project selection process.

The *Plan–TIP Project Evaluation Criteria* are designed to be mode neutral to roadway, transit, bike, pedestrian, and freight projects in order to evaluate and compare a variety of project types—road and transit preservation, operational improvements, and network expansion, along with non-motorized projects—and to be used in both the New Jersey and Pennsylvania counties in the DVRPC region. The evaluation is meant to highlight some of the trade-offs that occur within a given investment or set of investments, as the region strives to develop a diverse set of projects that support and advance equity, sustainability, and resiliency. The criteria draw from many existing analytical processes already conducted by DVRPC, most notably the Congestion Management Process (CMP).

Externally funded and competitively funded projects are shown in the TIP and the Plan, but are not included in the evaluation process.[1] Table 1 lists project categories and whether and when they are evaluated in both the TIP and Plan development. Bridge and pavement preservation and Circuit Trail network projects are not evaluated in the Plan. While asset management models predict which bridges and pavement segments will be most in need of repair in the future, actual performance may vary from these predictions. MRPs that incorporate system preservation elements along with substantial safety, operational improvements, system expansion, or green transportation are evaluated in the Plan. Likewise, challenges in right-of-way acquisition, obtaining funding for design, and determining maintenance and operations responsibility makes it difficult to determine when specific Circuit Trails segments will be ready for construction. Instead, funding is set aside in the Plan for these project categories—not assigned to explicit projects—and projects are evaluated as they are ready to move into the TIP. Substantive Safety, Operational Improvements, System Expansion, non-Circuit Green Transportation roadway, and all transit

[1] *Externally Funded projects are largely developed outside the regional planning process and are funded by a sponsoring transportation funding authority such as a tolling authority. Competitively funded projects receive grant dollars outside of the region's regular formula funding, through Pennsylvania's Multimodal Fund, New Jersey's Local Freight Infrastructure Fund, and federal competitive grant programs such as through the Infrastructure Investment and Jobs Act (IIJA) and the Inflation Reduction Act (IRA).*

Table 1. Non-MRP and MRP Evaluation in TIP and Plan Updates

PROGRAM	PROJECTS EVALUATED	PROJECTS NOT EVALUATED
TIP	▸ All new non-Interstate Management Program (IMP) candidates	▸ IMP projects[a] ▸ Projects funded in existing TIP ▸ Externally and competitively funded projects
PLAN	▸ Most new candidates that meet the definition of a Major Regional Project (MRP); exceptions listed in Plan Projects Not Evaluated cell to the right[b]	▸ IMP projects ▸ System preservation projects[c] ▸ Circuit Trail projects[d] ▸ Existing MRPs that have utilized federal funding[e] ▸ Externally and competitively funded projects

Notes

[a] The IMP applies only to Pennsylvania. Projects in this program fund Interstate pavement and bridge preservation projects, which are identified, evaluated, and selected by PennDOT at the state level.

[b] See Appendix A for MRP definitions.

[c] System preservation projects are shown in an 'illustrative' list in the Plan. These projects are consistent with the Plan's vision and goals and can advance into the TIP based on project readiness, funding availability, and regional prioritization. MRPs where roadway preservation is only one element within a larger scope are (re)evaluated as part of Plan development.

[d] Circuit Trail projects are shown in an 'illustrative' list in the Plan. These projects are consistent with the Plan's vision and goals and can advance into the TIP based on project readiness, funding availability, and regional prioritization.

[e] MRPs that have spent federal funds are not re-evaluated in order to avoid federal reimbursements.

Source: DVRPC, 2023.

candidates that meet the definition of an MRP and are seeking federal and state formula funding through DVRPC are evaluated using the Plan (MRP) version of this criteria. Projects that have spent federal dollars are not reevaluated, in order to avoid the risk of having to repay federal funds.[2]

Some funding sources require more specific project criteria to evaluate candidate projects, and those will continue to be used as necessary. Some specific funding programs that have developed their own criteria for use in conjunction with, or in place of, the *Plan–TIP Project Evaluation Criteria*. These include the Transportation Alternatives Set Aside (TASA), the Highway Safety Improvement Program (HSIP), and CMAQ.[3] Several of these programs are vital to constructing Circuit Trail network segments.

Criteria Development Process

DVRPC worked with the Financial Planning Subcommittee of the RTC to update and set weights to the criteria through a consensus-driven process. Criteria development followed good project evaluation practices that:

- avoid measuring the same goal(s) multiple times,
- are more quantitative than qualitative,
- use readily available data with a strong likelihood of continued availability,
- consider network-level interactions, and
- use simple and understandable criteria.

[2] *Once a project has spent federal money for any phase (from preliminary engineering to construction) it starts a federal clock to be complete within ten years. Projects not completed within 10 years have to repay the federal funds they have spent to date. MRPs that have spent federal funds are considered to be 'federalized', and are not reevaluated in each long-range plan update.*

[3] *The Carbon Reduction Program created by the IIJA is likely to develop a specific set of project evaluation criteria in the future.*

In addition, DVRPC staff and the Financial Planning Subcommittee developed a set of objectives for this update:

- Simplify the evaluation process and increase weights of key criteria.
- Communicate results more clearly.
- Improve alignment with the vision and goals of the *Connections 2050* Plan, specifically:
  - Incorporate Vision Zero goals into Safety.
  - Apply Lowest Life-cycle Cost Analysis (LLCA) to Facility / Asset Condition.
  - Include resiliency.
  - More directly account for greenhouse gas (GHG) emissions as part of a net-zero emissions goal by 2050.
- Strengthen ties to FHWA and FTA TPM performance measures and targets.
- Add TIP screening for eligibility to use federal funds, and check if a candidate is an MRP that should be first funded in the Plan before moving into the TIP.
- Expand the equity / EJ criterion through separate benefits and burdens analyses.
- Incorporate the *Dispatches from Alternate Futures* scenarios and a new Development Intensity Zones (DIZ) regional transect.

Not all of these objectives were achieved in this update. For example, the *Dispatches* scenarios were unable to be incorporated.

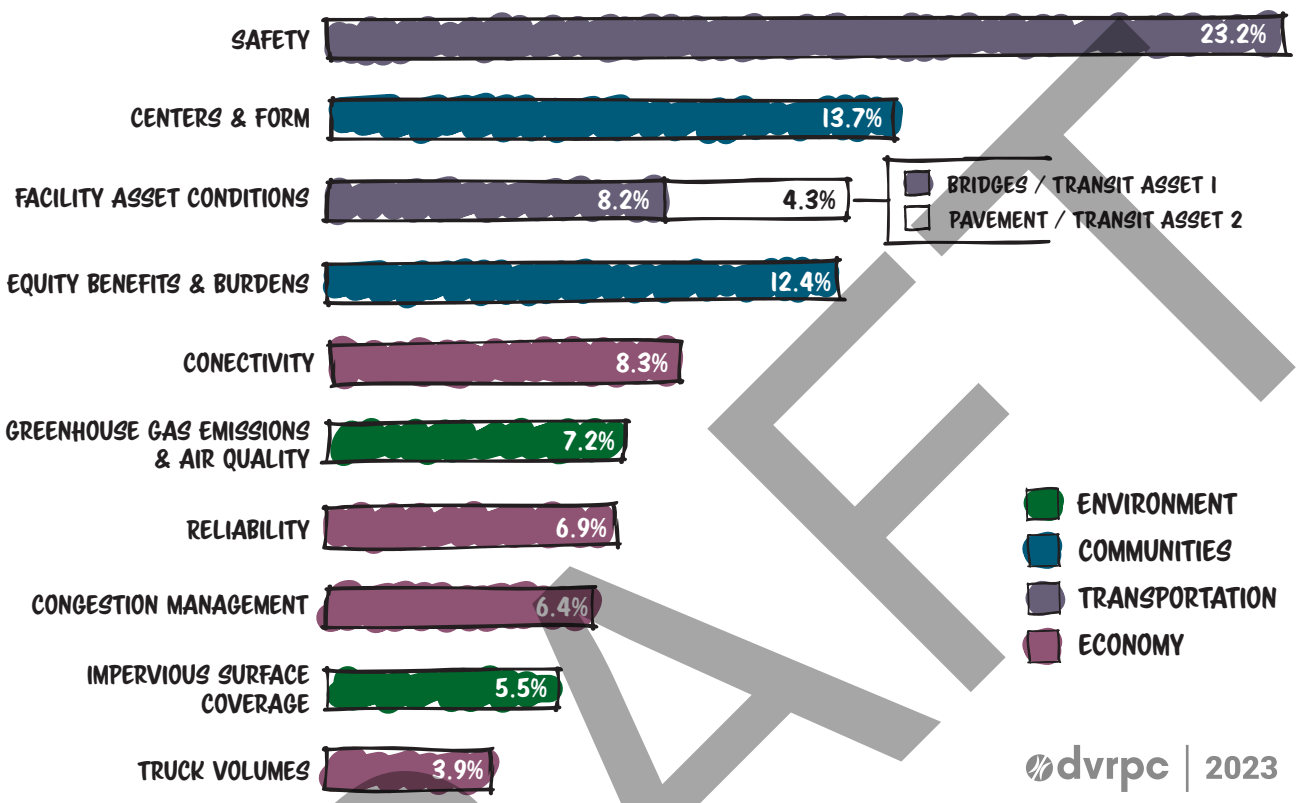
Development of the criteria and goals for the update were shaped by T*he State of the Practice: A Study of DVRPC's Peer Metropolitan Planning Organizations' Long-Range Plans* (DVRPC publication #23109). This effort included the preparation of a *State-of-the Practice in MPO Long-Range Planning: Project Evaluation* technical memo (DVRPC publication #23112) detailing the project evaluation practices of the 14 peers identified in this research.

The subcommittee met 14 times as part of this update and reviewed draft materials before they were finalized. These meetings also included an update to how projects are categorized in the TIP and Plan, a listening session for the subcommittee to talk about the previous set of criteria and ideas they have for improving them, and a DVRPC staff presentation of what's working and where there are opportunities to improve the current criteria. Each individual screening and evaluation criterion were presented and discussed over a series of three separate meetings. The first meeting presented an initial draft of the proposed criterion, followed by a discussion and suggestions made by the subcommittee. The second meeting presented the revised criteria based on subcommittee suggestions, gave more time for discussion and review, and then held a vote on where the subcommittee stood on the criteria as proposed and revised. The third meeting presented any additional changes based on the second meeting, followed by an ask for subcommittee consensus on the project. One criterion failed to achieve consensus on its first round, and went through a major revision before it was reproposed. The final subcommittee meeting set weights for the evaluation criteria. The DVRPC Board adopted the October 2023 update to the *Plan-TIP Project Evaluation Criteria* on October 26, 2023.

Figure 2 summarizes the final set of criteria and their weights. The criteria were weighted through pairwise comparison voting by members of the Financial Planning Subcommittee, using a proprietary software program called Decision Lens. In each pairwise comparison, voting members compare two indicators in a head-to-head vote to determine which of the two is more important and by how much. Voting results are tallied to weight each criterion. The weights are a reflection of the relative importance placed on each criterion by the subcommittee.

Two of these criteria—connectivity and impervious surface coverage—are new to the evaluation. They were identified through DVRPC's *State-of-the-*

Figure 2. TIP-Plan Project Benefit Criteria Weighting



Practice research. The other eight are carried over from the previous iteration, but have undergone some degree of revision in order to improve the overall evaluation process. Larger changes occurred with Safety, Centers and Form, Facility / Asset Condition, Equity Benefits and Burdens, and Greenhouse Gas Emissions and Air Quality. Safety separates out and scores now only for substantive strategies, which are more likely to reduce transportation fatalities and serious injuries. Centers and Form incorporates the new regional DIZ transect. Facility / Asset Condition moves from a worst-first approach to project prioritization to one based on LLCA as determined by state DOT asset management models. Equity benefits and burdens considers how different types of transportation projects impact communities with high Indicators of Potential Disadvantage. Greenhouse Gas Emissions and Air Quality now measures anticipated emissions impacts from all types of projects.

Each criterion has a detailed rating scale that shows how a project is scored. The rating is multiplied by the criterion's weight and then summed for all the criteria to arrive at a total benefits score for each candidate.

The next sections detail the use of DVRPC's travel demand model to evaluate MRPs and show the relationships between the criteria and federal TPMs. After that, the screening analysis steps are detailed, followed by in-depth rating scales for each criterion. The evaluation concludes with four different ranking systems that compare results: total benefit points determined by the criteria, total benefit points to capital costs, benefit points to capital cost per multimodal facility or asset user, and benefit points to capital plus additional operating and maintenance costs per multimodal user. A fifth ranking system considers how the project scored on average across these four approaches. The results

of these analyses are published as part of the TIP and Plan documentation.

Modeling Major Regional Projects

Greenhouse Gas Emissions and Air Quality (measuring VMT) and Connectivity (measuring accessibility to jobs) criteria use regional-level activity-based travel demand model outputs for MRPs. In addition, Truck Volumes are based on facility level model results for new roads, while new transit facilities utilize the model's projected ridership for multimodal use in the project ranking.[4] Each MRP that is not yet federalized is run for the AM peak period (6:00 - 10:00 AM) in the year 2050, and compared with the "no-build" results for the same time period.[5] The no-build analysis incorporates the existing transportation network at the time of analysis, all existing and committed TIP projects with construction dollars that fully fund the project scope in the Pennsylvania twelve-year program and the New Jersey ten-year program, and all toll authority projects listed in the Plan's Externally Funded Projects—Funded Plan table. Existing projects are already built and open to traffic and committed projects are those in the TIP with construction funds programmed. More specific details on the use of travel demand model data outputs can be found in the Greenhouse Gas Emissions and Air Quality, Connectivity, Truck Volumes, and Ranking Projects sections. MRPs use TIP scoring methods if modeling analysis cannot be performed. Each project's study area in the Travel Demand model is defined by a one-mile buffer around the Census blocks that the project is located within. The model data reported will then compare the build–no-build differences within that study area. Project study areas will not overlap in the same model run.

Relationships Between Evaluation Criteria and Transportation Performance Management

The evaluation criteria align with the TPM metrics, but cover a wider geography since they are applied to all types of facilities—including roads, transit, bike and pedestrian facilities, and other types of transportation infrastructure. Table 2 identifies how the evaluation criteria correspond to the various TPM measures. A key difference between the two is that the TPMs measure system-level performance, while the evaluation criteria compare how proposed transportation investments meet various regional goals, including meeting TPM targets, at the facility level. A second major difference is the TPM metrics specify specific geographies and facilities, while the evaluation criteria aim to evaluate any publicly funded road, transit, or bike pedestrian infrastructure.

[4] *Multimodal use is defined in the 'Ranking Projects' section.*
[5] *Federalized projects have spent federal dollars on any phase. These projects are not included in the evaluation. See Table 1 and associated text for more information.*

Table 2. Relationships Between Project Evaluation Criteria and Transportation Performance Management (TPM) Metrics

TPM AREA	TPM METRIC(S)	TPM GEOGRAPHY	RELATED EVALUATION CRITERIA
SAFETY (PM-1)	Number of Fatalities	All public roads	Safety
	Fatality Rate (per 100 million VMT)		
	Number of Serious Injuries		
	Serious Injury Rate (per 100 million VMT)		
	Number of Non-Motorized Fatalities and Serious Injuries		
BRIDGE AND PAVEMENT CONDITION (PM-2)	Good Pavement Miles	Interstates and National Highway System (NHS)	Facility / Asset Condition
	Poor Pavement Miles	Interstates and NHS	
	Good Bridge Deck Area	NHS	
	Poor Bridge Deck Area	NHS	
SYSTEM PERFORMANCE (PM-3)	Non-Single Occupant Vehicle Commute Modeshare	Urbanized Areas (UZAs)	Connectivity
	Person-Miles Traveled with Reliable Travel Times	NHS	Reliability, Congestion Management
	Peak-Hour Excessive Delay	Peak periods for all NHS facilities in UZAs	Reliability, Congestion Management
	Truck-Travel Time Reliability	Interstates	Reliability, Congestion Management, Truck Volumes
TRANSIT ASSET MANAGEMENT	Rolling Stock	Revenue vehicles	Facility / Asset Condition
	Equipment	Non-revenue vehicles	
	Facilities	Passenger, administrative, and maintenance facilities	
	Infrastructure	Rail track	
TRANSIT SAFETY	Fatalities	Entire transit service area	Safety
	Injuries		
	Safety Events		
	System Reliability		

Source: DVRPC, 2023.

SCREENING CRITERIA

The first component of the evaluation is to screen candidates in order to ensure that major regional projects are funded in the Plan before moving into the TIP, and to test for consistency with the *Connections 2050* principles of equity, resiliency, and sustainability. The screening is used to filter out some projects that are inconsistent with the Plan's vision and policies, flag projects for further analysis or public engagement, and ensure MRPs are funded in the Plan before being programmed in the region's TIP. Candidates that do not pass the screening are not listed in the Plan's aspirational vision project list.

Screening for TIP Candidates Only

MRP Screening

Does the candidate meet the definition of an MRP?[6]

1. If yes, is it funded in the current Board-adopted Long-Range Plan?
   a. If yes, the candidate project advances.
   b. If no, the candidate must first be funded in the Plan before it can be added to the TIP. Project may advance with a concurrent Plan amendment, with the agreement of a state department of transportation (DOT), transit agency, or other implementation agency.
2. If no, project advances.

Screening for Plan and TIP Candidates

Resiliency Screening

Is the project located in a 100- or 500-year Federal Emergency Management Agency (FEMA) floodplain (see Figure 3)?

1. If yes, the project advances, but it is flagged for environmental mitigation design needs and higher costs.
2. If no, the project advances.

Sustainability Screening

Consistency with regional land use vision (Roadway and Transit Network Expansion Only):

Is the candidate located in, or does it provide access to, an area marked as appropriate for development on the Plan's Land Use Vision map? Appropriate areas are shown in Figure 4 as Centers (red shading), Infill and Redevelopment (tan shading), or Emerging Growth (yellow shading).

- Limited access roadways: All new interchanges located in Centers, Existing Infill and Redevelopment, or Emerging Growth areas.
- Non-limited access roadways: At least 75 percent of total project limits in Centers, Existing Infill and Redevelopment, or Emerging Growth areas.
- Transit fixed guideway rail and Bus Rapid Transit: At least 75 percent of new station stops located in Centers, Existing Infill and Redevelopment, or Emerging Growth areas.

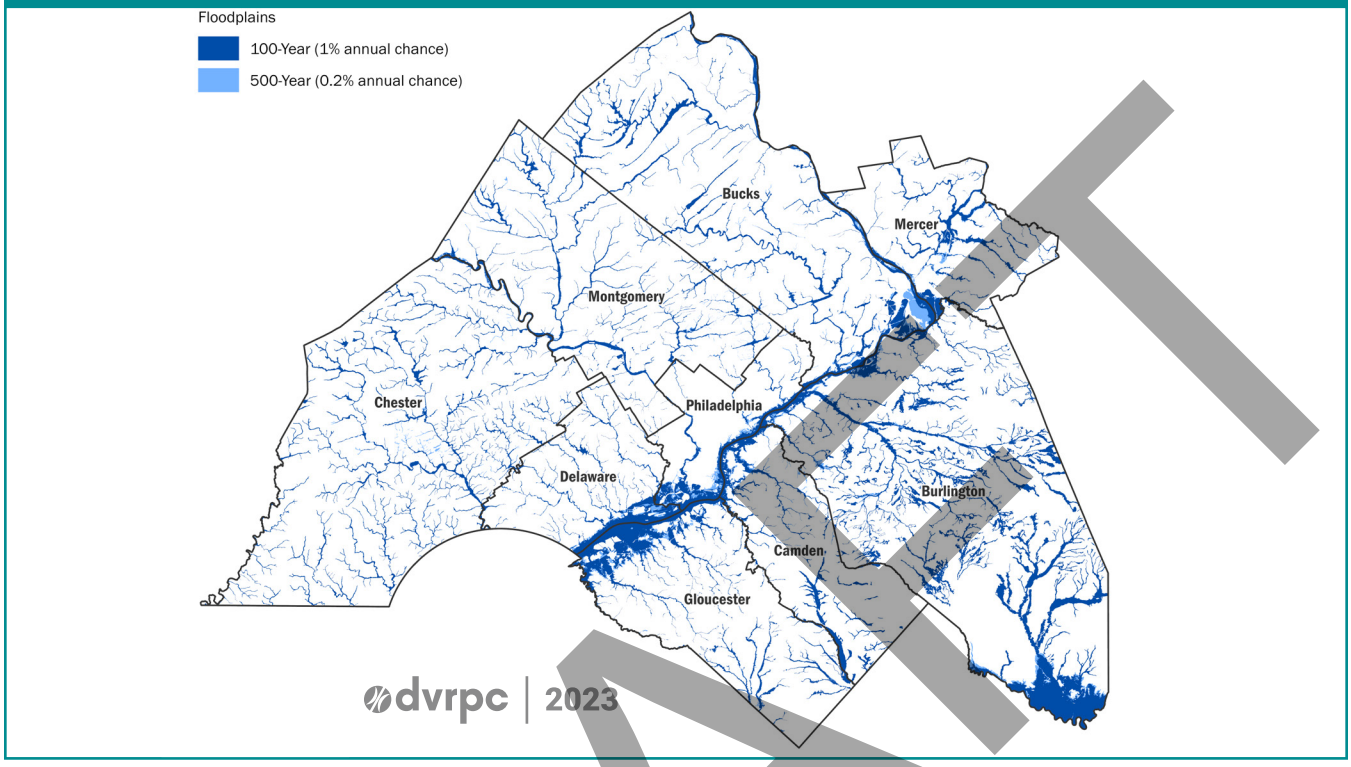
Projects inconsistent with the Land Use Vision are excluded from further evaluation.

Consistency with the regional CMP (Roadway Network Expansion Only):

Is the project located on a facility where major single-occupant vehicle (SOV) capacity-addition

[6] *See Appendix A for Connections 2050 MRP definitions.*

Figure 3. 100-Year and 500-Year Floodplains in Greater Philadelphia



is listed as a very appropriate or secondary appropriate strategy for the primary CMP subcorridor area and the roadway is the primary subcorridor area facility identified in the subcorridor area name. (see Figure 5)?[7]

1. If the project is not located in a CMP corridor, or if adding SOV capacity is not a strategy for the subcorridor where the project is located, the project must follow the *CMP Procedures Manual* before it can be considered in this evaluation.
   a. If a proposed project adds major SOV road capacity outside of a CMP congested corridor, then a detailed analysis must be conducted.[8] The Plan and TIP development processes consider this analysis and how it compares to other capacity-adding projects funded in the region.

EJ Screening

Is the project potentially burdensome for populations of interest under EJ?[9]

a. If candidate is located in or within a quarter-mile of a census tract where Racial Minority (see Figure 6), Ethnic Minority (see Figure 7), or Low-Income population (see Figure 8) are above average or well above average in DVRPC's Indicators of Potential Disadvantage (IPD) webmap go to 'b.' Project advances if not located in one of these communities.

b. If potential Equity Benefits ≥ potential Equity Burdens, candidate project advances.

c. If potential Equity Benefits < potential Equity Burdens:

   i. Project advances if there has been (or will be for a Plan MRP) documented community

[7] *Primary subcorridor refers to the CMP corridor with the largest percentage of the project's limits, with consideration for the most appropriate subcorridor for the specific location if there are overlapping subcorridors.*
[8] *For projects located outside a subcorridor and facility listed as appropriate for SOV capacity addition, the required CMP Procedures analysis steps are: (1) Does the project advance the goals and strategies of the regional long-range plan and adopted plans of the municipality(s) or county(ies)? (2) Does the facility or nearby road contain a Travel Time Index greater than 1.5, and a Planning Time Index greater than 3.0 for the peak hour? (3) Is the volume-to-capacity ratio of the facility, or nearby road, equal to or greater than 0.85 for the peak hour? (4) Is the project in an emerging growth corridor? (5) Are congested conditions going to be remedied by the proposed project? (6) How does congestion along the larger facility or corridor area change under the no-build and build scenarios? (7) What are the probable land use changes attributable to the project, and how would these changes likely impact future traffic? (8) As part of the federal regulations, does the project identify all reasonable strategies to manage SOV capacity effectively (or to facilitate its management in the future)? (9) How are the strategies evaluated chosen?*
[9] *This screening follows U.S. DOT guiding principles for EJ "to avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority or low-income populations," consistent with the Plan's Equity principle.*

Figure 4. *Connections 2050* Land Use Vision

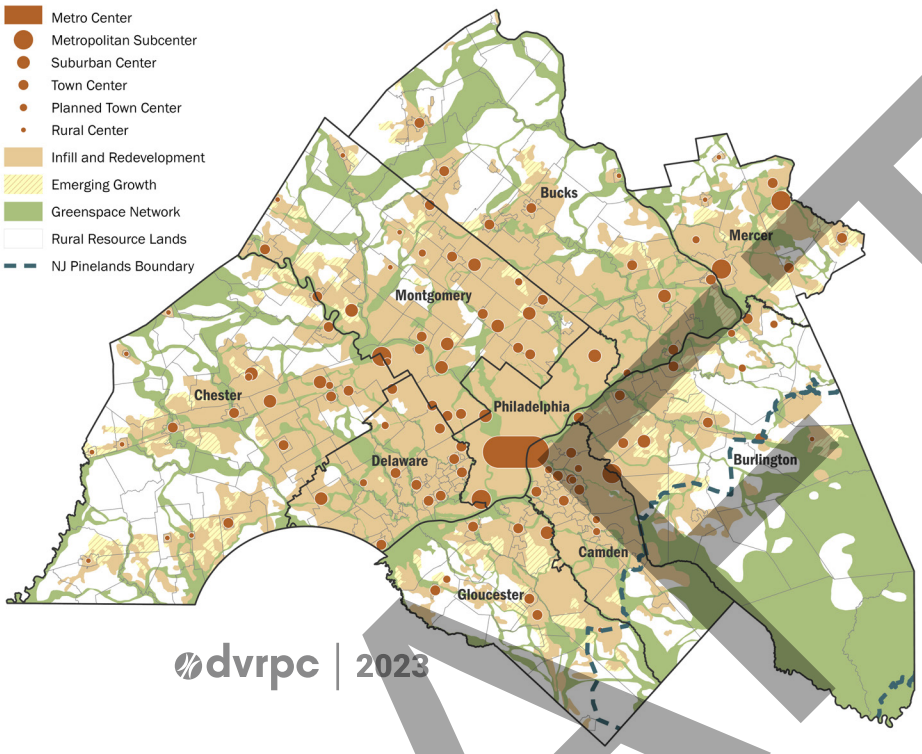


Figure 5. CMP Subcorridors with Facilities that have Roadway SOV-Capacity as an Appropriate Strategy

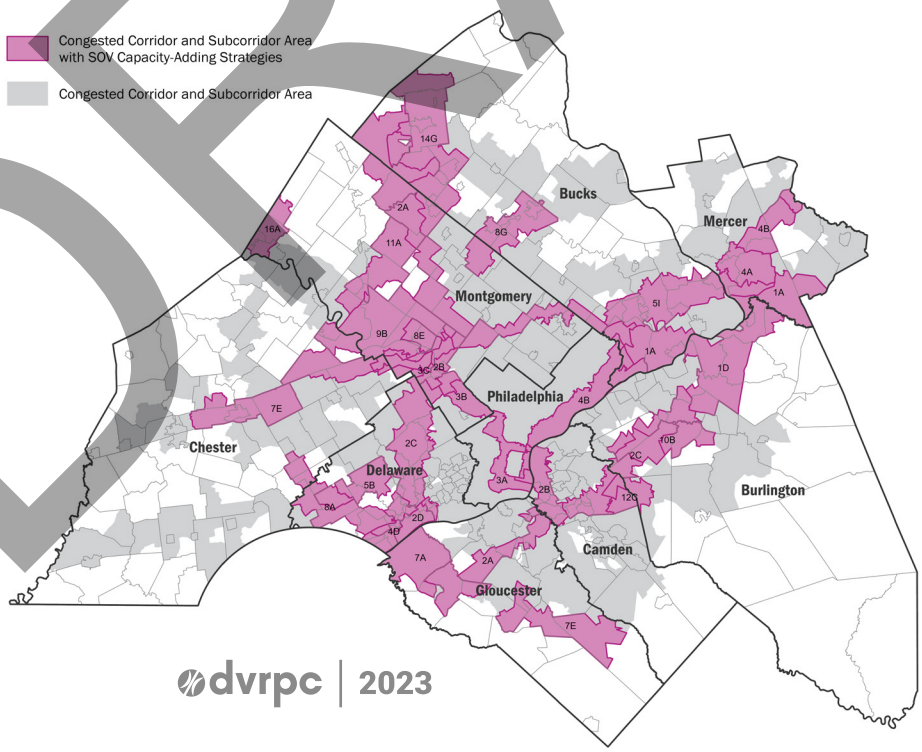
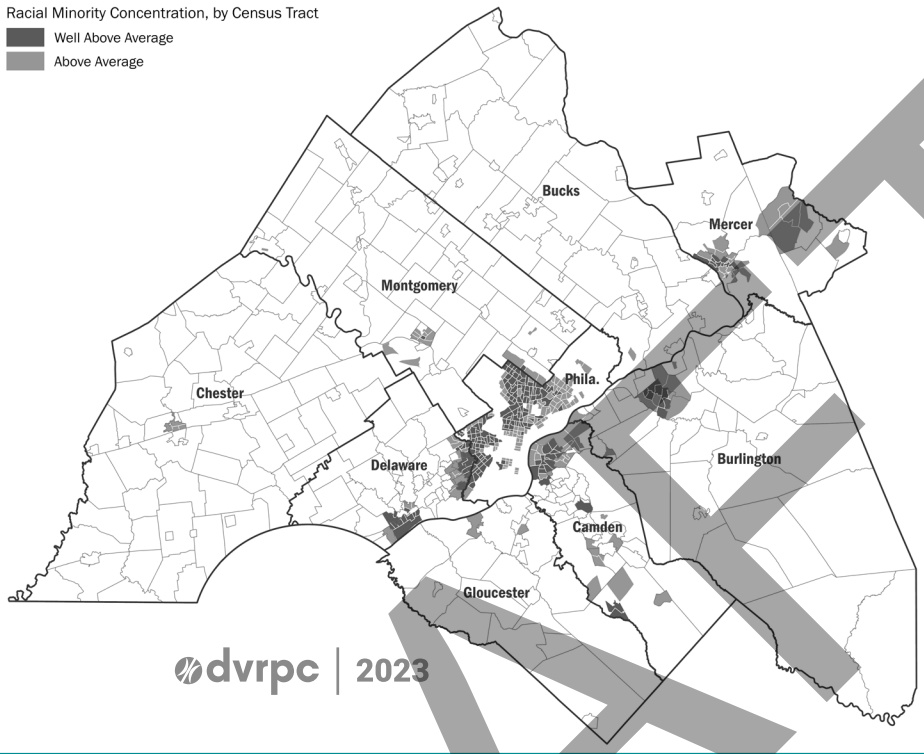


Figure 6. Racial Minority Population Concentration



engagement in the affected IPD community(ies).[10] If a project is advancing with identified potential disproportionate and adverse burdens, DVRPC is available to assist local, state, and federal planning partners to identify and document strategies that avoid, mitigate, or minimize these impacts, as needed.

ii. Project does not advance if there is no documented engagement.

Table 3 identifies benefits and burdens anticipated to result from different types of transportation investments. Table 4 provides a scoring matrix that relates benefits and burdens to the Plan's project categories. The project categories in Table 4 are used to classify investments in order to communicate and comprehend how the region is investing in transportation infrastructure.[11] The table scores projects based on these categories as a starting point, and additionally based on scope and mapping of the candidate's location. Nearly every project category has at least one benefit (shown as +1 on the table) or burden (shown as –1 on the table). Benefits and burdens scoring was developed through research and a series of EJ focus groups conducted as part of the update to the *Connections 2050* Plan. Table 4 indicates additional scoring based on project location and scope. Project location considerations include if there is a negative impact to job connections (such as by closing a bridge), or if the project creates a new environmental or cultural resource or improves a connection to one. Project scope scoring considers if the candidate risks increasing travel times or costs, or harms an environmental or cultural resource.[12]

[10] *See Appendix B for community engagement guidance.*
[11] *See Appendix C for more information about each project category.*
[12] *Among the data points used is historic significance identified in item 37 of the bridge management system. Bridges rated '1' (listed on the National Register of Historic Places), or '2' (bridge is eligible for listing on the National Register of Historic Places) score in this category.*

Figure 7. Ethnic Minority Population Concentration

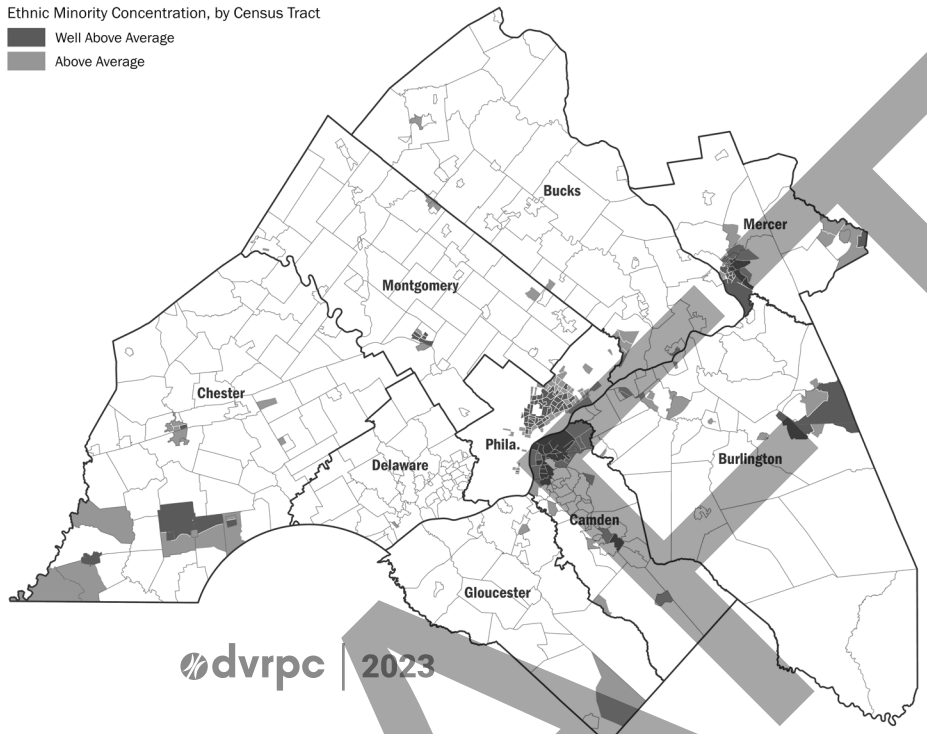


Figure 8. Low-Income Population Concentration

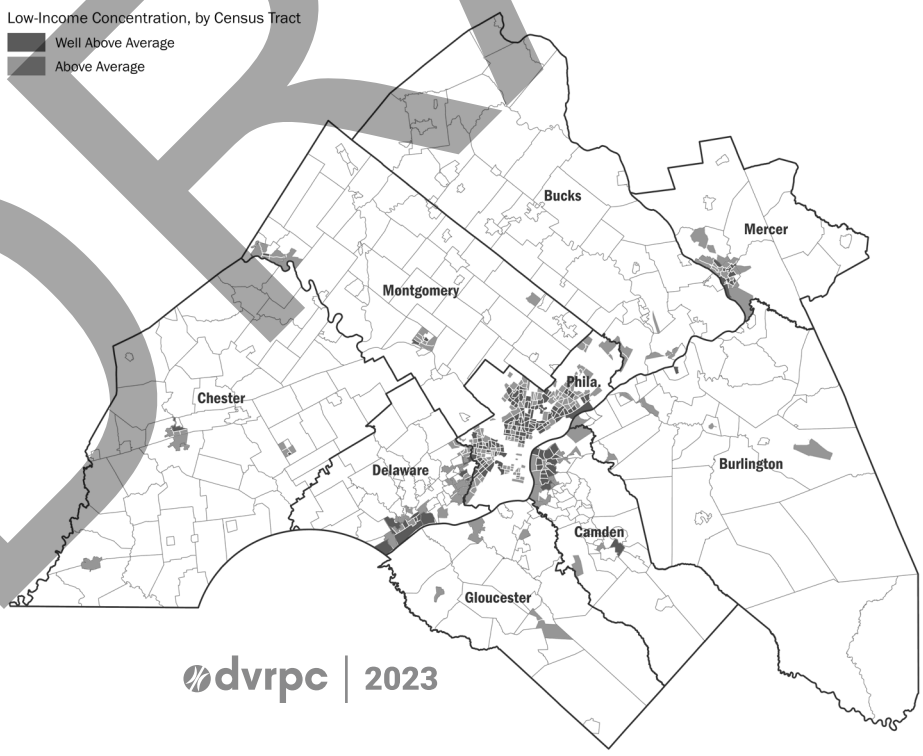


Table 3. Transportation Project Benefits and Burdens

ISSUE	BENEFITS	BURDENS
ACCESS, COHESION, AND WELLNESS	Increased through removed barriers (such as a cap over a limited access facility or pedestrian bridge), better access to transit options, new active transportation options, and/or Americans with Disabilities Act (ADA) improvements.	Physical division of communities and new barriers that reduce access to bicycling and walking or essential opportunities such as healthcare, education, employment, and grocery shopping.
TRAVEL TIME / COST	Savings through new connection, service, or increased frequency; mitigating a facility closure.	Increased travel time due to removal of choice.
QUALITY OF SERVICE	Improved quality of transit service, more lighting, crime prevention through environmental design, and similar techniques.	–
AIR POLLUTION	Improved air quality; increased access to less-polluting transportation options, such as buses retrofitted with increased emissions-control technologies or powered by clean fuels.	Increased air and water pollution, soil contamination.
JOBS	Increased access to job opportunities.	Adverse impacts on economic vitality, such as barriers to local businesses during construction.
ENVIRONMENTAL EXTERNALITIES	Countermeasures for noise, vibration, and air pollution, such as sound walls.	Increased noise and vibration, often as a result of increased traffic speeds or volumes.
CLIMATE RESILIENCY	Reduced flood risk through elevated bridges, green infrastructure, and conventional drainage approaches.	Increased vulnerability to climate change, including through increased impervious surface coverage or GHG emissions.
TRAVEL SAFETY	Improved road conditions, multimodal Complete Streets, safety countermeasures, and reduced speeds.	Exposure to transportation safety risks, including from higher traffic speeds or volumes.
ENVIRONMENTAL AND CULTURAL RESOURCES	Addition or improvement to community or social space or to parks or open space.	Destruction or disruption of cultural or natural resources.

Source: DVRPC, 2023. Adapted from: Audrey Wennink and Agustina Krapp, "Equity-Oriented Performance Measures in Transportation Planning," American Planning Association, PAS Memo, March/April 2020; and Federal Transit Administration, Environmental Justice Policy Guide, 2012, www.transit.dot.gov/sites/fta.dot.gov/files/docs/FTA_EJ_Circular_7.14-12_FINAL.pdf.

Table 4. Benefits and Burdens Scoring Matrix

PROJ. CAT.[a]	DESCRIPTION	ACCESS, COHESION, & WELLNESS	TRAVEL TIME COST	SERVICE QUALITY	AIR POLLUTION	JOBS	ENV. EXTERNALITIES	CLIMATE RESILIENCY	TRAVEL SAFETY	ENV. / CULTURAL RESOURCES
Candidate Project Scope			−1							+1
Candidate Project Location						−1				−1
R1.01	Interstate Pavement Pres.			+1					+1	
R1.02	Non-Int. Pavement Pres. & Modernization			+1					+1	
R1.03	Local Federal Aid Roads			+1					+1	
R2.01	Interstate Bridge Pres.		+1	+1					+1	
R2.02	Non-Interstate Bridge Pres.		+1	+1					+1	
R2.03	Bridge Removal		−1							
R2.04	Local Bridge Preservation		+1						+1	
R3.01	Substantive Safety	+1							+1	
R3.02	Incident Management								+1	
R4.01	Accessibility Improvements	+1	+1		−1	+1		−1		
R4.02	Intersection Improvements		+1	+1	−1			−1	+1	
R4.03	Transportation System Maintenance & Operations		+1	+1						
R4.04	Vehicle Technology			+1	+1					
R5.01	Major Road Network Expnsn.	−1	+1		−1	+1	−1	−1	−1	
R5.02	Minor Road Network Expnsn.		+1		−1	+1	−1	−1	−1	
R6.01	Bicycle & Ped. Network Expnsn.	+1	+1		+1				+1	

CONTINUED - Table 4. Benefits and Burdens Scoring Matrix

PROJ. CAT.*	DESCRIPTION	ACCESS, COHESION, & WELLNESS	TRAVEL TIME COST	SERVICE QUALITY	AIR POLLUTION	JOBS	ENVIRONMENTAL EXTERNALITIES	CLIMATE RESILIENCY	TRAVEL SAFETY	ENVIRONMENTAL CULTURAL RESOURCES
R6.02	Off-Road Trail Pres.			+1						+1
R6.03	Community Connections	+1	+1		+1					+1
R6.04	Env. Mitigation & Resiliency	+1		+1	+1		+1	+1		+1
R6.05	Travel Demand Management	+1	+1		+1	+1				
R6.06	Rail Improvements	+1	+1	+1	+1					
R6.07	Regional Programs									
T1	Transit Preservation & Modernization		+1	+1					+1	
T2	Transit Operational Imp.	+1	+1	+1	+1	+1				
T3	Transit Network Expansion	scope / map	+1		+1	+1	scope / map			

[a] See Appendix C for more information about each project category.

Source: DVRPC, 2023.

Transit system expansion projects further consider whether the proposed line creates local access barriers or improves access to transit in EJ communities; and whether the proposed line includes appropriate countermeasures for noise, vibration, and air pollution in EJ communities. Scoring is meant to be a starting point, and DVRPC screening staff uses judgment based on scope and mapping to determine benefits and burdens of each individual candidate project.

Concentrations of Low-Income, Racial Minority, and Ethnic Minority population groups comes from the IPD webmap using the current version at the time of the analysis.[13] These layers are compared to the project area in Geographic Information System (GIS), checking for above–average or well–above–average concentrations of EJ populations within the project's limits.

[13] *Access the IPD webmap at: www.dvrpc.org/webmaps/ipd/.*

EVALUATION CRITERIA

The second component of the evaluation is a set of criteria that help to evaluate candidate projects for funding prioritization in either the TIP or the Plan. The evaluation criteria are developed around *Connections 2050*'s four focus areas—the environment, economy, communities, and transportation—and are consistent with the Plan's principles, which are further represented in the project screening. The criteria are also aligned with the federal TPMs. Each criterion is rated on a utility scale that ranges from zero to one, with one being the highest score and zero being the lowest, consistent with the Decision Lens approach. The evaluation utilizes the latest available data as of the beginning of the analysis for all criteria. Any new data that becomes available after the start of the analysis is not used so that all projects are scored using the same information.

Environmental Criteria

Environmental criteria measure change to Impervious Surface Coverage and Greenhouse Gas Emissions and Air Quality.

Impervious Surface Coverage

This criterion aligns with the Plan's goals to improve water quality, prepare communities for the impacts of climate change, reduce flooding risks, and mitigate the heat island effect. Projects score by reducing impervious surface coverage, or can receive bonus points by incorporating green design techniques (See Table 5). Impervious surface coverage is determined through scope review and GIS mapping, and accounts for how the project changes the number of through and turning lanes, lane widths, shoulder widths, and provision of bicycle and pedestrian facilities. This criterion offers a green design bonus for any projects that can demonstrate a reasonable commitment to the inclusion of green stormwater infrastructure (GSI), non-GSI techniques to address a documented flooding issue, the use of pervious pavement, or improved wildlife connectivity or facility crossings.

Greenhouse Gas Emissions and Air Quality

This criterion pertains to the Plan's goals to attain net-zero GHG emissions by the year 2050, reduce VMT, and improve air quality. TIP projects score on their ability to reduce GHG and National Ambient Air Quality Standards (NAAQS) pollutant emissions. The criterion uses published research and federal laws and policies to evaluate a project's impacts on emissions.[14] The rating scale for each project category was developed using FHWA criteria pollutant reduction potential, project category GHG emissions reductions analysis developed by the Colorado DOT,[15] eligibility for federal CMAQ improvement programs, and Clean Air Act definitions of air quality significant projects. TIP projects with a component anticipated to increase emissions score zero points;[16] other projects are rated based on their highest scoring component. TIP analysis scores projects based on the ability to reduce trip lengths and/or promote mode shift to lower emissions modes, such as walking, biking, and transit. MRPs score based on their ability to reduce VMT—which serves as a proxy for emissions reduction—as analyzed with DVRPC's travel demand model. The analysis compares change in VMT

[14] *Work underway nationally as part of Carbon Reduction Strategy development for GHG emissions will better inform this body of evidence on what can reduce GHG and NAAQS emissions for the next update to the evaluation criteria.*
[15] *Colorado DOT, Greenhouse Gas Emissions Mitgation Measures Policy Directive, June 2022, www.codot.gov/programs/environmental/greenhousegas/assets/pd-1610-0-greenhouse-gas-mitigation-measures-june2022.pdf.*
[16] *Projects in the "anticipated to increase emissions" category (0 points) can score in the "projects with little to no emissions reduction potential" category (0.125 points) with a documented analysis that shows a projected reduction in emissions.*

Table 5. Impervious Surface Coverage Criterion for TIP and Plan Candidate Projects

IMPERVIOUS SURFACE COVERAGE RATING SCALE	DATA SOURCE
Project changes impervious surface coverage by: ▸ decrease ≥ 1 lane mile[a] = 1 point; ▸ decrease ≥ ½ lane mile[a] and < 1 lane mile[a] = 0.8 points; ▸ decrease < ½ lane mile[a] = 0.6 points; ▸ no change = 0.4 points; ▸ increase ≤ ½ lane mile[a] = 0.2 points; or ▸ increase > ½ lane mile[a] = 0 points.	GIS and Project Scope
Green Design Bonus: +0.25 points each for projects that go beyond stormwater requirements and incorporate any of the following: ▸ bioswales/rain gardens, tree trenches, vegetated medians (more than just grass)/vegetated curb bump-outs; ▸ naturalized stormwater basins; ▸ other non-GSI solutions to address a documented flooding issue; ▸ use of pervious pavement; or ▸ enhances habitat connectivity or wildlife crossings. **Bonus points are added to the impervious surface coverage score (up to a maximum score of 1 point).**	

[a] Based on a 12-foot lane width. One lane mile equals 63,360 square feet. Each new turn lane is estimated at 300-feet long and 12- feet wide, unless better design data is readily available.

Source: DVRPC, 2023.

within the study area between build and no-build model runs.

Table 6 presents the Greenhouse Gas Emissions and Air Quality criterion's rating scale. Modeling system preservation projects compare a no-build run where the facility is removed from the network—in the case of a closed bridge—or speeds are slowed down—due to significantly poor pavement conditions. The baseline modeling results are then used as the "build" analysis where the facility remains open for use in comparison.

Communities Criteria

Communities criteria include Centers and Form, and Equity Benefits and Burdens.

Centers and Form

The Centers and Form criterion ties in with the Plan's goals to focus growth in mixed-use, walkable Centers across the region, and to promote vibrant main streets, downtowns, and live/work opportunities. Density serves as a proxy for facility use. Rating is based on a candidate project's location relative to Plan and Freight Centers, and the regional DIZ based on density and proximity (see Table 7). Roads and fixed-guideway transit routes are often the boundaries for Census geographies, and scoring may be different on either side of the facility. As a result, projects are scored using ten -meter offsets on either side of the roadway or transit ROW centerline and use the maximum score of these three geometries. Figure 9 presents the highest, high, medium-high, and medium DIZs, overlaid with Freight and Plan Centers

Equity Benefits and Burdens

Equity seeks fairness in mobility and accessibility to meet the needs of all community members, based on the needs of populations being served. This criterion relates to the Plan's goals to foster racially and socioeconomically integrated communities, and advance EJ for all the region's inhabitants.

Table 6. Greenhouse Gas Emissions and Air Quality Criterion for TIP and Plan Candidate Projects

GHG EMISSIONS AND AIR QUALITY RATING SCALE		DATA SOURCE
TIP: Projects score 0 if they have a component anticipated to increase emissions; all other projects score based on their highest scoring individual component.		Project Scope
Points	**Project Categories**	
0	Projects anticipated to increase emissions: Bridge Removal (R2.03); Major Regional Roadway Network Expansion (R5.01); Minor Regional Roadway Network Expansion (R5.02); or Additionally Funded Roadway Expansion (R5.03).[b]	
0.125	Projects with little to no emissions reduction potential: New Multimodal Gridded Streets (R4.01); connected vehicle infrastructure (R4.04); sharrows (R6.01); Regional Programs (R6.07); demand-response transit service (T3); or default value for anything else not specifically called out on these lists.	
0.25	Projects with minor benefits for emissions reductions: Pavement Preservation (R1.01-R1.03); Bridge Preservation (R2.01, R2.02, R2.04); road diets (R3.01); bike / scooter-share[c] (R6.01); rehabilitation of existing bike/ped facilities (R6.02); Community Connections (R6.03); trip reduction marketing (R6.05); transit non-service Improvements (T1 and T2); or waive transit fees.	
0.5	Projects with good benefits for emissions reductions: replace signalized intersection with roundabout (R3.01); Incident Management (R3.02); Intersection Improvements (R4.02); optimize arterial signals and Transportation System Management and Operations (R4.03); bike lane, pedestrian facility, Circuit Trail, or shared-use path (R6.01); replace diesel school bus or medium duty truck with electric (R6.04); carshare program, trip or voluntary trip reduction program (R6.05); intermodal freight (R6.06); replace diesel transit bus with hybrid (T1); or new park-and-ride facility (T3).	
1.0	Projects with the highest emissions reduction potential: build medium or heavy duty truck charger or hydrogen refueling infrastructure (R4.04); replace heavy duty truck with electric and other resiliency and environmental mitigation (R6.04); rail improvements using road funding (R6.06); replace diesel transit bus with compressed natural gas or hybrid or diesel transit bus with electric (T1); implement bus priority treatments or other transit operational improvements that increase service frequency (T2); or new transit station on existing line in urban area, new electric fixed-route transit service (T3).	
MRP: ***GHG Emissions and Air Quality Score = Regional VMT$_{No\ Build}$ - Regional VMT$_{Build}$*** ⟶ If Build > No Build, 0 Points; Max (No Build − Build) = 1 point; All Other Projects: (No Build − Build) / Max(No Build − Build)		Travel Demand Model

[a] See Appendix C for more information about each project category shown by category ID in parentheses throughout this table.
[b] Projects anticipated to increase emissions can score in the 'projects with little to no emissions reduction potential' category (0.125 points) with a documented analysis that shows a projected reduction in emissions.
[c] Scooter-sharing services are not currently legal in Pennsylvania.

Source: DVRPC, 2023.

Unlike the EJ Screening, this analysis considers all nine populations that are included as IPDs in DVRPC's Equity Analysis (see Figure 10). These include: Youth, Older Adults, Female, Racial Minority, Ethnic Minority, Foreign-Born, Limited English Proficiency, Disabled, and Low-Income persons. The IPD analysis methodology generates an "IPD score."[17] Candidate projects score in this criterion based on a set of potential benefits and burdens using the same approach as in the EJ screening (see Tables 3 and 4) multiplied by the max composite IPD score within a quarter-mile buffer of the project's limits (see Table 8). Projects located entirely in Census Tracts with no population score zero for IPD score.

Additionally, there is a quarter-point bonus for candidates that implement multimodal improvements in areas with zero-car households higher than the county average where the project is located (see Figure 11).

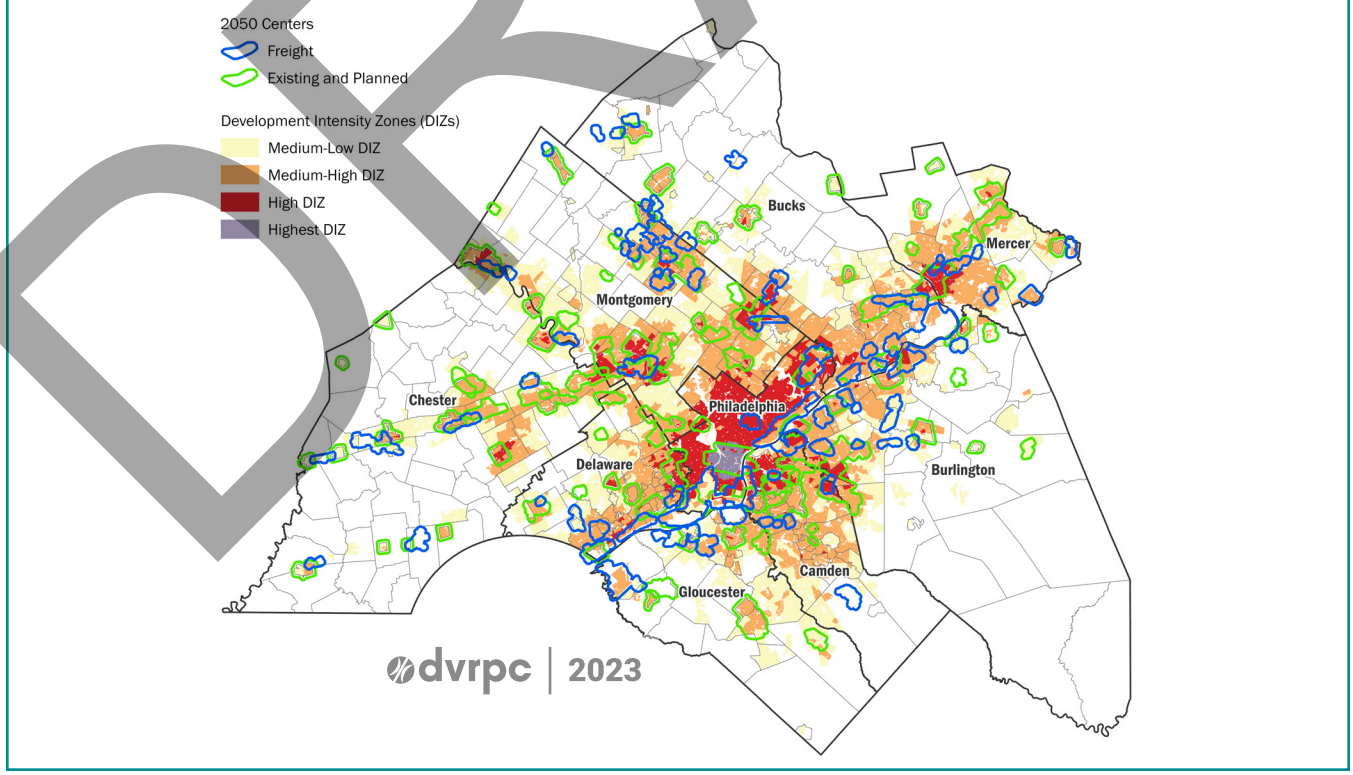
[17] *IPD scoring is used to meet the non-discrimination requirements and recommendations of Title VI and EJ for DVRPC's plans, programs, and decision-making processes. Figure 10 displays composite IPD scores for census tracts across the region. The composite score is calculated by standard deviations relative to an indicator's regional average.*

Table 7. Centers and Form Criterion for TIP and Plan Candidate Projects

CENTERS AND FORM RATING SCALE	DATA SOURCE
TIP and MRP: **Centers and Form Score =** *(1.0 × Project length within quarter-mile buffer of Plan and Freight Centers + 0.9 × project length in highest and high Development Intensity Zones (DIZ) + 0.6 × project length in medium-high DIZ + 0.3 × project length in medium-low DIZ) ÷ total project length.*	Project Location Relative to Regional Plan and Freight Centers and DIZ

Source: DVRPC, 2023.

Figure 9. Regional Medium-Low, Medium-High, High, and Highest DIZs Overlaid with Freight and Plan Centers



Transportation Criteria

Transportation criteria include Safety and Facility / Asset Condition.

Safety

This criterion corresponds with the Plan's goal to achieve a Vision Zero—no transportation-related deaths or serious injuries—goal by 2050. It also relates to national TPM goals to reduce the number of fatalities and serious injuries, including for non-motorized system users, on roadways and transit networks. These goals also aim to reduce transit safety events, and improve transit system reliability. Roadway projects score by implementing safety strategies with high-crash reduction potential and by addressing DOT-identified high-crash locations; crashes in communities of concern; or safety concerns on a city, county, or regionally identified high-injury network.

FHWA Crash Modification Factor (CMF) clearinghouse crash reduction factors (CRFs) with four- or five-star ratings were averaged across strategy types to identify substantive safety strategies. Where FHWA identified a higher CRF for *Proven Safety Countermeasures*,[18] DVRPC uses that value instead of the averaged analysis. Substantive safety improvements are defined as those with an average CRF greater than 10. Strategies are sorted into three different substantive safety classifications. Projects with an average CRF over 50 will score 0.6 points for safety; those with a CRF over 25 will score 0.4 points; and those with a CRF over 10 will score 0.2 points (see Table 9). Proven safety countermeasures that are routinely implemented in all projects are deemed nominal safety improvements, unless they are being implemented to address a specific crash cluster or trend. Proven safety countermeasures that currently fall into this classification include: signal backplates with retroreflective borders and wider edge lines.

New roads will require nuanced safety scoring. These facilities will not score for proven safety countermeasures that respond to outdated designs, such as applying pavement friction management on ramps or horizontal curves that don't meet current design standards. Some strategies score in different classifications depending on their context—either based on surrounding land use or road conditions where the project is being implemented. Land use context will be determined as within the region's census-designated urbanized area (UZA) for urban and suburban, and outside the UZA for rural.

Recognizing there may be important strategies (such as a slow turn wedge) not specified in the evaluation methodology because they are new, or have not yet been fully studied, innovative safety

[18] *FHWA Proven Safety Countermeasures website: www.safety.fhwa.dot.gov/ped_bike/tools_solve/ped_tctpepc/.*

Table 8. Equity Criterion for TIP and Plan Candidate Projects

EQUITY BENEFITS AND BURDENS RATING SCALE	DATA SOURCE
TIP and MRP: *Equity Score = (Benefits + Burdens) × Census Tract with Highest Indicators of Potential Disadvantage Composite Score within Project Right-of-Way* ⟶If Equity Score < 0 = 0 points; Max Equity Score = 1 point All other projects score proportional to max equity score. Equity Bonus for projects located in one or more census tracts with zero-car households higher than the county average where it is located: If Benefits − Burdens > 0 and the project makes a multimodal improvement + 0.25 (up to a max score of 1 point).	Project Scope

Source: DVRPC, 2023.

Figure 10. DVRPC Indicators of Potential Disadvantage

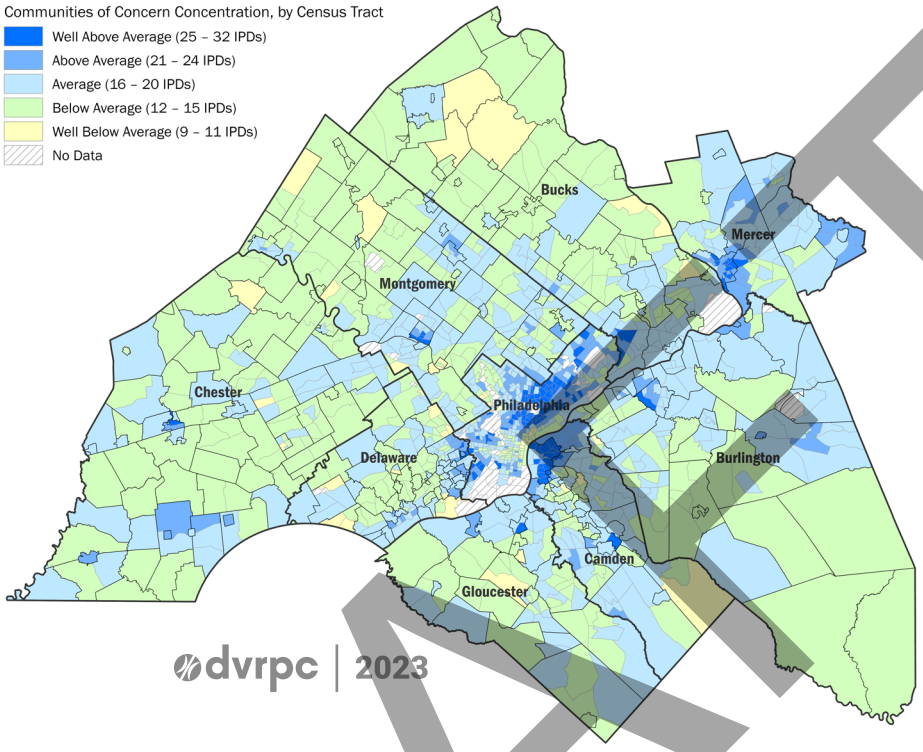
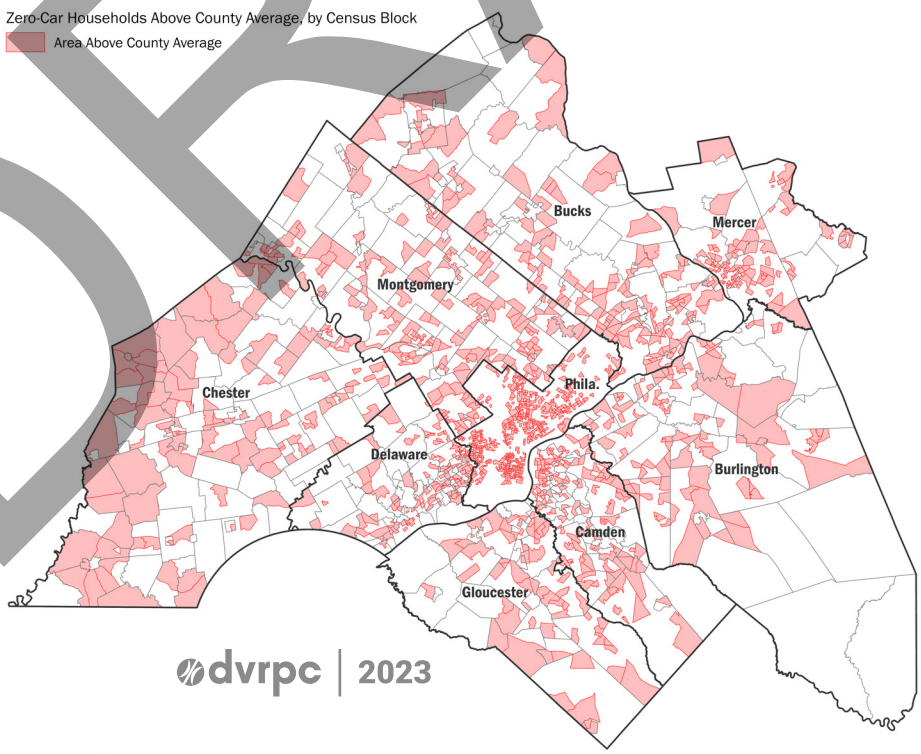


Figure 11. Areas with Zero-Car Households Above County Average



treatments can score 0.2 points, with the potential to increase the score if research demonstrating a higher CRF is provided.

The second half of the safety evaluation is whether the project improves safety at a location with an identified safety issue, as shown in Figure 12. A variety of different resources are used to test this, including:

- City of Philadelphia High-Injury Network;
- state-DOT HSIP analysis; or
- regional studies, such as a roadway safety audit or DVRPC's *Crashes in Communities of Concern* analysis.

Transit projects score by implementing safety strategies at locations with documented safety issues. Documented safety concerns are identified in each agency's transit safety action plan.

TIP projects must score based on safety strategy benefit in order to score location points. Since most MRPs are earlier in their project development, they are scored for location even if they do not currently have an identified strategy. It is expected that safety issues within the limits of candidate MRPs will be addressed during the design phases, which generally occur after project selection.

Facility / Asset Condition

This criterion relates to the Plan's goal to rebuild and modernize the region's transportation assets. It also aligns with national TPM goals to improve national highway system (NHS) bridge and pavement conditions, and transit assets.

These targets further set a maximum value of no more than five percent of Interstate lane miles and ten percent of NHS bridge deck area in poor condition. This criterion considers roadway pavement and bridges, and the two highest-cost transit asset classes.

Roadway candidate projects score by being consistent with state DOT pavement and bridge asset management model recommendations based on an LLCA approach, or by improving the state-of-repair for transit assets. The scoring prioritizes preservation projects that keep facilities in fair or better condition (see Table 10). State DOT asset management models recommend treatments at specific times in order to achieve LLCA, and recognize that meeting cyclical repair schedules is essential to asset maintenance.

PennDOT has developed a set of bridge and pavement asset management tools—BridgeCare and RoadCare—that project future conditions based on deterioration rates and the estimated cost and effectiveness of various interventions, which are applied based on available budgets identified in the model. PennDOT aims to add any local bridges that are not included in BridgeCare into the model before undergoing project evaluation.[19]

The bridge model recommendation year represents the opening of a window of time in which the project can be completed, following the LLCA approach. This window closes if too much time passes without completing the project. Scope alignment is based on maintenance, preservation, or rehabilitation categories, and not the specific project type. The model's scope recommendation is compared with the candidate project scope for matching project category. Bridge model runs are based on the capital vision funding levels identified in the region's current Plan and do not include 'committed' projects that are programmed in the TIP. Table 11 details specific bridge project types included in each category. Although bridge maintenance projects are not typically included in the TIP, they are occasionally funded in it using capital funds.

Pavement model runs are based on the capital vision funding levels identified in the region's current Plan and do not include 'committed' projects programmed in the TIP. RoadCare's

[19] *To add a local bridge to PennDOT's bridge asset management system (BAMS), the project sponsor needs to provide, at a minimum, the bridge's length and width, and either a recent bridge inspection report or the year the bridge was built. DVRPC can work with project sponsors to add bridges to BAMS.*

Table 9. Safety Criterion for TIP and Plan Candidate Projects

SAFETY RATING SCALE	DATA SOURCE
Roadway Safety Strategy effectiveness – up to 0.6 points for single highest 'scoring' strategy ▸ **CRF > 50 = 0.6 points:** roundabouts; variable speed limits; speed safety cameras (fixed and point-to-point); medians and pedestrian refuge islands in urban and suburban areas; pedestrian hybrid beacons; walkways; sequential dynamic chevrons for horizontal curves;[b] centerline rumble strips; pavement friction management at ramps and horizontal curves; install median cable barriers on rural four-lane (or more) freeways; or reduce or decrease lane width; ▸ **CRF > 25 = 0.4 points:** corridor access management; dedicated left-turn lanes at intersections; bicycle lanes; high-visibility crosswalks; intersection lighting; advance yield or stop markings and signs; rectangular rapid flashing beacons (RRFB); road diets; in-lane warning pavement markings for horizontal curves; shoulder rumble strips; wider edge lines;[a] systemic application of multiple low-cost countermeasures at stop controlled intersections in rural locations; install a traffic signal or convert to all-way stop control; install a "Vehicles Entering When Flashing" system; install intersection conflict warning system; reduce posted speed limit or mean speed; or traffic calming with vertical deflection strategies (including speed humps, raised pedestrian crosswalks, or similar); or ▸ **CRF > 10 = 0.2 points:** dedicated right-turn lanes at intersections; speed safety cameras (mobile unit); leading pedestrian interval; chevron signs and curve signs; safety edge; backplates with retroreflective borders;[a] systemic application of multiple low cost countermeasures at stop controlled intersections in suburban and urban locations; pavement friction management at intersections;[a] extend yellow change intervals; traffic calming (general, if specific details are not known); or install red-light indicator lights. **Roadway Safety Location – up to 0.4 points** **TIP: Only scores if points awarded for strategy score (strategy score > 0).** **MRP: Scores whether or not points are awarded for strategy.** **Very High Criticality = 0.4 Points** ▸ Project comes from a road safety audit, is located in census tracts identified through DVRPC's *Crashes in Communities of Concern* analysis; is on a city, county, or regional high-injury network; or meets the following state safety analysis: » Pennsylvania Roads: project is located on a Highway Safety Network Screening segment or intersection with the highest level of expected crash cost (XCC) reduction: ■ urban segments > $2,212,716; ■ rural segments > $271,000; ■ urban Intersections > $581,400; and ■ rural Intersections > $611,638. » New Jersey Roads: project is located on a New Jersey HSIP Eligible State or Local Road (Intersections, Ped. Intersections, High-Risk Rural Roads, Ped Corridors) with a state rating to be determined, DVRPC rating of 100 or less, or a county rating of 20 or less.	Project Scope and location relative to regional high injury network(s), Pennsylvania Department of Transportation Crash Cluster analysis, PennDOT Highway Safety Screening tool, and New Jersey Department of Transportation Highway Safety Program layers, Transit Safety Management Plans.

CONTINUED: Table 9. Safety Criterion for TIP and Plan Candidate Projects

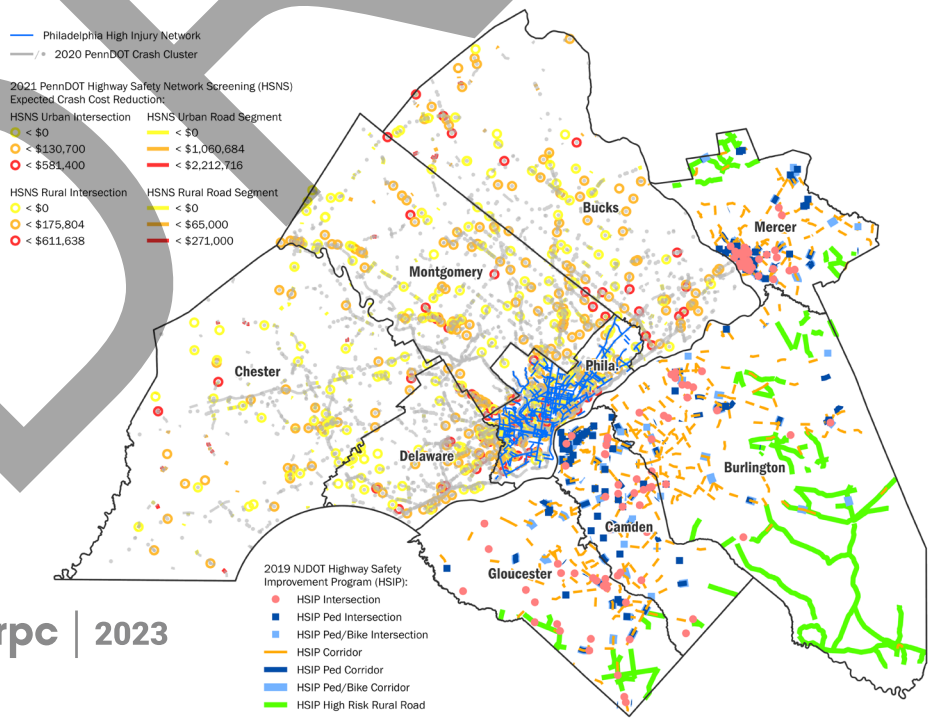
SAFETY RATING SCALE	DATA SOURCE
High Criticality = 0.2 points ▸ Pennsylvania Roads: project is located on a Highway Safety Network Screening segment or intersection with a medium XCC reduction rating: » urban segments > $1,060,684; » rural segments > $65,000; » urban Intersections > $130,700; » rural Intersections > $175,804; or » project is located on and clearly responds to a DOT-identified high-crash location issue ▸ New Jersey Roads: project is located on a New Jersey HSIP Eligible State or Local Road. **Moderate Criticality = 0.1 points** ▸ Pennsylvania Roads: project is located on a Highway Safety Network Screening segment or intersection with an XCC reduction rating greater than 0, or project is located on a DOT-identified high-crash location. **Transit** ▸ 0.4 points for greater safety benefit when compared to vehicle travel on roads; ▸ 0.7 points for projects that enhance safety beyond regulatory requirements (substantive safety); or ▸ 1.0 points for projects that mitigate a documented high-priority safety issue (substantive safety at documented safety concern location) and/or address pedestrian safety or safe access to transit on or beyond transit property.	

[a] Proven safety countermeasure only score if addressing a specific crash cluster. Retroreflective backplates score if addressing a running red light crash cluster and wider edge line score in locations where run-off road/hit fixed object crashes are an identified issue.

[b] New facilities are not be scored for proven safety countermeasures that are intended to resolve issues from outdated road designs.

Source: DVRPC, 2023.

Figure 12. Roadway Safety Problem Locations



recommendation year represents the start of a window of time where the project can be completed. The following methodology is used to forecast Surface Distress Index (SDI) pavement declines in New Jersey in order to determine project timing appropriateness:

- SDI condition rating greater than 4.75: annual decrease of 0.125;
- SDI condition rating less than or equal to 4.75 and greater than 2.5: 0.25 annual decrease; and
- SDI condition less than or equal to 2.5: annual decrease of 0.125.

Pavement preservation projects are only applied to pavement in fair condition within asset management systems. NJDOT does not program resurfacing, rehabilitation, or reconstruction for pavement with an SDI above 2.5. The department aims for preservation to occur when pavement has an SDI rating between 3.5 and 4.5.

Pavement maintenance projects, shown in Table 12, almost never show up in the TIP. Table 13 shows different options for rating local pavement conditions where more precise pavement data is not available. It includes the City of Philadelphia's Pavement Condition Index (PCI) and estimated International Roughness Index (IRI) that aligns with the visual description.

Table 14 shows the types of preservation projects associated with different types of transit assets.

Economic Criteria

Economic criteria include Connectivity, Congestion Management, Reliability, and Truck Volumes.

Connectivity

Connectivity considers how the project benefits the overall transportation network, including making connections between modes (multimodalism) and/or facilities to increase access to different areas of the region. It supports the Plan's multimodal transportation network vision. It further aligns with the national TPM goals to increase non-SOV commute modeshare in UZAs, to increase person-miles traveled with reliable travel times, to limit peak-hour excessive delay, and improve truck-travel time reliability.

Projects score by enhancing existing connections or making new connections in the TIP analysis (see Table 15). For MRPs in the Plan, the travel demand model is used to analyze a candidate's potential to increase job accessibility.

TIP projects score based on the category that best describes the overall project. Improving multimodal transfers suggests making upgrades to existing connections. This could mean adding bike racks at a transit station or stop or on a new transit vehicle; improved real-time information at a transit station or stop; or provision of new shelters at a bus or trolley stop. Candidates with a larger scope that must make ADA improvements to meet legal requirements do not score for making a difficult-to-achieve connection, but could score for other enhancements in the project scope.

Reliability

Reliability focuses on operational, safety, and other approaches to respond to non-recurring congestion. The Reliability criterion aligns with Plan goals to increase reliability and mobility, and reduce congestion and VMT. It also relates to national TPM goals to increase the number of person-miles traveled with reliable travel times, reduce peak-hour excessive delay, and improve truck-travel time reliability. The Planning Time Index (PTI) uses proprietary data purchased from INRIX. It is defined as the 95th percentile travel time divided by free-flow travel time, where free-flow travel time (or reference speed) is the 66th percentile travel time for all time periods. A PTI value of 1.5 suggests that a traveler should budget 30 minutes to complete a trip that normally takes 20 minutes in order to arrive on time 95 percent of the time. Free-flow traffic is not the goal, but the measure, based on available datasets, used for comparison. It is normal and

Table 10. Facility / Asset Condition Criterion for TIP and Plan Candidate Projects

FACILITY / ASSET CONDITION RATING SCALE	DATA SOURCE
State-Maintained Bridges ***Bridge Improvement Score (BIS) [Sum for all bridges in project]*** *= 1.0 × Deck Area with same Bridge Model[a] scope and recommendation year[b] ≤ timing ≤ recommendation year + 2[c]* *+ 0.7 × (Deck Area with same Bridge Model[a] scope and recommendation year[b]+3 ≤ timing ≤ recommendation year + 5[c] or Deck area with rehabilitation / replacement on bridge with lowest condition rating ≤ 3)* *+ 0.5 × Deck Area with Bridge Model[a] recommendation year[b] ≤ timing ≤ recommendation year + 2[b]* *+ 0.3 × Deck Area Bridge Model[a] recommendation year[b]+3 ≤ timing ≤ recommendation year + 5[c]* **Locally Maintained Bridges** ***BIS [Sum for all bridges in project]*** *= 1.0 × Deck area with preservation project on bridge with lowest condition rating for deck, superstructure, or substructure from 6 to 7* *+ 0.7 × Deck area with rehabilitation / replacement project on bridge with lowest condition rating of 3* *+ 0.3 × Deck area with preservation project on bridge with lowest condition rating of 5 or rehabilitation / replacement of bridge with lowest condition rating of 4* *→ Max BIS = 1 point; for all other projects: BIS ÷ Max BIS*	PennDOT BridgeCare, NJ DOT Bridge Asset Management System
State-Maintained Pavement ***Pennsylvania (State-Maintained): Pavement Improvement Score (PAVIS)*** *= 1 × lane miles with same RoadCare scope and recommendation year[b] ≤ timing ≤ recommendation year + 2[c]* *+ 0.7 × (lane miles with same RoadCare scope and recommendation year[b]+3 ≤ timing ≤ recommendation year + 5[c] or lane miles of rehabilitation or reconstruction with PCI ≤ 2.0)* *+ 0.5 × lane miles with RoadCare recommendation year[b] ≤ timing ≤ recommendation year + 2[c]* *+ 0.3 × lane miles with RoadCare recommendation year[b] +3 ≤ timing ≤ recommendation year + 5[c]* ***New Jersey: PAVIS*** *= 1 × Lane miles of pavement preservation with Surface Distress Index (SDI) ≥ 3.5 and ≤ 4.5* *+ 0.7 × Lane miles of pavement resurfacing, rehabilitation, or reconstruction with SDI < 2.4* *+ 0.3 × Lane miles of pavement preservation with SDI ≥ 2.4 and < 3.5*	PennDOT RoadCare, and NJDOT Pavement Asset Management System

CONTINUED: Table 10. Facility / Asset Condition Criterion for TIP and Plan Candidate Projects

FACILITY / ASSET CONDITION RATING SCALE	DATA SOURCE
Locally Maintained Pavement PAVIS *= 1 × Lane miles of pavement preservation on facility last resurfaced between 3 and 8 years ago or pavement with "Good" Visual Rating*[d] *+ 0.7 × Lane miles of pavement resurfacing, rehabilitation, reconstruction on facility last resurfaced more than 12 years ago, or a "Poor" or "Very Poor" Visual Rating* *+ 0.3 × Lane miles of pavement preservation on facility between 9 and 12 years ago, or "Fair" Visual Rating* **For All Projects** → Max PAVIS = 1 point; for all other projects: PAVIS ÷ Max PAVIS.	Local Asset Management Systems
Transit **Score for two highest-cost asset classes in project scope, substituting for roadway pavement and bridge criteria.** ▸ Transit Stations: » 1.0 points for a project that improves a transit station with a Transit Economic Requirements Model (TERM) rating of 2.0 or less for the entire facility; » 0.8 points for a project that improves a transit station with a TERM rating of 3.0 for the entire facility; or » 0.5 points for a project that improves one or more components of a transit station with a TERM rating of 3.0 or less. ▸ Transit vehicles, rail track, and all other infrastructure: If Age ÷ Useful Life Benchmark < 0.75, 0 points; if Age ÷ Useful Life Benchmark ≥ 1.5, 1 point; for all other projects: Age ÷ Useful Life Benchmark—0.5.	Transit Asset Management Systems, National Transit Database

[a] Bridge model refers to BridgeCare in Pennsylvania and the AASHTOWare Bridge Model 6.0 (BrM6) in New Jersey.

[b] Recommendation year comes from the bridge or pavement model for when the candidate should be programmed in the Plan or TIP. Timing is when the project is proposed to be funded in the Plan or the TIP. For major regional projects in the Plan in later fiscal years beyond the twelve-year program in Pennsylvania and the ten-year program in New Jersey, target date is within the same funding period.

[c] Recommendation year comes from the bridge or pavement model and is compared to the timing of where the candidate is proposed to be programmed in the TIP or Plan. For MRPs in the Plan in later fiscal years beyond the twelve-year program in Pennsylvania and the ten-year program in New Jersey, target date is within plus or minus one funding period. Bridge and pavement model runs are based on the capital vision funding levels identified in the region's current Plan.

[d] See Table 13 for Visual Rating description.

Source: DVRPC, 2023.

Table 11. Bridge Project Categories and Detailed Project Types

FHWA BRIDGE CATEGORY	BRIDGE PROJECT TYPE
EMERGENCY REPAIRS	Resulting from severe deck spalls, over-height trucks hitting the girders, or severe scour or undermining.
PREVENTATIVE MAINTENANCE[a]	Cleaning, deck seal cracks, joint repair / replacement, reseal base plates, concrete repair, lubricate bearings, seal concrete, or repair erosion / scour.
PRESERVATION	Epoxy overlay, structural overlay, bituminous overlay, or steel superstructure painting (full or spot/zone/joint).
REHABILITATION	Partial or complete deck replacement, superstructure rehabilitation, culvert rehabilitation, superstructure replacement, and superstructure strengthening.
REPLACEMENT	Full bridge replacement.

[a]Movable bridges have additional preventative maintenance needs, which are not shown here.

Source: NJDOT 2019.

Table 12. Pavement Project Categories and Detailed Project Types

FHWA PAVEMENT CATEGORY	PAVEMENT PROJECT TYPE
ROUTINE MAINTENANCE	Crack seal, pothole repair, manual patch, mechanized patch, mill manual patch, spray patch, skin patch, mill and mechanized patch, base repair and manual patch, or base repair and mechanized patch.
PRESERVATION	Seal coat, level and seal coat, scratch level and seal coat, widening and seal coat, micro-surfacing, or chip or slurry seal.
MINOR REHABILITATION	Thin asphalt overlay or level and resurface.
MAJOR REHABILITATION	Mill, concrete patch, level, and resurface; concrete slab repair; level, resurface, and base repair; mill, level, and resurface; mill, base repair, level, and resurface; or construct paved shoulder.
RECONSTRUCTION	Removal of pavement and replacement along with new drainage systems.

Source: NJDOT 2019 and PennDOT 2023.

Table 13. Pavement Visual Description Rating for Local Roads

RATING	IRI[a]	PHILA PCI[b]	VISUAL DESCRIPTION
EXCELLENT	0–52	85–100	Only new (or nearly new) pavements are likely to be smooth enough and sufficiently free of cracks and patches to qualify for this category.
GOOD	53–119	55–85	Pavements are not quite as smooth as those in excellent condition, but give a first-class ride and exhibit few, if any, visible signs of surface deterioration. Flexible pavements may be beginning to show evidence of rutting and fine random cracks. Rigid pavements may be beginning to show evidence of slight surface deterioration, such as minor cracks and spalling.
FAIR	120–213	40–55	The riding qualities of pavements in this category are noticeably inferior to those of new pavements and may be barely tolerable for high-speed traffic. Surface defects of flexible pavements may include rutting, map cracking, and extensive patching. Rigid pavements in this group may have a few joint failures, faulting and cracking, and some pumping.
POOR	214–374	25–40	Pavement has deteriorated to where free-flow traffic speed is affected. Flexible pavement may have large potholes and deep cracks. Distress includes raveling, cracking, and rutting that occurs over more than 50 percent of the surface. Rigid pavement distress includes joint spalling, faulting, patching, cracking, and scaling; and may include pumping and faulting.
VERY POOR	375+	0–25	Pavement is in extremely deteriorated condition. The facility is passable only at reduced speeds and with considerable ride discomfort. Large potholes and deep cracks exist. Distress occurs over 75 percent or more of the surface.

[a] IRI = International Roughness Index.
[b] PCI = Pavement Condition Index.

Source: Highway Economic Requirements System, 2004, and City of Philadelphia, 2023.

appropriate for PTI to increase during peak hours.

Projects score by:

- being located on a road with a high PTI for existing facilities; on-road transit projects score based on the PTI within their route or project limits;
- being surrounded by high PTI roads for new facilities or off-road trails; or
- improving a transit route on a dedicated right-of-way with a low on-time performance using data published by the transit agency operating the line.

The highest hourly average weekday PTI value for the most recent year available is used in this analysis, regardless of which time period it occurs: morning peak (6:00 am to 10:00 am), mid-day (10:00 am to 3:00 pm), evening peak (3:00 pm to 7:00 pm), or overnight (7:00 pm to 6:00 am), see Figure 13. PTI data is not available for some local roads. Roadway, trail, and other projects without a PTI score based on the average PTI for all roadway facilities within a one-quarter mile buffer of the project's limits, see Table 16.

Table 14. Transit Asset Classes and Example Preservation Projects

ASSET CLASS	PROJECT EXAMPLES
RAIL INFRASTRUCTURE	Track rehabilitation, resurfacing, or replacement; catenary rehabilitation or replacement; signal replacement; rail bridge rehabilitation or replacement; substation improvements.
VEHICLE REHABILITATION / REPLACEMENT	New or overhauled buses, paratransit, commuter rail, light rail, or heavy rail vehicles; maintenance and storage facilities rehabilitation; vehicle maintenance equipment.
STATION PRESERVATION	Station rehabilitation and improvements; roof replacement; elevator or escalator replacement; parking facility maintenance.

Source: DVRPC, 2023.

Figure 13. Planning Time Index

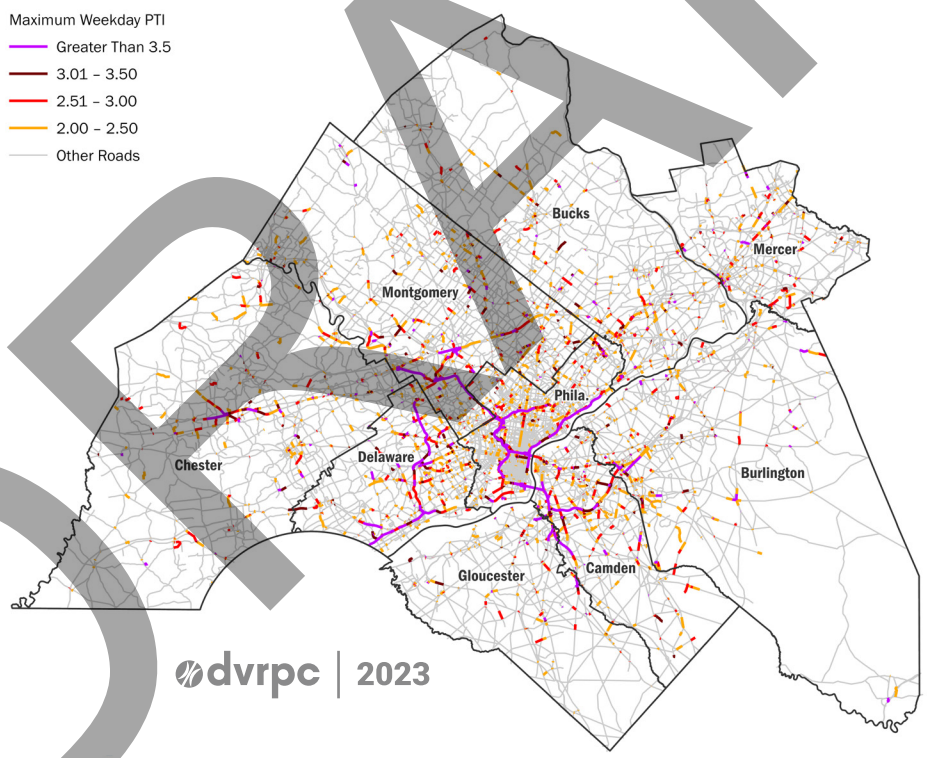


Table 15. Connectivity Criterion for TIP and Plan Candidate Projects

CONNECTIVITY RATING SCALE	DATA SOURCE
TIP: Projects score by category, as shown below. **Points** — **Project Categories** 0.0 — Project reduces connectivity by decreasing intersection density,[a] restricting movements, or eliminating multimodal options. 0.4 — No change in connectivity. Intersection density and modal options remain the same.[a] 0.7 — Project enhances network connectivity by increasing traveler information, such as through Intelligent Transportation Systems (ITS); repairing a bridge at risk of closing (one or more components—deck, superstructure, substructure, or culvert—with a rating of 3 or less); enables new transit system movements (such as a new interlocking); prevents or removes a transit rail slowdown or outage; implements transit signal priority; builds new sidewalks, bike lanes, or trails; or improves multimodal transfers. 1.0 — Project makes a difficult-to-achieve connection—for example, completes missing movement(s) at an interchange; increases the road network's intersection density;[a] makes a new connection to a transit station, increases transit coverage area or service frequency; connects two or more islands of sidewalks or low-stress bike networks; connects two or more Circuit Trail segments or makes a new connection between another mode and a Circuit Trail; creates an intermodal freight connection; or has ADA access improvement as its primary purpose.	Project Scope
MRP: Job accessibility index calculated as the sum of the jobs in each traffic analysis zone (TAZ) that can be reached by all other TAZs in 45 minutes or less of travel time by transit (including wait and transfer time) or roadway network during the AM peak period in the Plan's horizon year. For analyzing preservation projects, no-build assumes the facility does not exist in future. *Change in Job Accessibility = Job Accessibility Index$_{Build}$ – Job Accessibility Index$_{NoBuild}$* → Max Change in Job Accessibility = 1 Point; if Change in Job Accessibility < 0, 0 points; for all other projects: Conectivity Score = Change in Job Accessibility ÷ Max Change in Job Accessibility	Travel Demand Model

[a] Intersection density is defined as the number of intersections per acre where two or more road segments come together in a node, regardless of how many legs or connections there are (so a T-intersection counts the same as a five-point intersection), so long as movements can be made between the segments.

Source: DVRPC, 2023.

Congestion Management

The Congestion Management criterion aligns with the Plan's goals to increase reliability, and reduce congestion and VMT. It also relates to national TPM goals to increase the number of person-miles traveled with reliable travel times, reduce peak-hour excessive delay, and improve truck-travel time reliability. Projects score based on location in a CMP congested subcorridor, or implementing a CMP strategy appropriate for that subcorridor, see Table 17. Figure 14 shows different congested subcorridors: priority, secondary, and growth, in order from more congested to less congested.

Table 16. Reliability Project Criterion for TIP and Plan Candidate Projects

RELIABILITY RATING SCALE	DATA SOURCE
Roads and Surface Transit: Use highest hourly average annual Planning Time Index (PTI) value.[a] If PTI >3.5, 1 Point; PTI <1.5, 0 points; for all other projects: Rating = (PTI – 1.5) ÷ 2.[b] Transit Routes with dedicated right-of-way (ROW): On-Time Performance (OTP) averaged over the past 12 months. ▸ Heavy Rail and Commuter Rail (NJT): If OTP ≥ 95%, 0 points, if OTP ≤ 75%, 1 point; for all other projects: 5 × (0.95 – OTP); and ▸ Regional Rail (SEPTA): If OTP ≥ 90%, 0 points, if OTP ≤ 70%, 1 point; else 5 × (0.9 – OTP).	INRIX data accessed through the PDA Suite; Southeastern Pennsylvania Transportation Authority (SEPTA) Ridership statistics

[a] PTI = 95% travel time ÷ Free-Flow Travel Time. The 95th percentile refers to the 95th percent longest travel time on the segment for all time periods. Free-flow travel time is based on 66th percentile of all travel times. Data comes from INRIX.

[b] Roadway, trail, and other projects without a PTI score based on the average the PTI for all roadway facilities within a one-quarter mile buffer of the project's limits.

Source: DVRPC, 2023.

Truck Volumes

The Truck Volumes criterion relates to the Plan's goal to improve global connections by facilitating goods movement, aviation, and intercity connections. It also relates to the national TPM goal to increase truck-travel time reliability. This criterion scores projects based on the number of trucks using the facility each day (see Table 18). Figure 15 maps truck volumes on the region's roadway network using data from the Highway Performance Monitoring System (HPMS). NJDOT does not report truck volumes to HPMS outside of those for NHS facilities. The evaluation criteria use an approach that combines DVRPC traffic count and DOT Roadway Management System (RMS) data by spatially matching projects to DVRPC class counts in GIS.

- For projects with a DVRPC class count – staff manually assigns representative truck volume counts to score projects.
- For projects without a DVRPC class count – truck volume score is based on the max average average annual daily truck traffic (AADTT) for all segments by facility within the project limits in the RMS GIS layer.

This may lead to slightly different scoring than is shown in Figure 15. The estimated truck percent by functional class in Table 19 is used to convert average annual daily traffic (AADT) to truck volumes on non-NHS New Jersey roads. New road facilities use projected segment-level truck volumes from the travel demand model.

To ensure projects are benefitting goods movement, candidates do not score any Truck Volumes points if there are "freight burdens"—where truck movements are inhibited on a roadway appropriate for heavy duty truck use or trucks are using a facility deemed inappropriate for heavy duty vehicle use.

Table 17. Congestion Management Criterion for TIP and Plan Candidate Projects

CONGESTION MANAGEMENT RATING SCALE	DATA SOURCE
TIP and MRP: Strategy based on the primary subcorridor the project is located in (the largest percentage of total project length and/or the most appropriate subcorridor for the specific location): **CMP Strategy (Single Highest-Scoring Strategy in Project Scope)** 0.5 Points: Project implements a Very Appropriate Strategy for Primary Subcorridor. 0.3 Points: Project implements a Secondary Strategy for Primary Subcorridor 0.1 Points: Project implements an Appropriate Everywhere Strategy **CMP Corridor, scores only if CMP Strategy Score is >0.** = 0.5 × Percentage of project length in Priority Subcorridor + 0.3 × Percentage of project length in Secondary Subcorridor + 0.1 × Percent of project length in Growth Corridor. *Congestion Management Score = CMP Strategy + CMP Corridor*	CMP and Project Scope

Source: DVRPC, 2023.

Table 18. Truck Volumes Criterion for TIP and Plan Candidate Projects

TRUCK VOLUMES RATING SCALE	DATA SOURCE
TIP and MRP: Daily Trucks[a] > 8,000 = 1 point; for all other projects: $\sqrt[3]{Daily\ Trucks} \div 20$ New Facilities: Use 2050 AM peak truck volumes from the travel demand model links. The following multipliers are used to convert AM peak to daily volumes:[b] ▸ Limited Access Facilities: 0.053; ▸ Major Arterial: 0.047; ▸ Minor Arterial: 0.042; and ▸ Collector and Local: 0.039. Freight Burdens: Projects that could negatively impact goods movement or local communities are flagged. DVRPC subject matter experts and sponsors will discuss if flagged projects could have negative freight outcomes. Those determined to have negative freight outcomes score zero for the Truck Volumes. Examples of projects that may have negative impacts include: ▸ Highway to boulevard conversions; or ▸ Traffic calming on facilities with more than 5 percent truck volume and at least 100 daily trucks.	PennDOT, NJDOT, and DVRPC truck counts; Travel Demand Model

[a] Daily Trucks in the Roadway Management System (RMS) comes from FHWA's vehicle classifications and includes buses (class 4), single-unit trucks (classes 5 to 7), and combination trucks (classes 8 to 13). More information is available at: www.fhwa.dot.gov/publications/research/infrastructure/pavements/ltpp/13091/002.cfm.

[b] These values are based on the percentage AM peak out of daily truck traffic from the 2021 Pennsylvania Traffic Report (https://gis.penndot.gov/BPR_PDF_FILES/Documents/Traffic/Trafic_Information/Annual_Report/2021/2021_Traffic_Information_Report.pdf.) Since similar data is not available in New Jersey, the same multipliers are used on both sides of the river.

Source: DVRPC, 2023.

Figure 14. DVRPC CMP Priority and Secondary Corridors, and Growth Subcorridors

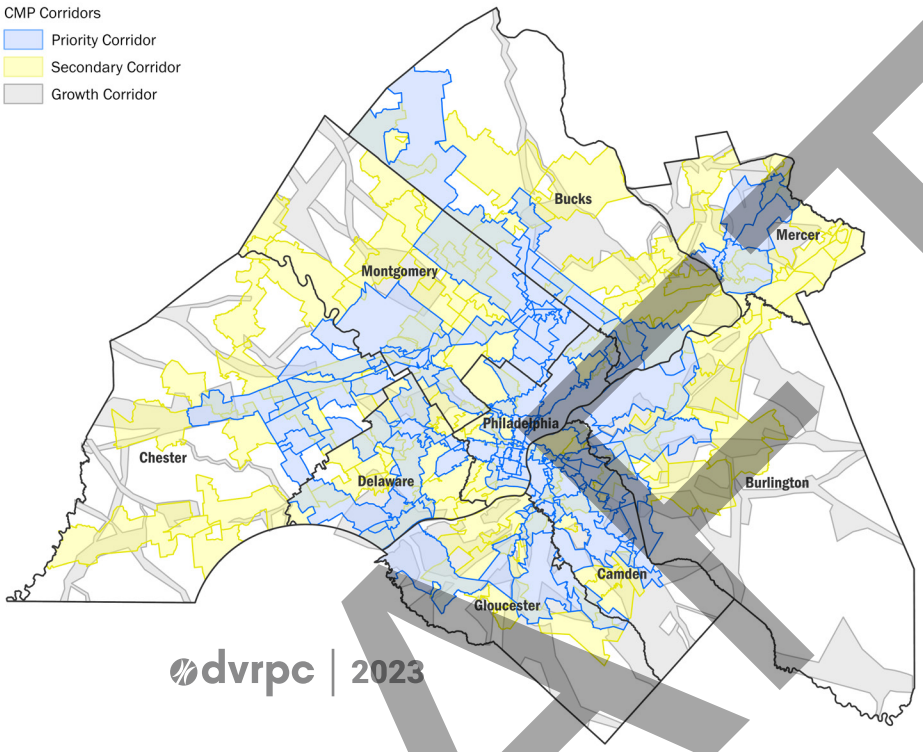
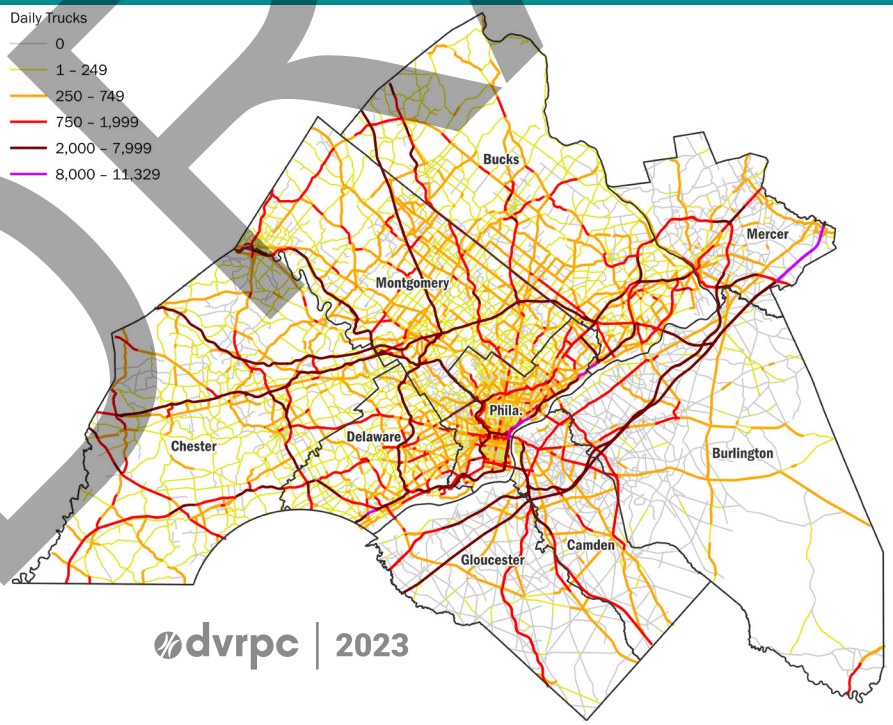


Figure 15. Regional Truck Volumes



Note: This figure shows truck volumes from the Highway Performance Monitoring System (HPMS). NJDOT does not report truck volumes to HPMS outside of those for NHS facilities. The evaluation criteria uses DVRPC traffic count data, which may lead to slightly different scoring than is shown here.
Sources: PennDOT, NJDOT, and the Highway Performance Monitoring System (HPMS).

Table 19. New Jersey Truck Volumes as a Percent of AADT by Functional Class

FUNCTIONAL CLASS CATEGORY	HPMS FUNCTIONAL CLASS CODE	TRUCK TRAFFIC PERCENTAGE	
		RURAL	URBAN
INTERSTATE	1	18.93%	9.40%
OTHER FREEWAY & EXPRESSWAY	2	6.41%	6.41%
OTHER PRINCIPAL ARTERIAL	3	8.28%	5.25%
MINOR ARTERIAL	4	7.24%	4.94%
MAJOR COLLECTOR	5	6.80%	4.50%
MINOR COLLECTOR	6	7.10%	3.83%
LOCAL	7	8.15%	4.72%

The following Vehicle Class Codes were used to compile the percentages shown above: 2D; 3A and 4A; and 2-S2 thru 3-S2-2 from "Travel Activity By Vehicle Type" table from NJDOT's Bureau of Transportation Data and Support, Roadway Systems Section.

Source: NJDOT, 2021.

RANKING PROJECTS

Each candidate project receives a total benefit point score determined by the project's rating score multiplied by the weight for each criterion, which are then summed for all criteria. The end product from the project evaluation criteria analysis is a set of ranked project lists scored by:

- total benefit points;
- total benefit points divided by state and federal capital costs;
- total benefit points divided by state and federal capital costs per multimodal user; and
- total benefit points divided by state and federal capital costs plus additional operating and maintenance costs per multimodal user.

The first of these is the total benefit point score, based on the sum of each individual criterion's rating. The second compares that score to the project's state and federal formula funding request, as a benefit-cost ratio. Other sources of funding that may increase a project's benefit-cost ratio—such as additional local funding beyond match requirements, non-traditional funding grants, and developer or private contributions—do not count toward a project's cost in this analysis.

The third option divides federal and state formula funding cost by the number of users, then compares that value to the project's total benefit points. The number of multimodal users is defined as the total number of person trips using the facility(ies) within the project's scope each day.

Total daily person trips = driver trips + passenger trips + transit trips + bike trips + pedestrian trips, where:

- Driver trips are determined by multiplying the facility's length by its average annual daily traffic minus truck volumes to get daily VMT, which is divided by the average regional light duty vehicle trip length from the current DVRPC household travel survey. *The 2012–2013 Household Travel Survey for the Delaware Valley Region* results find an average regional light duty vehicle trip length of 7.6 miles.[20]
- Daily passenger trips are estimated using average vehicle occupancy from the most recent household travel survey. The *2012–2013 Household Travel Survey* estimates an average of 1.58 occupants per vehicle per trip, including the driver. An average of 0.58 passenger trips are estimated for every auto driver trip (removing trucks from the AADT).
- Transit trips are allocated along road segments using transit stop boarding and alighting data. DVRPC's *Regional Transit Screening Platform* (RTSP) shows this by clicking on Surface Transit Reliability, then Access the Data, then toggling to SEPTA Surface Transit Loads.[21] Projects on roads with NJ Transit or Pottstown Area Rapid Transit (PART) buses score based on an average ridership per mile multiplied by the project length. New transit facilities use ridership projections from the travel demand model.

[20] *More information about the 2012-2013 Household Travel Survey for the Delaware Valley Region is available at www.dvrpc.org/products/14033. An updated household travel survey is planned for 2025–2026.*
[21] *Access the RTSP at www.dvrpc.org/webmaps/rtsp/.*

- Bicycle and pedestrian trips come from counts done by DVRPC.[22]

Not all projects have data for the number of multimodal users: for example, new facilities without a modeled projection, or existing facilities with no data available. In these cases, the model fails because the equation leads to a division by zero error. As a result, any candidate project where the baseline number of multimodal users is not known, a minimum threshold of 100 users in total for all modes is assumed.

The fourth scoring approach includes additional operating costs from new facilities by adding these into the project's estimated capital cost. The comparison is benefit points per capital plus operating costs per multimodal user. Additional operating costs includes all life-cycle operating and maintenance costs that start from initial deployment of the asset. Table 20 details projected operating costs for new facilities or additional transit service frequency. Data comes from DOT and transit agency transportation asset management plans. In Pennsylvania, statewide costs are increased by 30 percent to reflect higher regional costs and wider roads on average. Differences in operating and maintenance costs between New Jersey and Pennsylvania may reflect the different types of treatments applied along with differences between what is considered a capital expense versus an operating expense. The additional operating cost analysis uses either 50 years or the identified life-cycle for the new asset, whichever is shorter.

The fifth scoring option takes the average rank across all approaches, creating a list of the best to the worst scoring across all four rankings.

The scoring and ranking results are distributed to Financial Planning Subcommittee representatives in advance of any decision making. The highest-scoring projects are the most appropriate for inclusion in either the Plan or TIP, assuming funding is available. The lowest-scoring projects are generally not funded and may consider rescoping for future evaluations. Scoring and ranking inform the subcommittee on which projects to prioritize for available funding, along with a number of other factors, including project readiness, funding eligibility, budgets for project categories, geographic equity, system level EJ analysis, federal TPM targets, regional and local priorities, political support, and ability to leverage other investments. The RTC then makes a recommendation to the DVRPC Board on which projects to include in the Funded Plan and constrained TIP. The Plan may list aspirational projects as part of the Capital Vision, although these projects must pass the screening portion of the evaluation. The Board makes the ultimate decision over which projects receive funding. The results of these analyses are published as part of the TIP and Plan documentation.

[22] *Bicycle and Pedestrian counts can be found at www.dvrpc.org/webmaps/trafficcounts/.*

Table 20. Projected Annual Operating and Maintenance Costs for New Facilities or Increased Transit Service Frequency (in 2021 $s)

INFRASTRUCTURE	PA ANNUAL UNIT COST[a]	PA LIFE-CYCLE[b]	PA UNITS	NJ ANNUAL UNIT COST	NJ LIFE-CYCLE[b]	NJ UNITS
BRIDGE	$3,900 + $4.20/sq ft.	85	Square Ft. Deck Area	$103/ sq ft.	N/A	Square Ft. Deck Area
PAVEMENT MAINTENANCE & PRESERVATION	$10,690	65	Segment Miles	$0.30	N/A	Linear Foot
NON-NHS FACILITY RESURFACING	$21,060	65	Segment Miles	N/A	N/A	N/A
BUS ROUTE	$93	N/A	Revenue Service Hour	$110	N/A	Revenue Service Hour
TROLLEY / LIGHT RAIL ROUTE	$137	N/A	Revenue Service Hour	$723	N/A	Revenue Service Hour
REGIONAL / COMMUTER RAIL ROUTE	$210	N/A	Revenue Service Hour	$304	N/A	Revenue Service Hour
HEAVY RAIL ROUTE	$88	N/A	Revenue Service Hour	N/A	N/A	N/A
TRAFFIC SIGNAL	$4,875	20	Signal	5%	20	Capital Cost
ITS EQUIPMENT	5%	20	Capital Cost	5%	20	Capital Cost

[a] PennDOT statewide costs are increased by 30 percent to reflect higher costs in the region and wider roads, on average.

[b] The additional operating cost analysis uses the shorter period of either 50 years or the identified life-cycle in Table 20.

Sources: National Transit Database, 2021; PennDOT Transportation Asset Management Plan, 2023; New Jersey DOT Transportation Asset Management Plan, 2022.

APPENDIX A.
MAJOR REGIONAL PROJECT DEFINITIONS

The *Connections 2050* Plan defines MRPs as large-scale projects that have a significant impact on regional travel.[23] Almost all network expansion projects are MRPs, as are large-scale reconstruction projects on the region's freeways and bridges. Major Operational Improvement initiatives, such as SEPTA's Trolley Modernization project, are listed in the Plan, as are large-scale bike and pedestrian initiatives, such as the Circuit Trails network. MRPS are further defined as follows.

Network Expansion

- **Roads:** Addition of new through lanes by widening, extending, or building new limited access highways of any length; creating a new interchange between highways (HPMS functional classes 1 or 2) and arterials (HPMS functional classes 3 or 4); widening, extending, or building new principal arterials (HPMS functional classes 3 or 4) for more than three lane miles; or a project cost greater than $25 million in the Plan's base year dollars. Some projects listed in network expansion also have operational improvement components. These include adding flex lanes or part-time shoulder use lanes to existing facilities, and adding missing movements to existing partial interchanges.
- **Transit:** New stations on existing lines (including station parking needs), extension of existing lines, or new rail and BRT routes.

Operational Improvement and System Preservation

- **Roads:** Projects that improve the condition of or reconstruct NHS facilities, or facilities with more than 25,000 vehicles per day, have more than 25,000 square feet of bridge deck area, cover more than 20 lane miles, cost more than $25 million in the Plan's base year dollars, or would need to be included in air quality conformity analysis because they would significantly alter regional travel patterns.
- **Transit:** Projects that improve or make major repairs to existing rail lines at a cost greater than $25 million in the Plan's base year dollars; make major improvements to stations (generally aimed at rehabbing/upgrading the full facility; but can include major ADA initiatives to bring a station into compliance or roof replacements greater than 50,000 square feet) with more than 5,000 daily boardings or alightings, or cost greater than $25 million; make procurements that replace five or more vehicles in existing rail fleets; double track or add sidings to existing passenger rail lines; upgrade a traditional bus route with BRT service; or would need to be included in air quality conformity analysis because they would significantly alter regional travel patterns.

Many MRPs fit into more than one of the above categories. Any project with a network expansion component—no matter the size—is listed in the network expansion category in the Plan. Any project that makes operational improvements, but does not contain network expansion elements, is listed in the operational improvements category. System

[23] *MRP definitions are shown pages 167–168 in the Connections 2050 Process & Analysis Manual. The next plan will update these definitions.*

preservation projects that do not make operational or network expansion improvements is listed in the system preservation category. Only projects that deal exclusively with bike and pedestrian facilities are listed in this category, although nearly all system preservation, operational improvement, and network expansion MRPs include some bike and pedestrian components. Only projects that do not fit into any of these categories are listed as Other.

APPENDIX B.
COMMUNITY ENGAGEMENT AND EQUITY GUIDANCE

For projects that do not pass the initial EJ screening, documented community engagement must be conducted by sponsors that includes participation by "interested parties" who are given a reasonable opportunity to comment on the project.[24] This includes racial minority, ethnic minority, and low-income persons living in the census tracts affected by the proposed investment. In order to effectively engage the community in a discussion about desired system performance outcomes and priorities, information must be presented in ways that are easy to understand by all audiences.

The project development process offers additional outreach opportunities to help identify and mitigate potential EJ burdens. Some best practices in engagement with EJ communities include:

- seeking out and considering the needs of EJ communities;
- adequate public notice of public participation activities and time for public review and comment at key decision points;
- timely notice and reasonable access to information about transportation issues and processes;
- visualization techniques to describe projects or programs;
- making public information (technical information and meeting notices) available in electronically accessible formats;
- holding any public meetings at convenient and accessible locations and times;
- demonstrating explicit consideration and response to public input received during the development of the project;
- providing an additional opportunity for public comment, if the project differs significantly from the version that was made available for public comment initially.

FTA provides further guidance in *Promising Practices for Meaningful Public Involvement in Transportation Decision-Making.*[25] Planning partners are encouraged to use DVRPC's *Public Participation Plan* to guide their outreach and use and/or adopt DVRPC's *Title VI Plan* to comply with non-discrimination requirements of all projects that use federal funding.[26]

While the project evaluation criteria provides a high-level screening for EJ benefits and burdens, the National Environmental Policy Act (NEPA) conducts a much more in-depth analysis. NEPA analysis occurs after projects are evaluated and selected for inclusion in either the TIP or the Plan. Both PennDOT and NJDOT evaluate potential adverse effects on low-income and minority populations as part of the NEPA process. Recognizing that certain types of actions are unlikely to generate disproportionately high and adverse effects on these populations, PennDOT, in consultation with the FHWA, Pennsylvania Division Office, has developed a list of projects exempt from detailed project-level EJ/Title VI analysis. These include certain pavement and bridge

[24] *36 23 CFR 450.316(a) and 23 CFR 450.210(a)(1)(i).*
[25] *Access FTA's Promising Practices for Meaningful Public Involvement in Transportation Decision-Making at www.transportation.gov/priorities/equity/promising-practices-meaningful-public-involvement-transportation-decision-making.*
[26] *Access DVRPC's Public Participation Plan at www.dvrpc.org/products/tm18012/ and the commission's Title VI Plan at www.dvrpc.org/products/tm14010/.*

preservation, rehabilitation, and reconstruction projects; non-complex intersection improvements, traffic operations, bicycle and pedestrian, and slope restoration projects; emergency projects; and projects where the Secretary of Transportation has identified a transportation-related hazard in need of immediate action. This process includes evaluation to ensure that impacts to right-of-way and traffic patterns are minimal and that there are no significant public controversies on Title VI issues pertaining to the project before declaring any specific projects exempt. For more information, see *PennDOT Publication #746*.[27] DVRPC utilizes this document to evaluate projects in both Pennsylvania and New Jersey in order to apply a similar, federally approved methodology.

For non-exempt projects (anything not defined as exempt in PennDOT Publication #746), information on disadvantaged populations gathered during the planning process is evaluated, and additional information about populations in the project area is gathered if necessary. This includes going beyond the immediate project location to assess impacts from detour routes or impacts to transit services, as applicable. DVRPC helps provide data and guidance to this process as requested at the project level.

The NEPA and exempt/non-exempt analyses identify and discuss both direct impacts and indirect, cumulative effects that would result from a given project, then determine if there are potential disproportionately high and adverse effects on EJ populations. If it is determined that there are potential disproportionate impacts that cannot be offset by project benefits, where feasible, strategies to minimize those effects are incorporated into the project. If a project is advancing with identified potential disproportionate and adverse burdens, DVRPC is available to assist local, state, and federal planning partners in identifying and documenting strategies that avoid, mitigate, or minimize these impacts, as needed.

In addition to the *Plan–TIP Project Evaluation Criteria*, DVRPC conducts system-level analysis for both the Plan and TIP programs as a whole. For example, bridge and pavement asset condition and safety data are analyzed alongside candidate projects and demographic information, including low-income, racial minority, and ethnic minority populations, in order to facilitate conversations among regional stakeholders about how to maintain and improve the region's transportation network equitably, avoiding disproportionate impacts or levels of investment.

Through its Title VI Compliance Program, DVRPC continues to explore the benefits and burdens associated with transportation projects, particularly those that can be identified during the programming phase, in an effort to avoid, minimize, or mitigate disproportionate burdens. DVRPC's analysis of benefits and burdens considers all projects, including those that are typically categorized by PennDOT in consultation with FHWA as exempt in the *Project Level Environmental Justice Guidance* framework, in order to provide a comprehensive, high-level evaluation of the potential impacts of the projects on the TIP and the Plan.

[27] *Access PennDOT's Publication #746 at ww.dot.state.pa.us/public/pubsforms/Publications/Pub%20746.pdf.*

APPENDIX C.
PROJECT CATEGORIES

Table C-1 lists the 23 road and 3 transit subcategories for the update to *Connections 2050*. These categories are used to classify transportation investments, help to better understand how transportation revenues are being allocated, and in some instances they are used in the project evaluation criteria.

There are nine higher-level categories (R1 to R6 and T1 to T3) that group these subcategories together. They are:

- R1 Pavement Preservation and Modernization
- R2 Bridge Preservation
- R3 Substantive Safety
- R4 Mobility Operational Improvements
- R5 Roadway Expansion
- R6 Green Transportation
- T1 Transit Preservation and Modernization
- T2 Transit Operational Improvements
- T3 Transit System Expansion

Table C-1. Update to *Connections 2050* Project Categories

CAT ID	SUBCATEGORY	DESCRIPTION
R1.01	INTERSTATE PAVEMENT PRESERVATION	Projects that improve or reconstruct regional Interstate facilities, including preventive maintenance, resurfacing, reconstruction, and appurtenances. Appurtenances include signs, guardrail/guide barriers, drainage, pavement markings, lighting, and retaining walls. Funding for these projects in Pennsylvania come from the Interstate Management Program (IMP).
R1.02	NON-INTERSTATE PAVEMENT PRESERVATION & MODERNIZATION	Projects that improve or reconstruct regional national highway system (NHS) facilities, including preventative maintenance, resurfacing, reconstruction, and appurtenances on state-maintained roadway facilities. This category includes modernization of existing roadways to bring them to current safety standards, as well as preservation of existing bike and pedestrian facilities. It also contains appurtenances like signs, guardrail/guide barriers, drainage, pavement markings, lighting, and retaining walls.
R1.03	LOCAL FEDERAL AID ROADS	Preventative maintenance, resurfacing, and reconstruction for local federal aid roads. This category includes modernization of existing roadways to bring them to current safety standards, as well as preservation of existing bike and pedestrian facilities. It also contains appurtenances like signs, guardrail/guide barriers, drainage, pavement markings, lighting, and retaining walls
R2.01	INTERSTATE BRIDGE PRESERVATION	Projects that improve or reconstruct regional Interstate bridge facilities, including maintenance, rehabilitation, and replacement of Interstate bridge facilities, as well as dam rehabilitation and reconstruction. Maintenance can include scouring, washing, or replacement of expansion joints, rocker bearings, or underpinnings. Rehabilitation includes fixing or replacing one or more of the three main bridge components (the deck, the superstructure, or the substructure), and can include painting metal bridges and deck overlays. Funding for these projects in Pennsylvania comes from the IMP.

CONTINUED: Table C-1. Update to *Connections 2050* Project Categories		
CAT ID	**SUBCATEGORY**	**DESCRIPTION**
R2.02	**NON-INTERSTATE BRIDGE PRESERVATION**	Projects that improve or reconstruct regional NHS bridge facilities, including maintenance, rehabilitation, and replacement following the same schedule as Interstate bridge maintenance, as well as dam rehabilitation and reconstruction. This category includes preservation of existing bike and pedestrian facilities on non-Interstate bridges.
R2.03	**BRIDGE REMOVAL**	Removal of bridges that will not be replaced. These are air-quality-significant projects that also carry long-term funding implications, as federal money can never be used to build a bridge at that location again if it has been used to fund the bridge in the past.
R2.04	**LOCAL BRIDGE PRESERVATION**	Projects that improve or reconstruct county and local bridge facilities including maintenance, rehabilitation, and replacement, as well as dam rehabilitation & reconstruction. This category includes preservation of existing bike and pedestrian facilities on local federal aid bridges.
R3.01	**SUBSTANTIVE SAFETY**	Projects that go beyond adherence to design criteria and safety standards in a way that improves the safety performance of a roadway and reduce roadway fatalities and serious injuries. Includes Highway Safety Improvement Program (HSIP) projects; FHWA Proven Safety Countermeasures improving speed management, roadway departures, intersections, crosscutting, and safety enhancements to existing bicycle and pedestrian facilities; grade-separated rail crossings; and portions of Complete Streets projects that include road diets and other safety countermeasures.
R3.02	**INCIDENT MANAGEMENT**	Capital and operating funds for safety service patrols, local traffic incident management task forces, emergency communication networks, security, and other tools related to responder safety.
R4.01	**ACCESSIBILITY IMPROVEMENTS**	New gridded road segments with three lanes or fewer and intersections spaced no more than every 600 feet.
R4.02	**INTERSECTION IMPROVEMENTS**	Intersection/interchange improvements, roadway realignments, channelization, access management, new turning lanes, and diverging diamond and single-point urban intersection treatments.
R4.03	**TRANSPORTATION SYSTEM MAINTENANCE AND OPERATIONS**	Capital and operating costs for maintaining and restoring the performance of an existing transportation system before extra capacity is needed. Strategies and investments include traffic signal management and coordination, Intelligent Transportation Systems infrastructure (ITS), active traffic management systems; as well as Integrated Corridor Management (ICM). Funds support DOT, county, and local operations.
R4.04	**VEHICLE TECHNOLOGY**	Deployment of connected vehicle, automated vehicle, and electric vehicle (EV)-charging infrastructure and establishment of an interconnected network to facilitate data collection, access, and reliability, as well as mobility hubs for intermodal transfers. EV investments include funding from the National Electric Vehicle Infrastructure (NEVI) Formula Program.
R5.01	**MAJOR ROAD NETWORK EXPANSION**	Large-scale projects that have a significant impact on regional travel. These include addition of new through lanes by widening, extending, or building new limited access highways of any length; creating new interchanges between highways (Highway Performance Monitoring System [HPMS] functional classes 1 or 2) and arterials; widening, extending, or building new principal arterials (HPMS functional classes 3 or 4) for more than three lane miles; or adding additional capacity for flex lanes or part-time shoulder use to existing facilities.

CONTINUED: Table C-1. Update to *Connections 2050* Project Categories		
CAT ID	**SUBCATEGORY**	**DESCRIPTION**
R5.02	**MINOR ROAD NETWORK EXPANSION**	Network expansion projects that do not rise to the level of Major Regional Project but have a significant impact on regional travel. These projects are generally less than three lane miles in length on minor arterial, collector, or local roads.
R5.03	**ADDITIONALLY FUNDED ROAD NETWORK EXPANSION**	Network expansion projects that are awarded to the region from competitive funding or other non-formula funded sources. These projects are often funded through PennDOT's Multimodal Fund and NJDOT's Local Freight Impact Fund, and are often focused on enhancing goods movement or multimodal improvements. Since these investment decisions are made outside regional control, they are not counted against caps on system expansion investments.
R6.01	**BICYCLE & PEDESTRIAN NETWORK EXPANSION**	Bicycle lanes, protected bicycle lanes, sidepaths, trails, sidewalks, bicycle and pedestrian bridges, overpasses or tunnels, project engineering, curb ramps and other ADA improvements. Includes new bike/ped facilities built as part of Complete Streets projects. Bike and pedestrian facilities are listed as FHWA Proven Safety Countermeasures, but are listed here to highlight expansion needs and investments. Preservation, modernization, and safety improvements for existing on-road bike and pedestrian facilities are captured in categories R1, R2, and R3.
R6.02	**OFF-ROAD TRAIL PRESERVATION**	Resurfacing and reconstruction of existing trails. Preservation, modernization, and safety improvements for existing on-road bike and pedestrian facilities are captured in categories R1 and R2.
R6.03	**COMMUNITY CONNECTIONS**	Expressway-to-boulevard conversions, and highway capping that converts airspace into green space or other parcels to reconnect communities.
R6.04	**ENVIRONMENTAL MITIGATION & RESILIENCY**	Streetscaping improvements that include enhancing tree canopy, installing green stormwater infrastructure, landscaping, cooling features, and GHG-emission mitigation strategies; existing fleet diesel retrofits or replacements with electric vehicles, as well as non-project-specific needs like wetland mitigation and cultural resource preservation; and environmental remediation and testing associated with underground storage tanks, lead-based paint, asbestos, soil and groundwater, and air quality (sometimes included as part of project costs in other funding categories). Specific funding programs include CMAQ project engineering, Air Quality Action Program, CARBON, and PROTECT.
R6.05	**TRAVEL DEMAND MANAGEMENT**	Carpool and vanpool programs, telecommuting, variable work hours, and other policies that provide alternatives to SOVs. Funding for transportation management associations (TMAs), marketing for the Mobility Alternatives Program (MAP), Assisting Commuters After COVID, and Share-A-Ride. Some of these programs require a local match, which is not reflected in the Capital Vision.
R6.06	**RAIL IMPROVEMENTS**	Roadway funds dedicated for rail improvements to both the freight and passenger rail network, including new park-and-ride facilities at existing stations; as well as rubber-tire transit investments, including shelters, wayfinding, real-time information, passenger amenities, and street repaving and marking to support bus operations.
R6.07	**REGIONAL PROGRAMS**	Local and regional planning and studies, regional GIS support, the regional travel demand model, and other miscellaneous items, such as equipment purchases and maintenance and storage facilities. This project category is for DVRPC work program items or pass-through funds for county work programs.

CONTINUED: Table C-1. Update to *Connections 2050* Project Categories		
CAT ID	**SUBCATEGORY**	**DESCRIPTION**
T1	**TRANSIT PRESERVATION & MODERNIZATION**	Projects that improve or make repairs to existing transit assets; replace or rehabilitate transit vehicles, guideway systems, storage, or maintenance facilities or equipment; or renovate transit stations, including to meet ADA accessibility requirements. Replacement of bridges, as well as set-aside program funding to address future infrastructure and vehicle needs as they arise. This category also includes trackage fees that support state-of-good repair maintenance on Amtrak assets.
T2	**TRANSIT OPERATIONAL IMPROVEMENTS**	Projects that advance transit capacity or operational improvements, such as adding guideway or sidings to existing passenger rail lines, or upgrading a traditional bus route with BRT service. This category also includes traffic signal prioritization for transit at roadway intersections, as well as improvements to transit operations centers, facilities, and other assets.
T3	**TRANSIT NETWORK EXPANSION**	New stations, parking, or other facilities on existing lines (including station parking needs), extension of existing lines, new rail and BRT routes, or new ferry service.

Source: DVRPC, 2023.

Plan-TIP Project Evaluation Criteria

Publication Number: 23128

Date published: October 2023

Geographic Area Covered: Nine-County Delaware Valley Region, comprised of Bucks, Chester, Delaware, Montgomery, and Philadelphia counties in Pennsylvania, and Burlington, Camden, Gloucester, and Mercer counties in New Jersey.

Keywords: Transportation Improvement Program, TIP, Long-Range Plan, Plan, Evaluation, Criteria, Project, Major Regional Project, Screening, Transportation Performance Management, Resiliency, Floodplains, Sustainability, Land Use Vision, Equity, Environmental Justice, Benefits and Burdens, Impervious Surface Coverage, Greenhouse Gas Emissions, Air Quality, Centers, Form, Development Intensity Zones, Safety, Vision Zero, Condition, Asset Management, Lowest Life-Cycle Cost, Connectivity, Reliability, Planning Time Index, Congestion Management, Congested Corridors, Trucks, Ranking, Community Engagement, Project Categories.

Abstract: The *Plan–TIP Project Evaluation Criteria* are used to evaluate candidate transportation projects relative to the vision and goals of the *Connections 2050* Long-Range Plan ('Plan') and federal Transportation Performance Management (TPM) targets for safety, asset condition, and system performance. The criteria were developed in collaboration with DVRPC's Financial Planning Subcommittee of the Regional Technical Committee (RTC). There are two tiers to the evaluation: (1) a screening to compare candidate consistency with the Plan's equity, sustainability, and resiliency principles, and to ensure Major Regional Projects (MRPs) are funded in the region's Plan before being programmed in the region's Transportation Improvement Program (TIP); and (2) a set of ten project evaluation criteria based on the Plan's focus areas—the environment, communities, transportation, and the economy—and the federal TPMs. Candidate projects are rated with the evaluation criteria to score 'benefit points.' The benefit points are used to create four different ranking systems that compare total benefit points on their own and then with capital costs, capital costs per mulitmodal user, and capital plus additional operating costs per multimodal user. These four different rankings are also averaged and shared with the Financial Planning Subcommittee to provide a data-informed analysis to guide project prioritization in the Plan and TIP.

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Appendix E

Acknowledgment of the Executive Summary of the Draft Documentation of the Conformity Finding

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Appendix F

Environmental Justice Appendix

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APPENDIX F: TITLE VI AND ENVIRONMENTAL JUSTICE (EJ) SUPPORTING DATA AND MAPPING

This appendix includes detailed tables and maps to complement the information provided in Chapter 3. All tables include data for the DVRPC-PA region of Bucks, Chester, Delaware, Montgomery, and Philadelphia Counties.

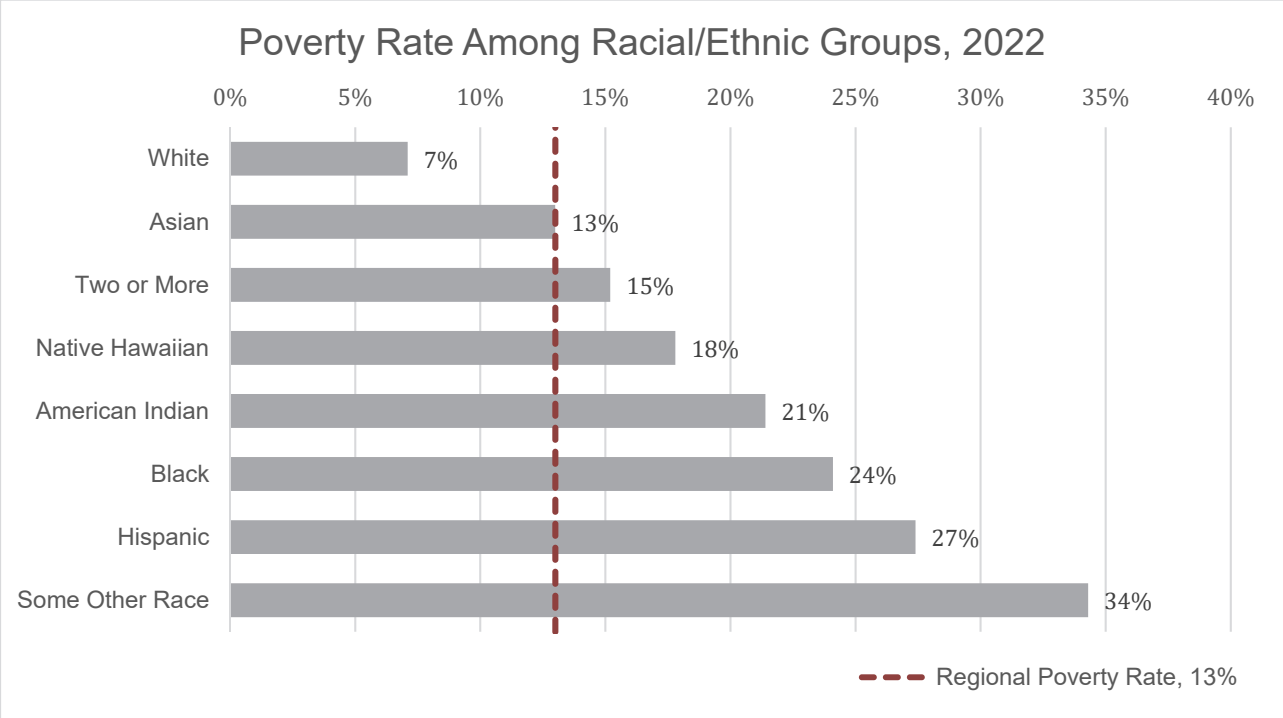
Demographic Analysis

Table F1: Populations Estimates in the DVRPC-PA Region (2018-2022)

Population for Five DVRPC Pennsylvania Counties	Population Estimate	Regional Percentage
Total	4,206,556	100%
White, Non-Hispanic	2,476,647	60%
Minority	1,705,215	40%
Black or African American, Non-Hispanic	873,519	21%
Asian, Non-Hispanic	286,887	7%
Two or more races, Non-Hispanic	142,545	3%
Hispanic	402,264	10%
Low-Income Population*	1,074,068	26%
Other Communities of Concern		
Limited English Proficiency (LEP)	278,515	7%
Persons with a Disability	538,310	27%
Female Head of Household with Child	95,385	6%
Elderly (65 years or older)	691,650	16%
Carless Households	244,629	15%

Source: American Community Survey, U.S. Census Bureau, 2018-2022.
**DVRPC's IPD analysis defines Low-Income Populations as 200% of the poverty level or below.*

Table F2: Cross-tabulations of Low-Income and Minority Populations



Source: American Community Survey, U.S. Census Bureau, 2018-2022.
**DVRPC's IPD analysis defines Low-Income Populations as 200% of the poverty level or below.*

DVRPC FY2025 TIP for PA (FY25-FY28)

Equity Analysis: Concentrations of Low Income Populations

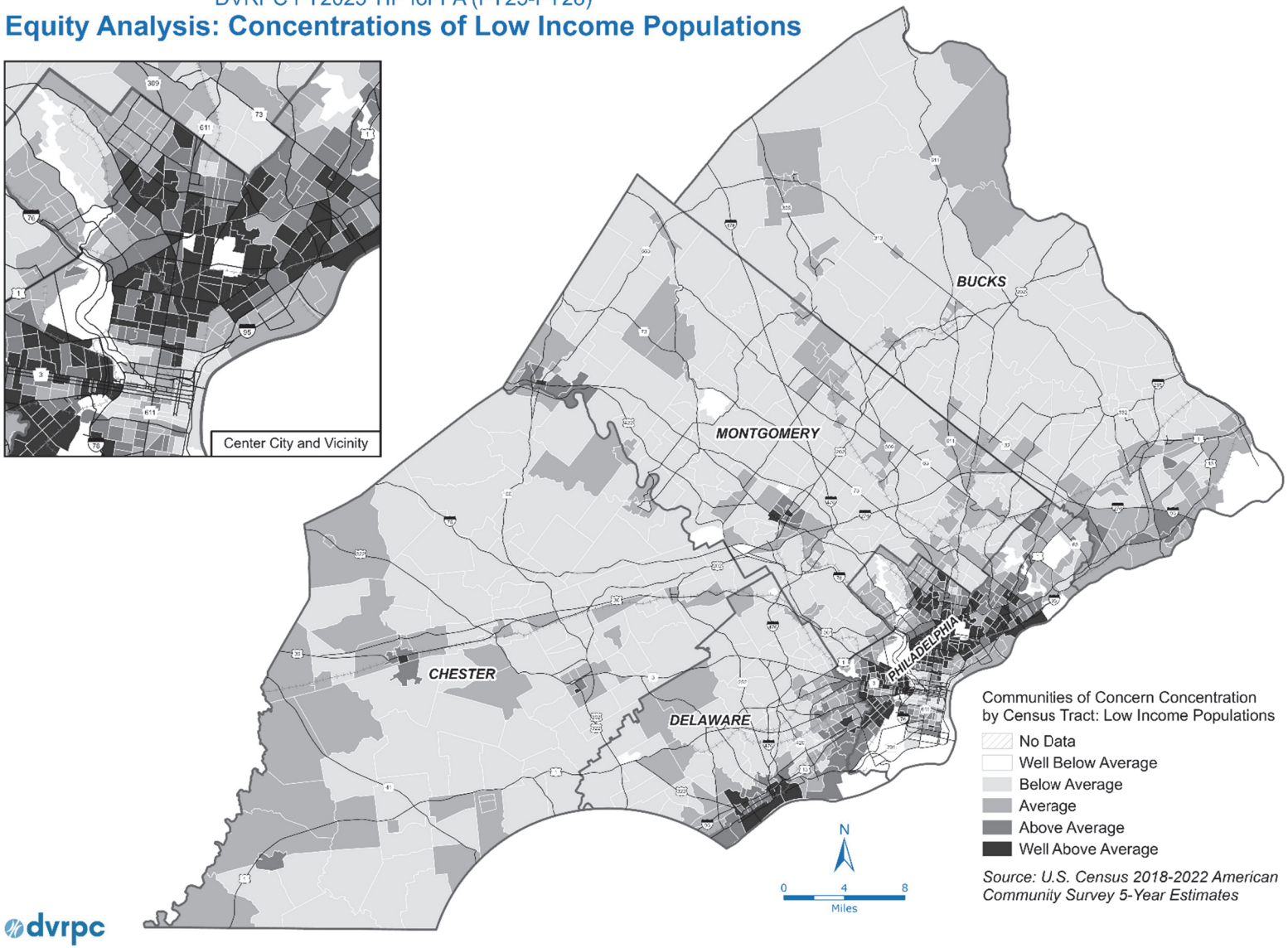


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Figure F1: Concentrations of Low-Income Populations

DVRPC FY2025 TIP for PA (FY25-FY28)

Equity Analysis: Concentrations of Racial Minority Populations

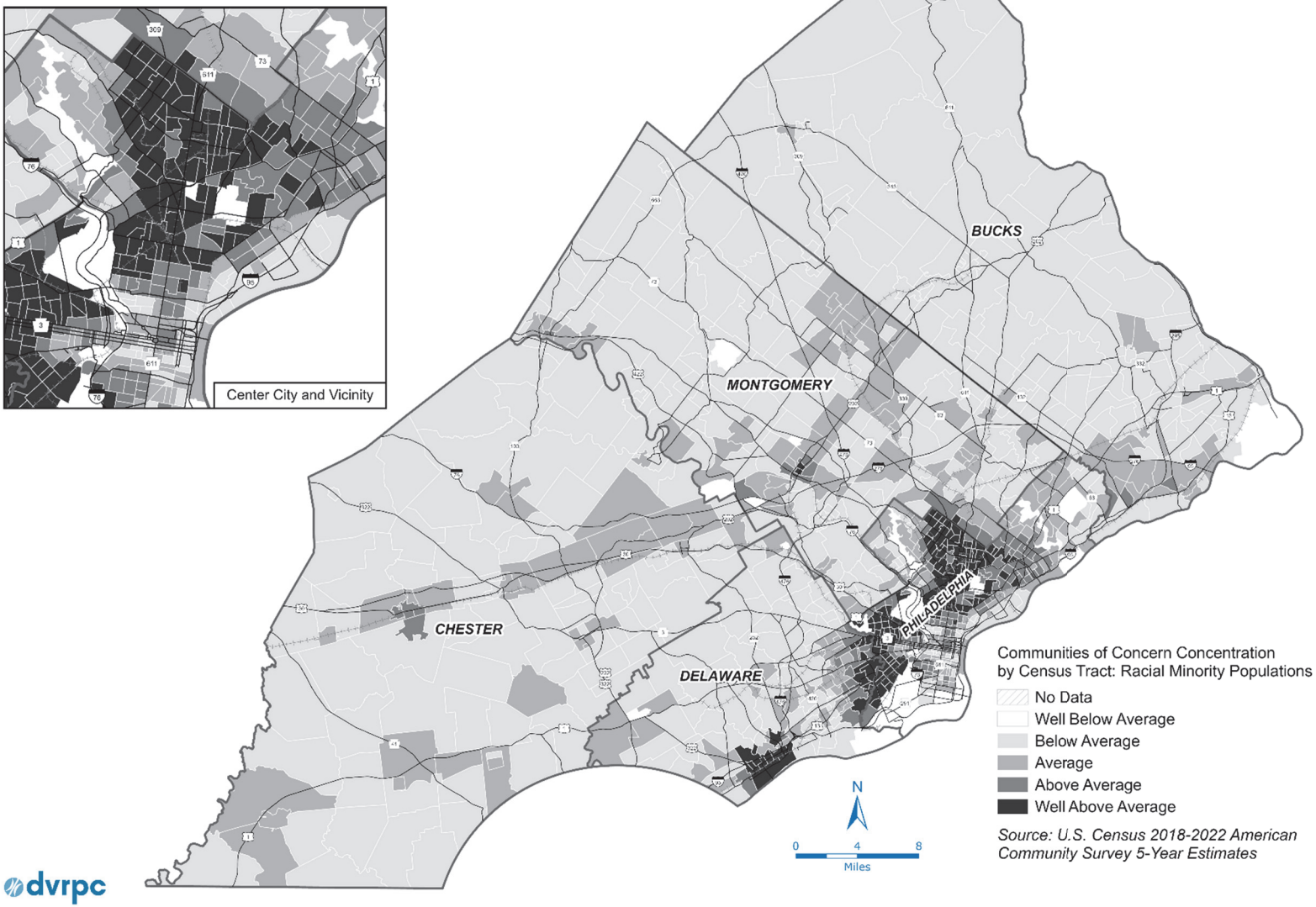

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Figure F2: Concentrations of Racial Minority Populations

DVRPC FY2025 TIP for PA (FY25-FY28)

Equity Analysis: Concentrations of Ethnic Minority Populations

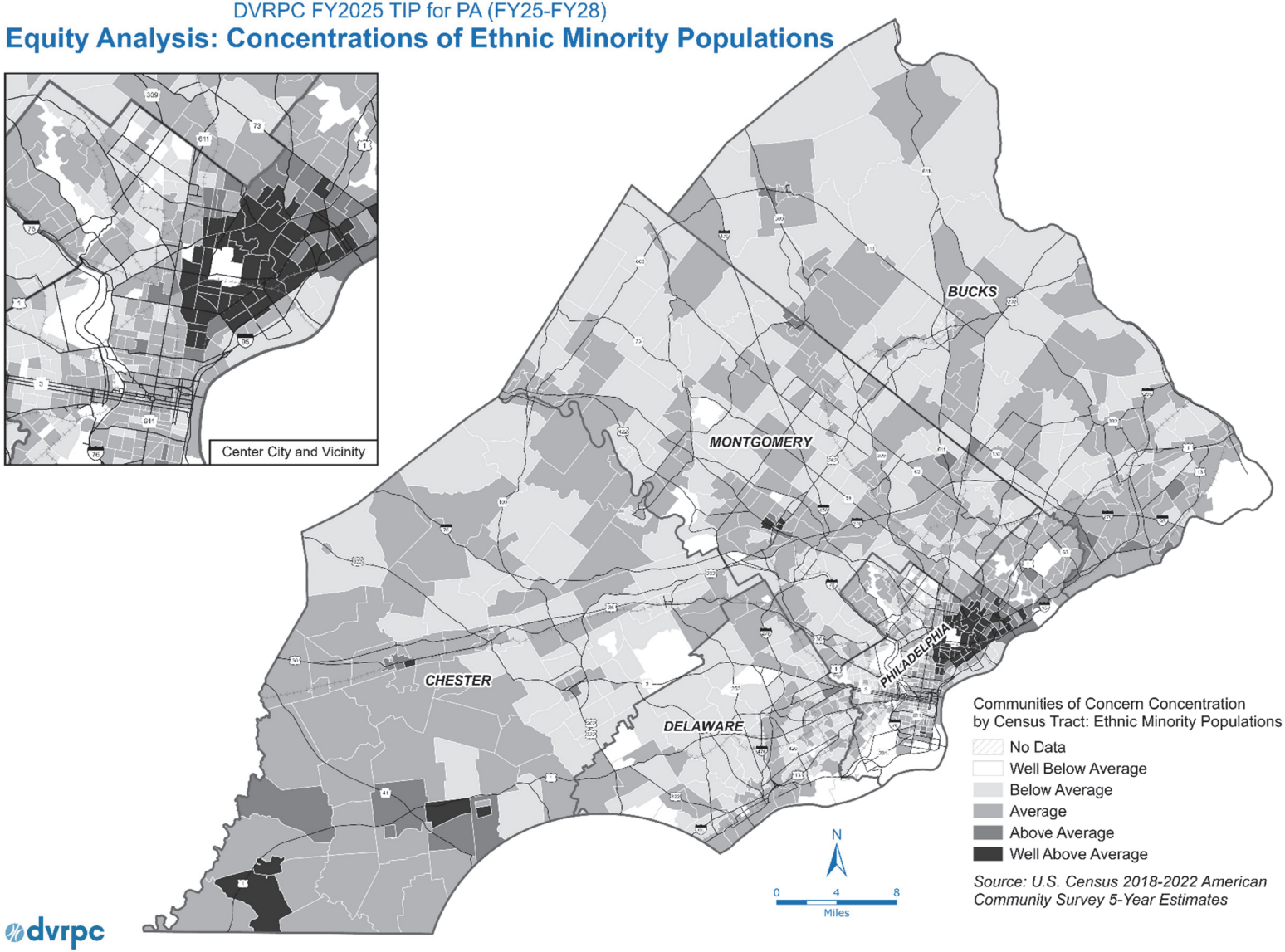


Figure F3: Concentrations of Ethnic Minority Populations

Assessing Conditions and Needs

Data included in the tables and maps below were acquired from the US Census Bureau, 2018-2022 American Community Survey 5-year estimates and PennDOT. The International Roughness Index (IRI) data for pavement condition is collected by PennDOT for about 30,000 miles of state road network across Pennsylvania. The bridge condition data was collected from PennDOT's Bridge Management System (BMS). Low-income and minority population intervals were based on the breaks used for DVRPC's Indicators of Potential Disadvantage (IPD). Note that this analysis defined "Low-Income" as 200 percent of the federal poverty level or less, and data was analyzed at the census tract level. DVRPC utilized data provided by PennDOT and sourced from the US Census Bureau data to calculate and compile the results shown in the following tables and maps.

Table and map representations of asset condition data shown alongside demographic data are consistent with methodology put forth in the South Central Pennsylvania Environmental Justice Unified Process and Methodology Guide.

Table F3: Distribution of Poor Condition Bridges by Low-Income Population Intervals

Low-Income Intervals	Population	Population as a Percent of the Region	Total Bridges in Poor Condition	Percent Bridges in Poor Condition	Total Deck Area in Poor Condition	Percent of Deck Area in Poor Condition
Well Above Average	545,212	13.0%	37	20.1%	429,617	13.1%
Above Average	710,636	16.9%	70	22.5%	609,641	14.2%
Average	1,177,761	28.0%	177	14.5%	972,175	10.1%
Below Average	1,767,679	42.1%	328	13.3%	823,900	6.7%
DVRPC- PA Regional	**4,201,288**	**100%**	**527**	**14.0%**	**2,328,525**	**7.9%**

Source: American Community Survey, U.S. Census Bureau, 2018-2022; PennDOT.
DVRPC's IPD analysis defines Low-Income Populations as 200% of the poverty level or below.

Table F4: Distribution of Poor Condition Bridges (State and Local) by Racial Minority Population Intervals

Racial Minority Intervals	Population	Population as a Percent of the Region	Total Bridges in Poor Condition	Percent Bridges in Poor Condition	Total Deck Area in Poor Condition	Percent of Deck Area in Poor Condition
Well Above Average	685,144	16.3%	39	21.0%	488,509	27.5%
Above Average	534,907	12.7%	43	20.9%	252,667	12.9%
Average	1,069,545	25.5%	135	12.4%	720,346	6.9%
Below Average	1,911,692	45.5%	385	14.5%	1,276,380	8.1%
DVRPC- PA Regional	**4,201,288**	**100%**	**527**	**14.0%**	**2,328,525**	**7.9%**

Source: American Community Survey, U.S. Census Bureau, 2018-2022; PennDOT.

Table F5: Distribution of Poor Condition Bridges (State and Local) by Ethnic Minority Population Intervals

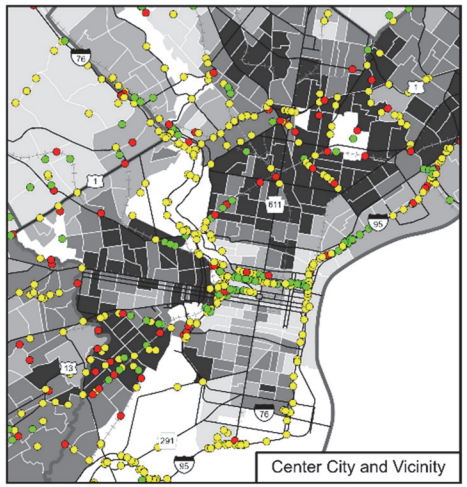
Ethnic Minority Intervals	Population	Population as a Percent of the Region	Total Bridges in Poor Condition	Percent Bridges in Poor Condition	Total Deck Area in Poor Condition	Percent of Deck Area in Poor Condition
Well Above Average	291,054	6.9%	17	18.5%	207,877	25.9%
Above Average	269,236	6.4%	31	17.9%	206,427	14.1%
Average	2,163,073	51.5%	311	14.6%	1,191,541	7.5%
Below Average	1,406,561	33.5%	255	13.8%	1,252,988	11.5%
Well Below Average*	71,364	1.7%	11	19.6%	70,795	7.7%
DVRPC- PA Regional	**4,201,288**	**100%**	**527**	**14.0%**	**2,328,525**	**7.9%**

Source: American Community Survey, U.S. Census Bureau, 2018-2022; PennDOT.
**DVRPC's Indicators of Potential Disadvantage (IPD) includes a fifth interval for Well Below Average concentrations of ethnic minority populations.*

DVRPC FY2025 TIP for PA (FY25-FY28)

Equity Analysis: Concentrations of Low Income Populations

BRIDGE CONDITION



PennDOT State & Local Bridge Condition

- Good
- Fair
- Poor

Source: PennDOT, 2024

BUCKS

MONTGOMERY

CHESTER

DELAWARE

PHILADELPHIA

N

0 4 8

Miles

Communities of Concern Concentration by Census Tract: Low Income Populations

- No Data
- Well Below Average
- Below Average
- Average
- Above Average
- Well Above Average

Source: U.S. Census 2018-2022 American Community Survey 5-Year Estimates

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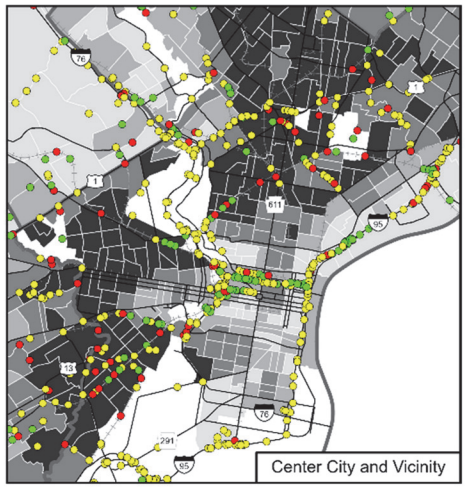
Figure F4: Bridge Condition and Concentrations of Low-Income Populations

DVRPC FY2025 TIP for PA (FY25-FY28)

Equity Analysis: Concentrations of Racial Minority Populations

BRIDGE CONDITION



PennDOT State & Local Bridge Condition

- Good
- Fair
- Poor

Source: PennDOT, 2024

BUCKS

MONTGOMERY

CHESTER

DELAWARE

PHILADELPHIA

N

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Miles

Communities of Concern Concentration by Census Tract: Racial Minority Populations

- No Data
- Well Below Average
- Below Average
- Average
- Above Average
- Well Above Average

Source: U.S. Census 2018-2022 American Community Survey 5-Year Estimates

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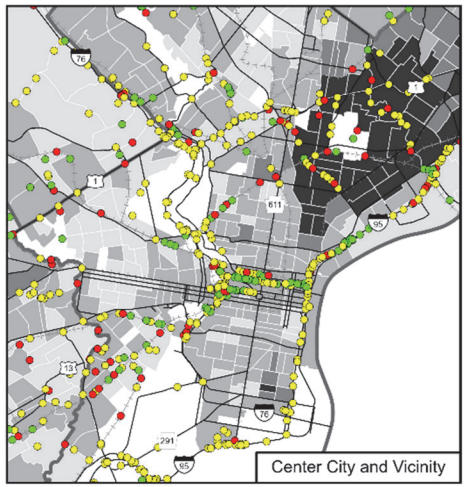
Figure F5: Bridge Condition and Concentrations of Racial Minority Populations

DVRPC FY2025 TIP for PA (FY25-FY28)

Equity Analysis: Concentrations of Ethnic Minority Populations

BRIDGE CONDITION



PennDOT State & Local Bridge Condition

- Good
- Fair
- Poor

Source: PennDOT, 2024

BUCKS

MONTGOMERY

CHESTER

DELAWARE

PHILADELPHIA

N

0 4 8

Miles

Communities of Concern Concentration by Census Tract: Ethnic Minority Populations

- No Data
- Well Below Average
- Below Average
- Average
- Above Average
- Well Above Average

Source: U.S. Census 2018-2022 American Community Survey 5-Year Estimates

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Figure F6: Bridge Condition and Concentrations of Ethnic Minority Populations

Table F6: Distribution of International Roughness Index (IRI) Values by Low-Income Population Intervals

Low-Income Intervals	Population	Population as a Percent of the Region	Pavement in Excellent Condition (%)	Pavement in Good Condition (%)	Pavement in Fair Condition (%)	Pavement in Poor Condition (%)
Well Above Average	545,212	13.0%	3.3%	18.5%	24.9%	48.7%
Above Average	710,636	16.9%	2.9%	18.3%	32.9%	40.3%
Average	1,177,761	28.0%	8.5%	28.8%	31.8%	25.4%
Below Average	1,767,679	42.1%	10.0%	29.9%	32.6%	17.6%
DVRPC- PA Regional	**4,201,288**	**100%**	**9.2%**	**29.2%**	**32.3%**	**21.3%**

Source: American Community Survey, U.S. Census Bureau, 2018-2022; PennDOT.
DVRPC's IPD analysis defines Low-Income Populations as 200% of the poverty level or below.

Table F7: Distribution of International Roughness Index (IRI) Values by Racial Minority Population Intervals

Racial Minority Intervals	Population	Population as a Percent of the Region	Pavement in Excellent Condition (%)	Pavement in Good Condition (%)	Pavement in Fair Condition (%)	Pavement in Poor Condition (%)
Well Above Average	685,144	16.3%	2.3%	10.1%	27.6%	51.9%
Above Average	534,907	12.7%	3.4%	16.2%	29.0%	46.5%
Average	1,069,545	25.5%	9.5%	26.6%	28.6%	24.5%
Below Average	1,911,692	45.5%	9.8%	31.5%	33.2%	17.5%
DVRPC- PA Regional	**4,201,288**	**100%**	**9.2%**	**29.2%**	**32.3%**	**21.3%**

Source: American Community Survey, U.S. Census Bureau, 2018-2022; PennDOT.

Table F8: Distribution of International Roughness Index (IRI) Values by Ethnic Minority Population Intervals

Ethnic Minority Intervals	Population	Population as a Percent of the Region	Pavement in Excellent Condition (%)	Pavement in Good Condition (%)	Pavement in Fair Condition (%)	Pavement in Poor Condition (%)
Well Above Average	291,054	6.9%	2.4%	33.8%	34.1%	28.0%
Above Average	269,236	6.4%	11.2%	27.5%	30.8%	30.2%
Average	2,163,073	51.5%	8.6%	27.3%	32.3%	22.8%
Below Average	1,406,561	33.5%	9.3%	30.2%	32.2%	19.5%
Well Below Average*	71,364	1.7%	4.3%	23.0%	35.9%	30.7%
DVRPC- PA Regional	**4,201,288**	**100%**	**9.2%**	**29.2%**	**32.3%**	**21.3%**

Source: American Community Survey, U.S. Census Bureau, 2018-2022; PennDOT.
**DVRPC's Indicators of Potential Disadvantage (IPD) includes a fifth interval for Well Below Average concentrations of ethnic minority populations.*

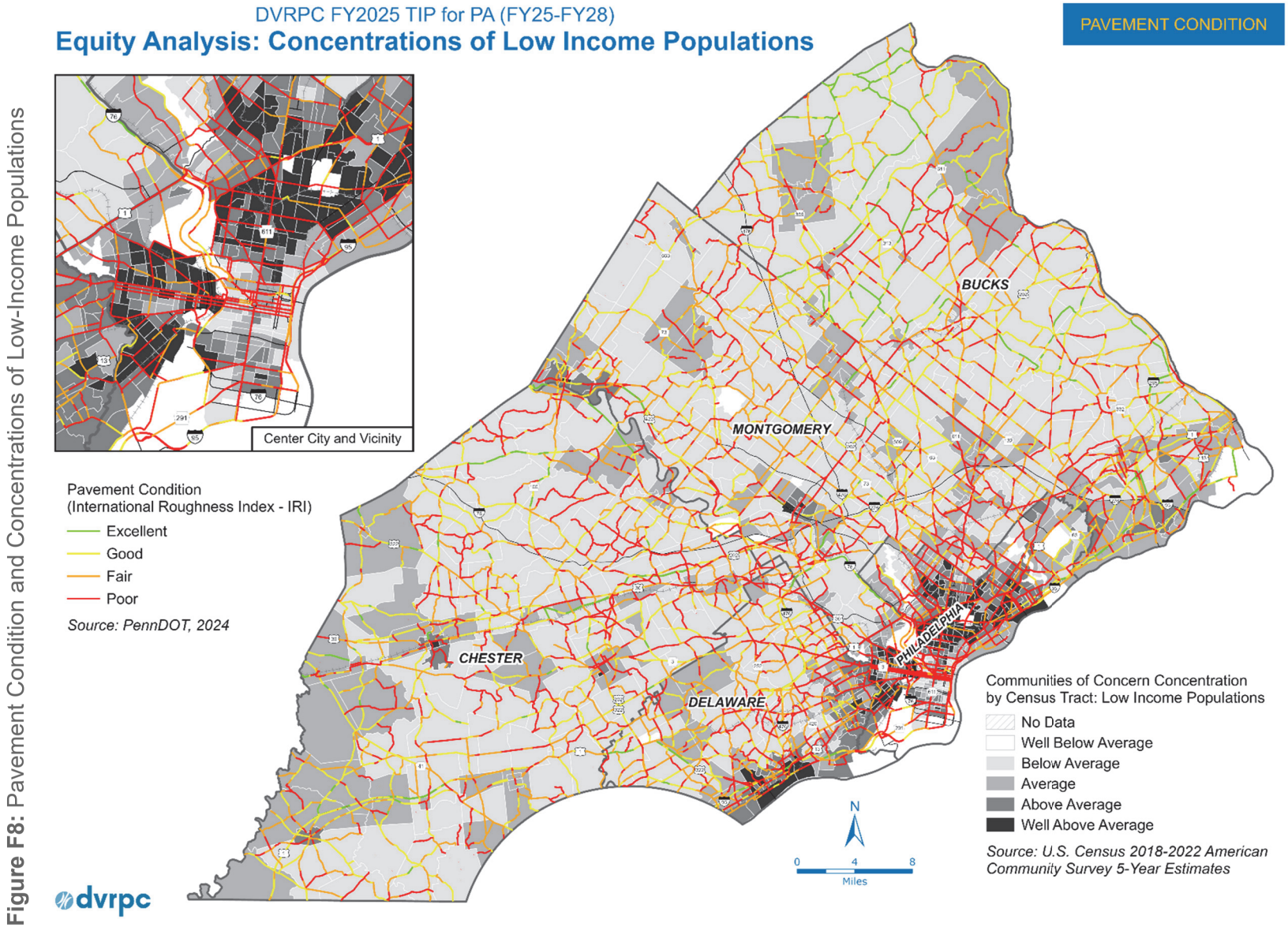
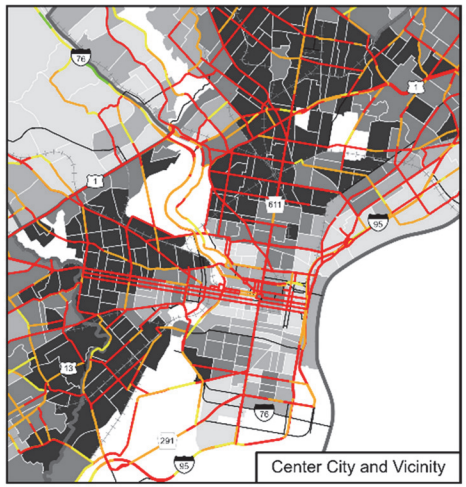


Figure F8: Pavement Condition and Concentrations of Low-Income Populations

DVRPC FY2025 TIP for PA (FY25-FY28)

Equity Analysis: Concentrations of Racial Minority Populations

PAVEMENT CONDITION



Pavement Condition
(International Roughness Index - IRI)
- Excellent
- Good
- Fair
- Poor

Source: PennDOT, 2024

BUCKS
MONTGOMERY
CHESTER
DELAWARE
PHILADELPHIA

N
0 4 8
Miles

Communities of Concern Concentration
by Census Tract: Racial Minority Populations
- No Data
- Well Below Average
- Below Average
- Average
- Above Average
- Well Above Average

Source: U.S. Census 2018-2022 American Community Survey 5-Year Estimates

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Figure F9: Pavement Condition and Concentrations of Racial Minority Populations

DVRPC FY2025 TIP for PA (FY25-FY28)

Equity Analysis: Concentrations of Ethnic Minority Populations

PAVEMENT CONDITION

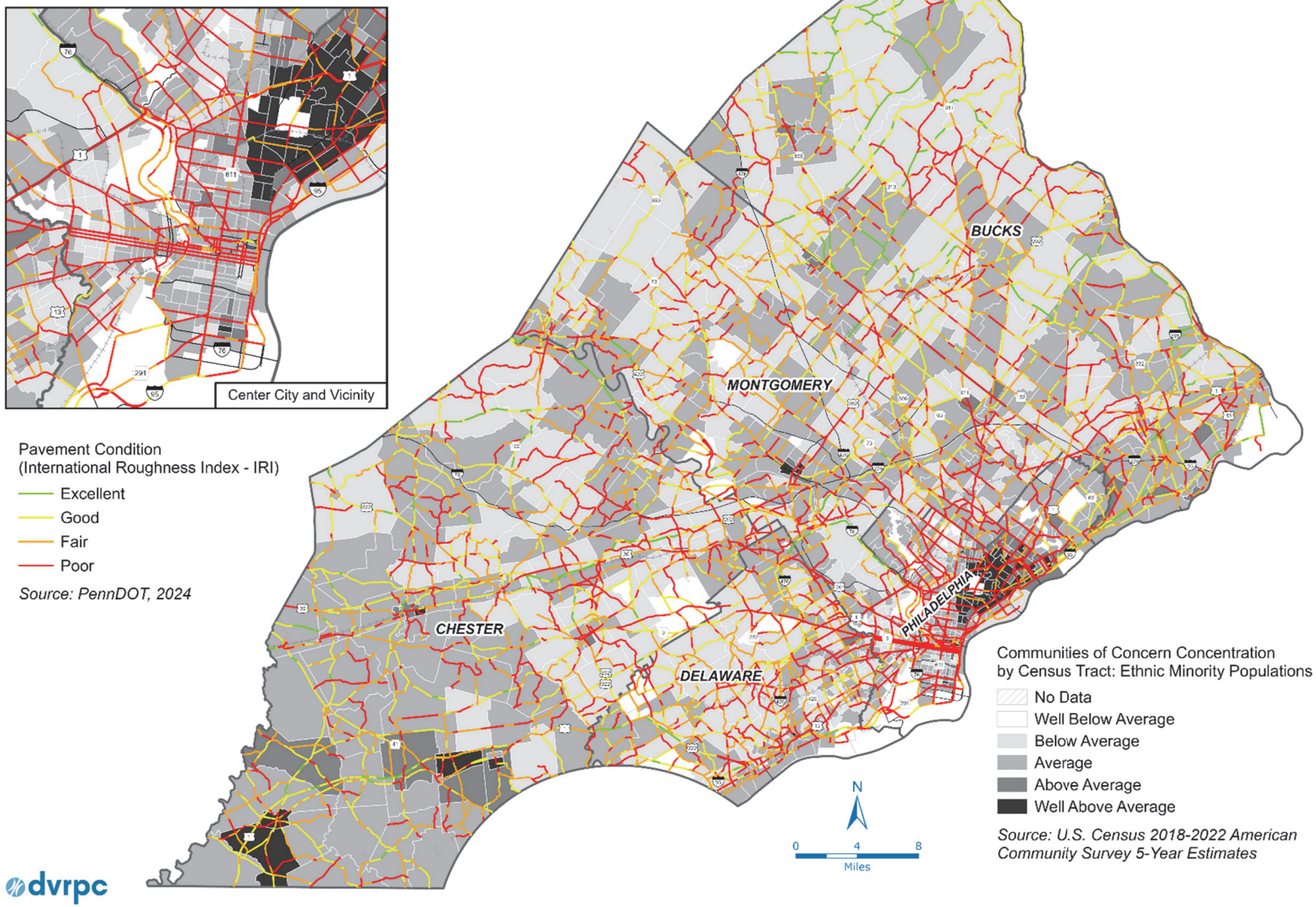

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Figure F9: Pavement Condition and Concentrations of Ethnic Minority Populations

Table F9: Distribution of Crashes (2018-2022) by Low-Income Population Intervals

Low-Income Intervals	Population	Population as a Percent of the Region	Total Crashes	Crashes Per 10K People	Fatalities per 10K People	Serious Injuries per 10K People
Well Above Average	545,212	13.0%	18,909	346.8	4.3	8.3
Above Average	710,636	16.9%	22,018	309.8	3.3	6.2
Average	1,177,761	28.0%	45,527	386.6	3	6.9
Below Average	1,767,679	42.1%	71,618	405.2	2.7	6.3
DVRPC- PA Regional	**4,201,288**	**100%**	**166,950**	**397.4**	**3.3**	**7**

Source: American Community Survey, U.S. Census Bureau, 2018-2022; PennDOT.
DVRPC's IPD analysis defines Low-Income Populations as 200% of the poverty level or below.

Table F10: Distribution of Crashes (2018-2022) by Racial Minority Population Intervals

Racial Minority Intervals	Population	Population as a Percent of the Region	Total Crashes	Crashes Per 10K People	Fatalities per 10K People	Serious Injuries per 10K People
Well Above Average	685,144	16.3%	21,037	307	3.6	7.8
Above Average	534,907	12.7%	16,688	312	3.7	6.2
Average	1,069,545	25.5%	41,976	392.5	3	6
Below Average	1,911,692	45.5%	78,371	410	2.8	6.9
DVRPC- PA Regional	**4,201,288**	**100%**	**166,950**	**397.4**	**3.3**	**7**

Source: American Community Survey, U.S. Census Bureau, 2018-2022; PennDOT.

Table F11: Distribution of Crashes (2018-2022) by Ethnic Minority Population Intervals

Ethnic Minority Intervals	Population	Population as a Percent of the Region	Total Crashes	Crashes Per 10K People	Fatalities per 10K People	Serious Injuries per 10K People
Well Above Average	291,054	6.9%	8,545	293.6	4.9	7.2
Above Average	269,236	6.4%	10,187	378.4	4.5	6.8
Average	2,163,073	51.5%	80,291	371.2	2.8	6.5
Below Average	1,406,561	33.5%	56,370	400.8	3	6.9
Well Below Average*	71,364	1.7%	2,679	375.4	2.7	7.3
DVRPC- PA Regional	**4,201,288**	**100%**	**166,950**	**397.4**	**3.3**	**7**

Source: American Community Survey, U.S. Census Bureau, 2018-2022; PennDOT.
**DVRPC's Indicators of Potential Disadvantage (IPD) includes a fifth interval for Well Below Average concentrations of ethnic minority populations.*

Figure F10: Bicyclist and Pedestrian Related Crashes, Killed and Severely-Injured (KSI) (2018-2022) and Concentrations of Low-Income Populations

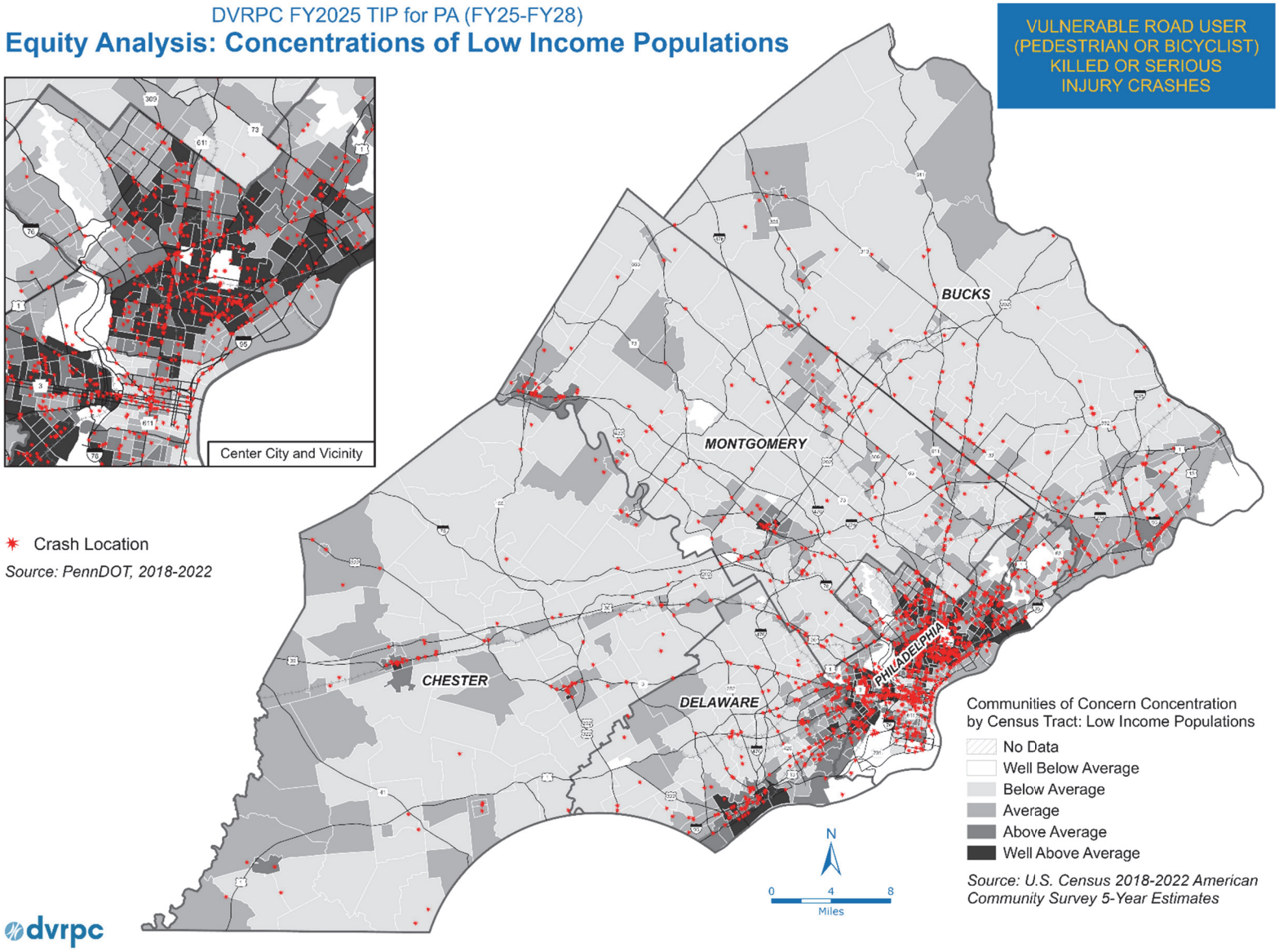


Figure F11: Bicyclist and Pedestrian Related Crashes, Killed and Severely-Injured (KSI (2018-2022) and Concentrations of Racial Minority Populations

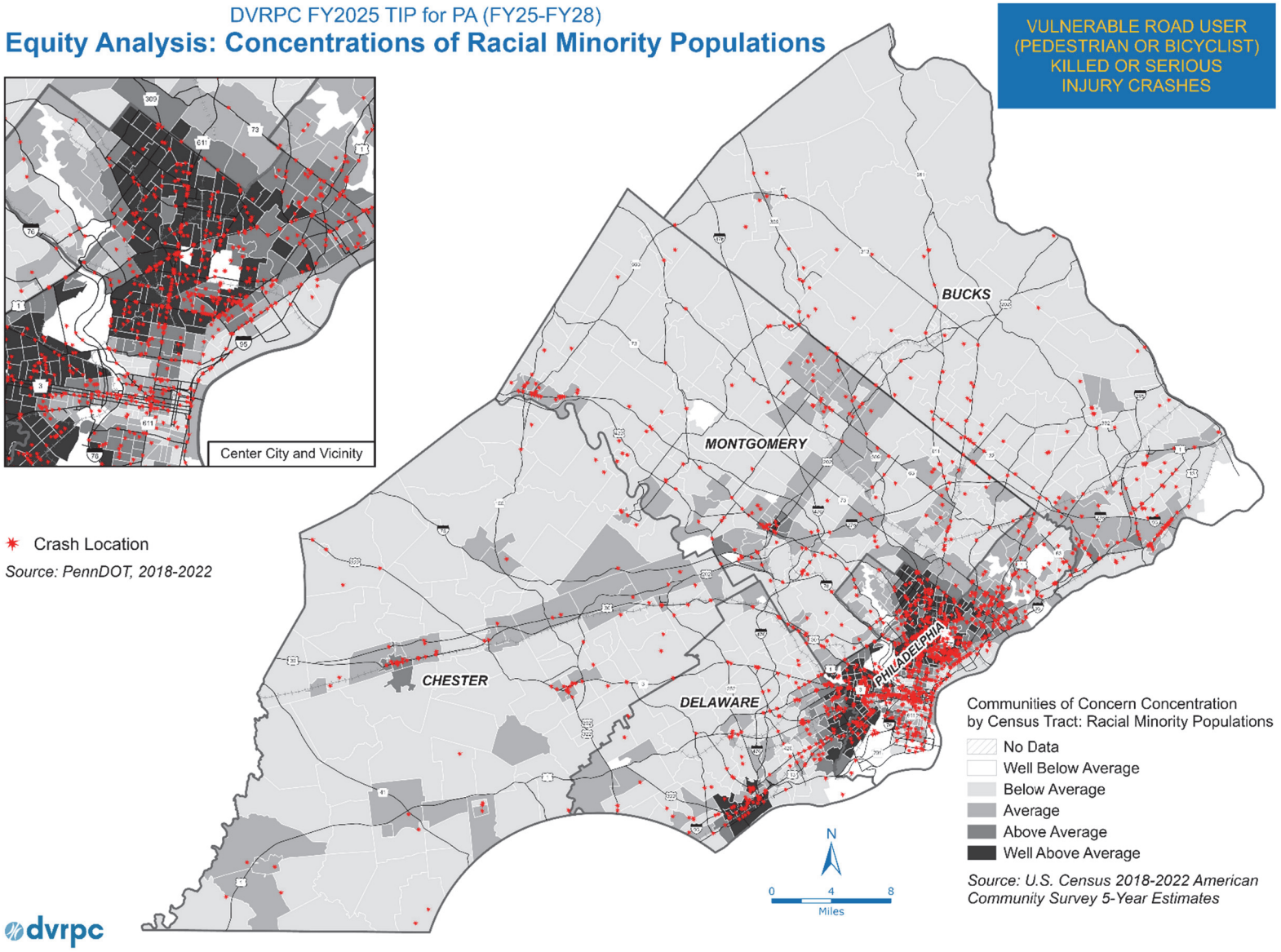


Figure F12: Bicyclist and Pedestrian Related Crashes, Killed and Severely-Injured (KSI (2018-2022) and Concentrations of Ethnic Minority Populations

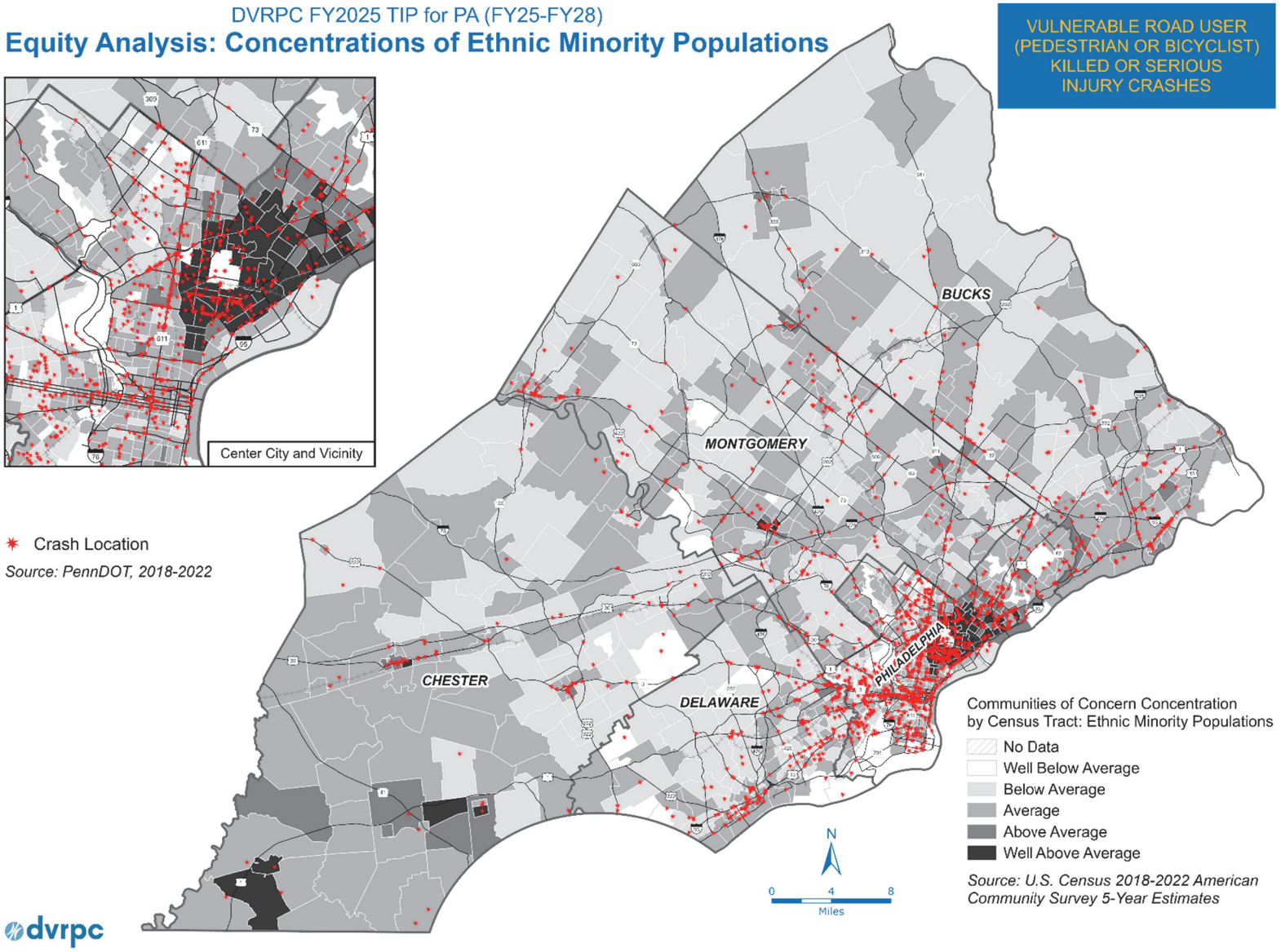


Table F12: Distribution of Bicyclist and Pedestrian Related Crashes (2018-2022) by Low-Income Population Intervals

Low-Income Intervals	Population	Population as a Percent of the Region	Total VRU* KSI** Crashes	VRU* KSI** Crashes per 10K People	VRU* Fatalities per 10K People	VRU* Serious Injuries per 10K People
Well Above Average	545,212	13.0%	259	4.8	1.4	3.6
Above Average	710,636	16.9%	246	3.5	0.9	2.6
Average	1,177,761	28.0%	220	1.9	0.4	1.5
Below Average	1,767,679	42.1%	184	1	0.3	0.8
DVRPC- PA Regional	**4,201,288**	**100%**	**952**	**2.3**	**0.6**	**1.7**

Source: American Community Survey, U.S. Census Bureau, 2018-2022; PennDOT.
DVRPC's IPD analysis defines Low-Income Populations as 200% of the poverty level or below.
**Vulnerable Road Users (VRUs) include bicycle users and pedestrians*
***Killed and Severely Injured (KSI)*

Table F13: Distribution of Bicyclist and Pedestrian Related Crashes (2018-2022) by Racial Minority Population Intervals

Racial Minority Intervals	Population	Population as a Percent of the Region	Total VRU* KSI** Crashes	VRU* KSI** Crashes per 10K People	VRU* Fatalities per 10K People	VRU* Serious Injuries per 10K People
Well Above Average	545,212	13.0%	292	4.3	1.2	3.3
Above Average	710,636	16.9%	181	3.4	1	2.5
Average	1,177,761	28.0%	221	2.1	0.5	1.6
Below Average	1,767,679	42.1%	215	1.1	0.3	0.9
DVRPC- PA Regional	**4,201,288**	**100%**	**952**	**2.3**	**0.6**	**1.7**

Source: American Community Survey, U.S. Census Bureau, 2018-2022; PennDOT.

Table F14: Distribution of Bicyclist and Pedestrian Related Crashes (2018-2022) by Ethnic Minority Population Intervals

Ethnic Minority Intervals	Population	Population as a Percent of the Region	Total VRU* KSI** Crashes	VRU* KSI** Crashes per 10K People	VRU* Fatalities per 10K People	VRU* Serious Injuries per 10K People
Well Above Average	545,212	13.0%	142	4.9	1.4	3.6
Above Average	710,636	16.9%	92	3.4	1.1	2.4
Average	1,177,761	28.0%	424	2	0.5	1.5
Below Average	1,767,679	42.1%	238	1.7	0.5	1.3
Well Below Average*	71,364	1.7%	13	1.8	0.6	1.3
DVRPC- PA Regional	**4,201,288**	**100%**	**952**	**2.3**	**0.6**	**1.7**

Source: American Community Survey, U.S. Census Bureau, 2018-2022; PennDOT.
**DVRPC's Indicators of Potential Disadvantage (IPD) includes a fifth interval for Well Below Average concentrations of ethnic minority populations.*

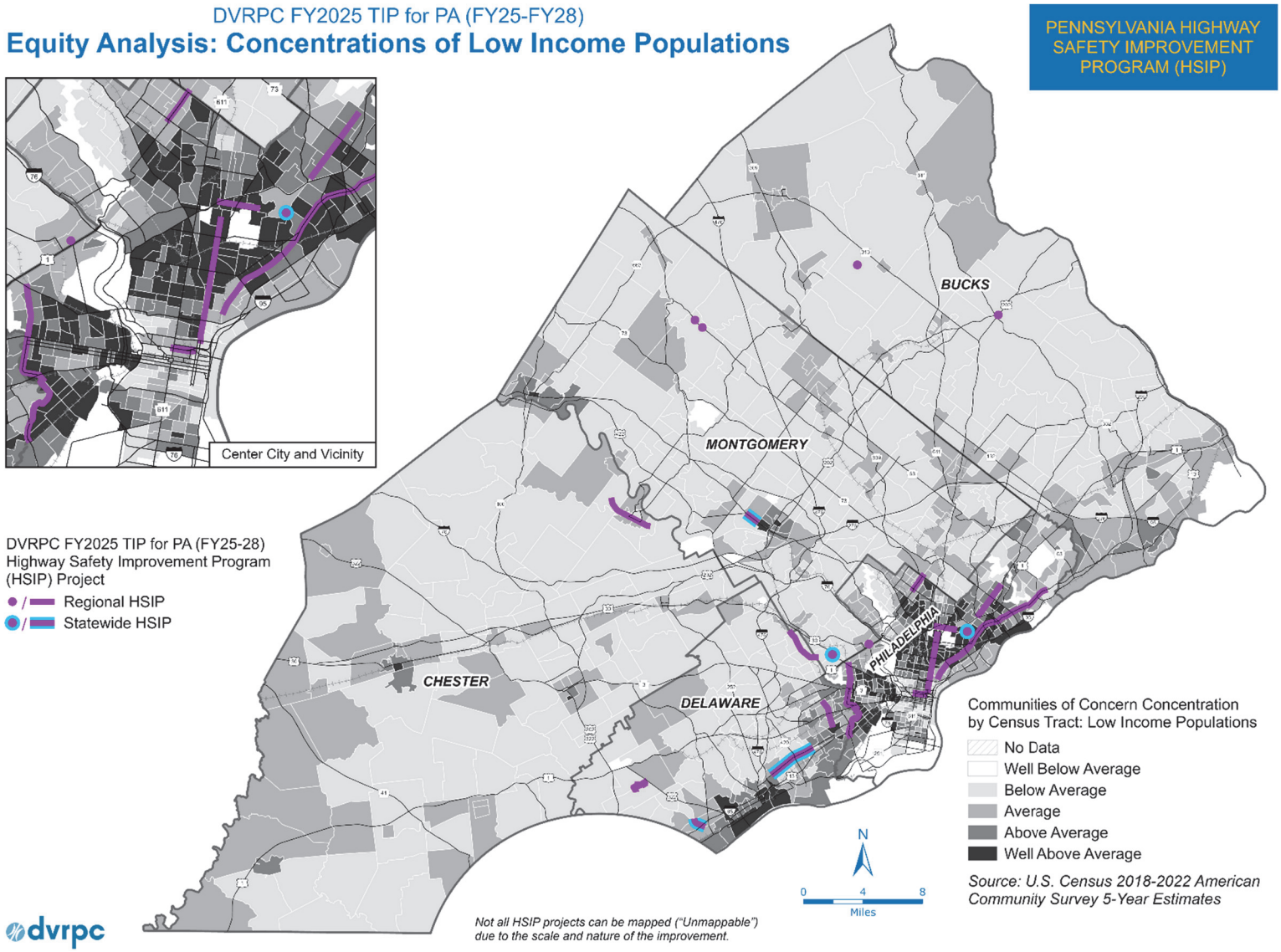


Figure F13: Pennsylvania Highway Safety Improvement Program (HSIP) and Concentrations of Low-Income Populations

Figure F14: Pennsylvania Highway Safety Improvement Program (HSIP) and Concentrations of Racial Minority Populations

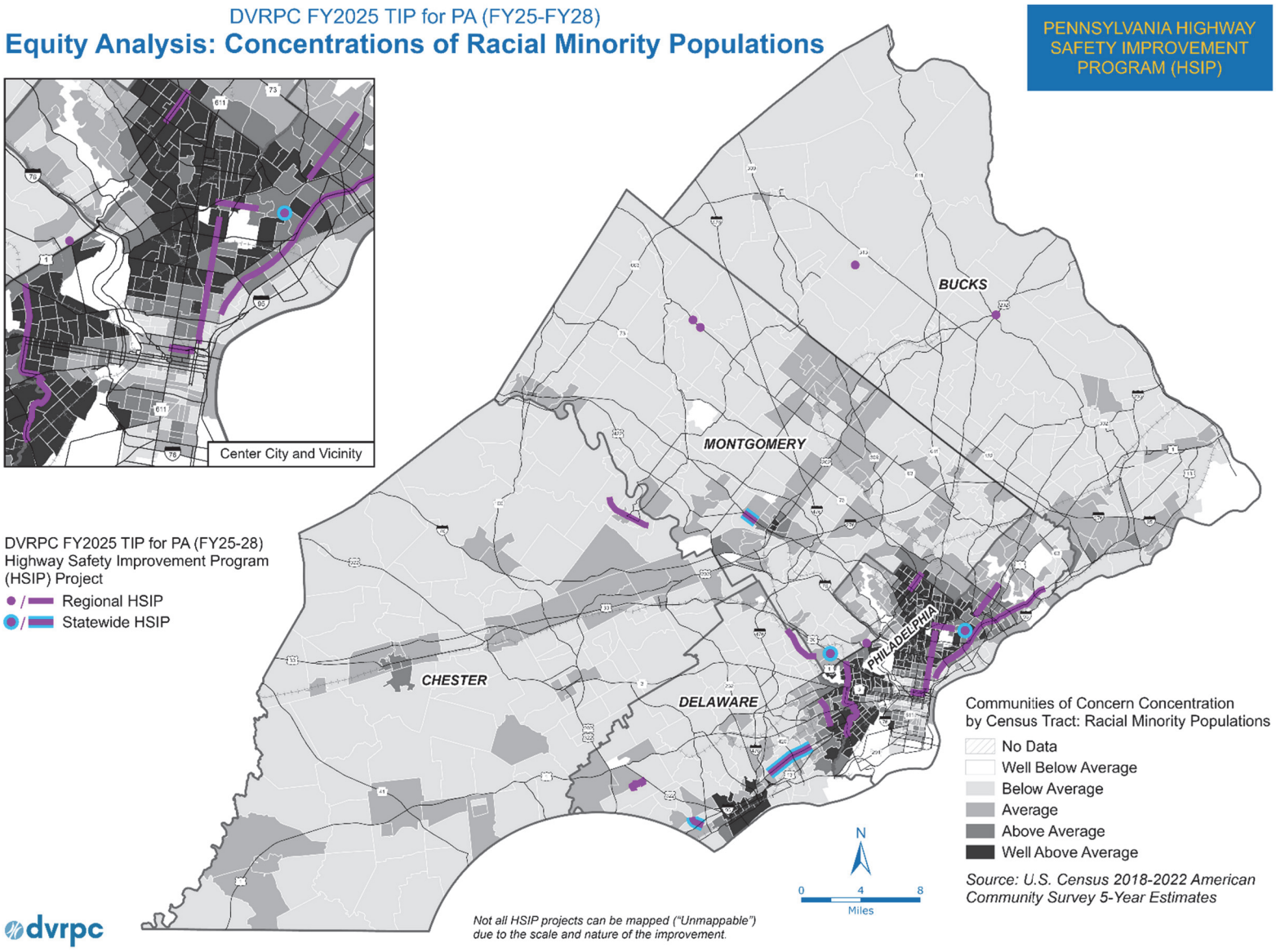


Figure F15: Pennsylvania Highway Safety Improvement Program (HSIP) and Concentrations of Ethnic Minority Populations

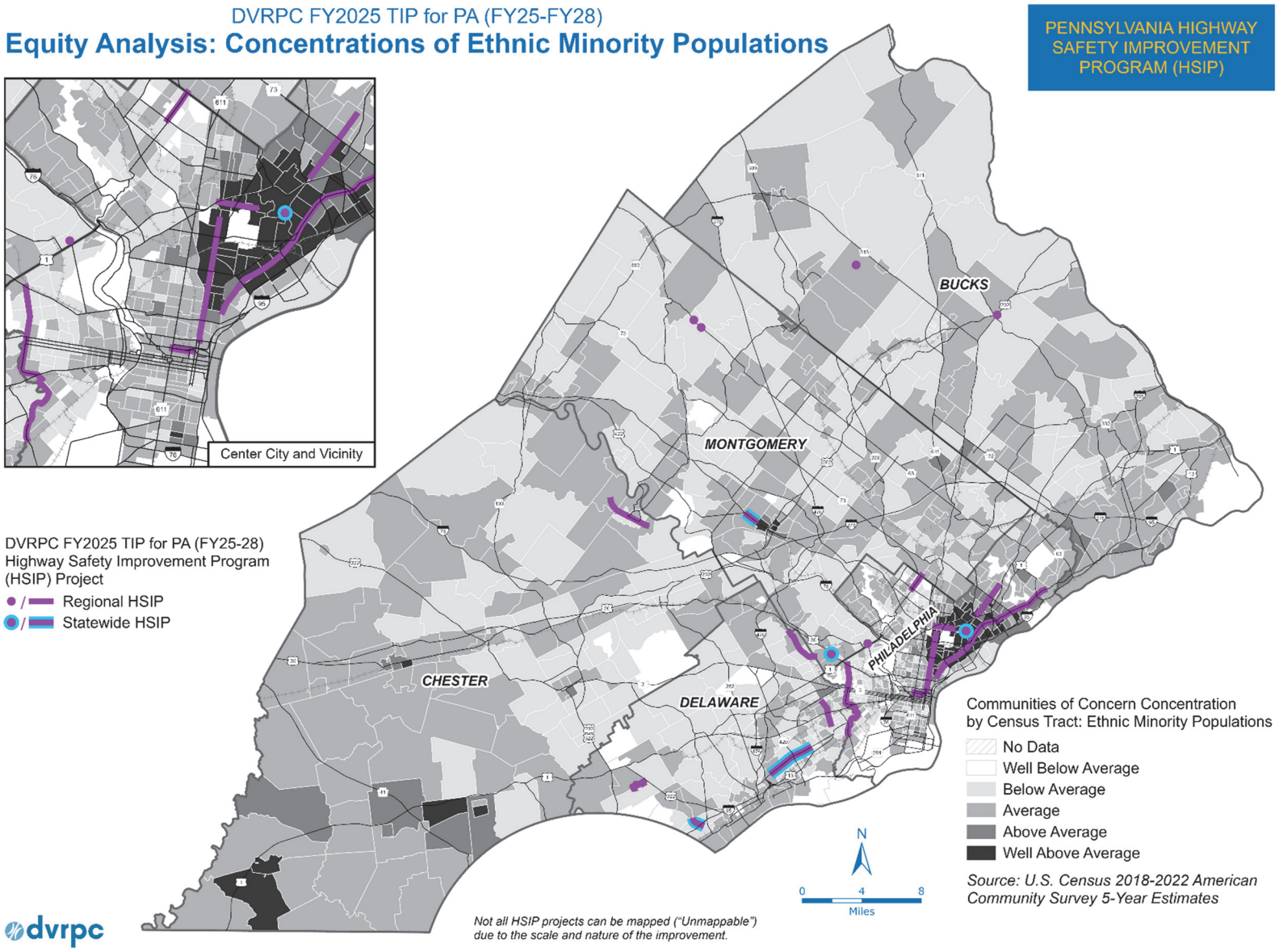
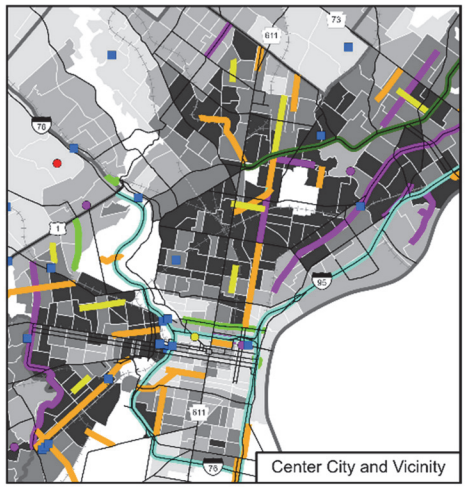


Figure F16: TIP "Highway Program" Projects and Concentrations of Low-Income Populations

DVRPC FY2025 TIP for PA (FY25-FY28)

Equity Analysis: Concentrations of Low Income Populations

PENNSYLVANIA HIGHWAY PROGRAM



DVRPC FY2025 TIP for PA (FY25-28)

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

BUCKS

MONTGOMERY

CHESTER

DELAWARE

PHILADELPHIA

Not all TIP projects can be mapped ("Unmappable") due to the scale and nature of the improvement. Appendix F lists all 85 TIP projects in the Highway and Transit Programs that are not mappable and/or lack statistically significant residential census data.

N

0 4 8

Miles

Communities of Concern Concentration by Census Tract: Low Income Populations

- No Data
- Well Below Average
- Below Average
- Average
- Above Average
- Well Above Average

Source: U.S. Census 2018-2022 American Community Survey 5-Year Estimates

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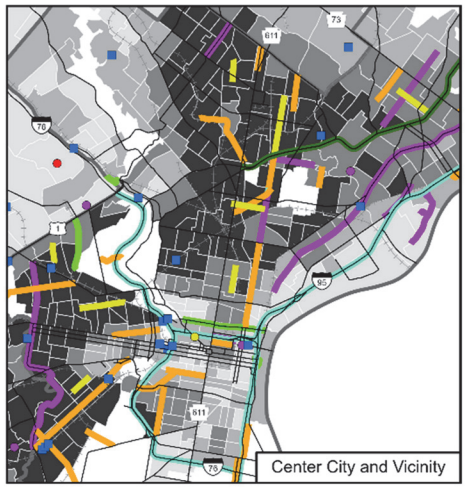
Figure F17: TIP "Highway Program" Projects and Concentrations of Racial Minority Populations

DVRPC FY2025 TIP for PA (FY25-FY28)

Equity Analysis: Concentrations of Racial Minority Populations

PENNSYLVANIA HIGHWAY PROGRAM



DVRPC FY2025 TIP for PA (FY25-28)

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

BUCKS

MONTGOMERY

CHESTER

DELAWARE

PHILADELPHIA

Not all TIP projects can be mapped ("Unmappable") due to the scale and nature of the improvement. Appendix F lists all 85 TIP projects in the Highway and Transit Programs that are not mappable and/or lack statistically significant residential census data.

N

0 4 8 Miles

Communities of Concern Concentration by Census Tract: Racial Minority Populations

- No Data
- Well Below Average
- Below Average
- Average
- Above Average
- Well Above Average

Source: U.S. Census 2018-2022 American Community Survey 5-Year Estimates

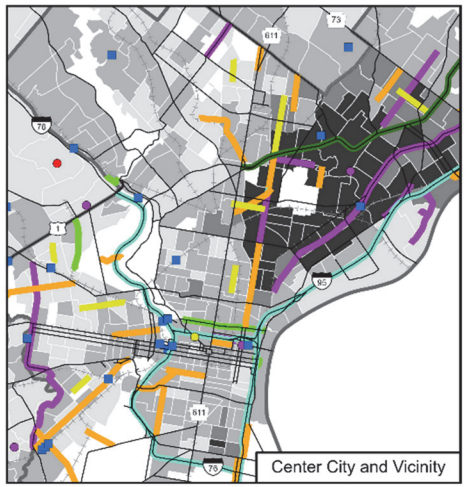
dvrpc

Figure F18: TIP "Highway Program" Projects and Concentrations of Ethnic Minority Populations

DVRPC FY2025 TIP for PA (FY25-FY28)

Equity Analysis: Concentrations of Ethnic Minority Populations

PENNSYLVANIA HIGHWAY PROGRAM



DVRPC FY2025 TIP for PA (FY25-28)
- Intersection/Interchange Improvement
- Bicycle/Pedestrian Improvement
- Bridge Repair/Replacement
- Signal/ITS Improvement
- Roadway New Capacity
- Roadway Rehabilitation
- Streetscape
- Other

BUCKS
MONTGOMERY
CHESTER
DELAWARE
PHILADELPHIA

Not all TIP projects can be mapped ("Unmappable") due to the scale and nature of the improvement. Appendix F lists all 85 TIP projects in the Highway and Transit Programs that are not mappable and/or lack statistically significant residential census data.

N

0 4 8
Miles

Communities of Concern Concentration by Census Tract: Ethnic Minority Populations
- No Data
- Well Below Average
- Below Average
- Average
- Above Average
- Well Above Average

Source: U.S. Census 2018-2022 American Community Survey 5-Year Estimates

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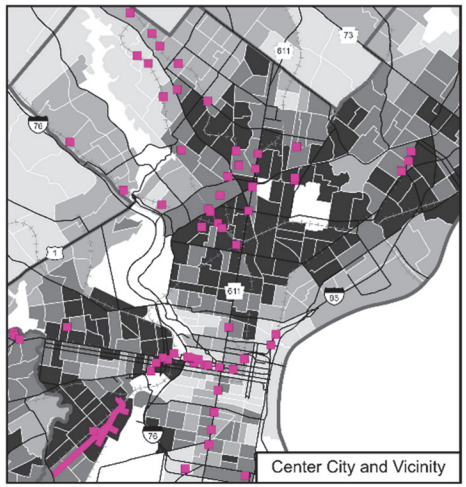
DVRPC FY2025 TIP for PA (FY25-FY28)

Equity Analysis: Concentrations of Low Income Populations

PENNSYLVANIA REGIONAL PUBLIC TRANSIT PROGRAM



DVRPC FY2025 TIP for PA (FY25-28)

Transit Project

BUCKS

MONTGOMERY

CHESTER

DELAWARE

PHILADELPHIA

Communities of Concern Concentration by Census Tract: Low Income Populations

- No Data
- Well Below Average
- Below Average
- Average
- Above Average
- Well Above Average

Source: U.S. Census 2018-2022 American Community Survey 5-Year Estimates

N

0 4 8 Miles

Not all TIP projects can be mapped ("Unmappable") due to the scale and nature of the improvement. Appendix F lists all 85 TIP projects in the Highway and Transit Programs that are not mappable and/or lack statistically significant residential census data.

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Figure F19: Transit Projects and Concentrations of Low-Income Populations

DVRPC FY2025 TIP for PA (FY25-FY28)

Equity Analysis: Concentrations of Racial Minority Populations

PENNSYLVANIA REGIONAL PUBLIC TRANSIT PROGRAM

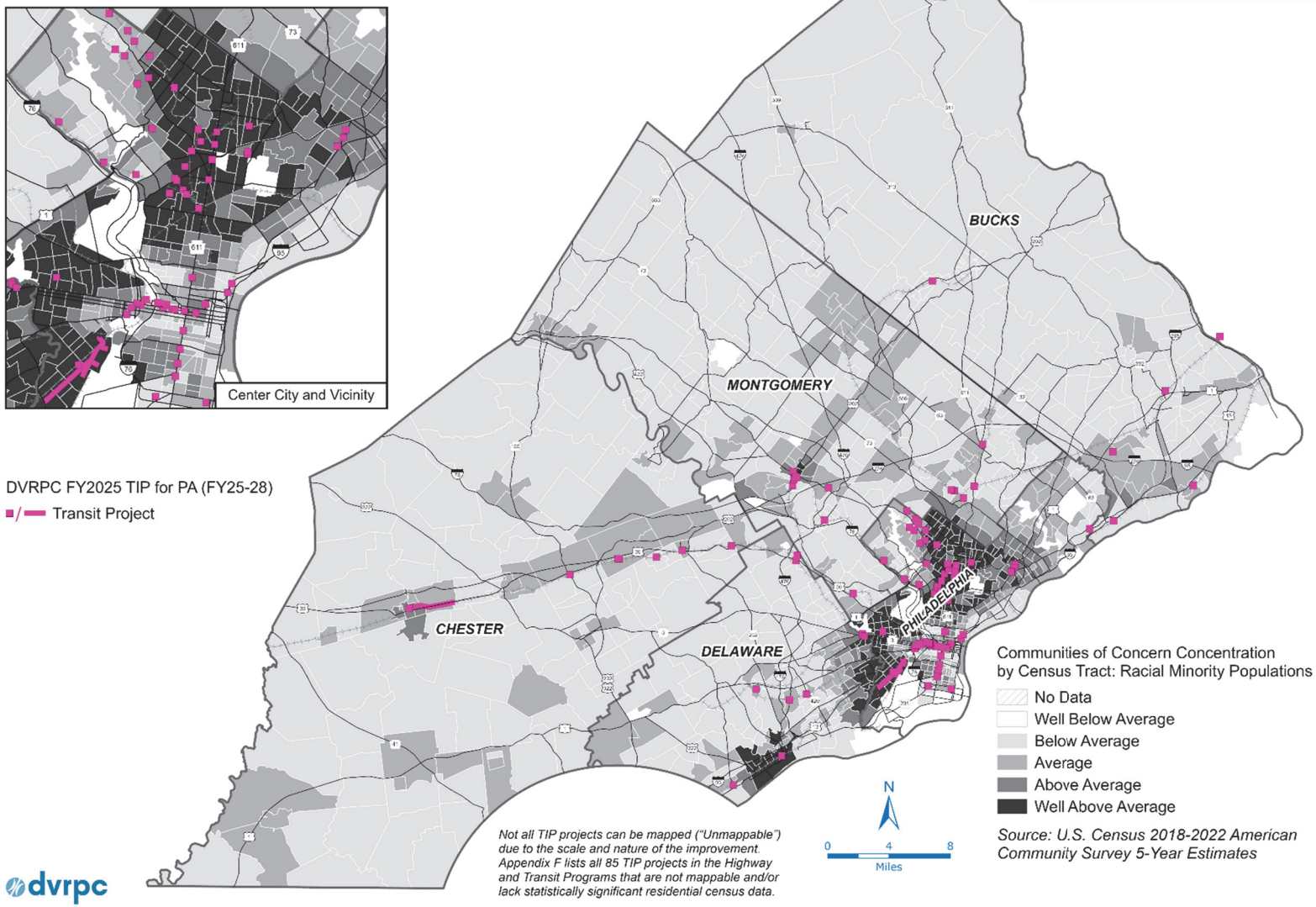

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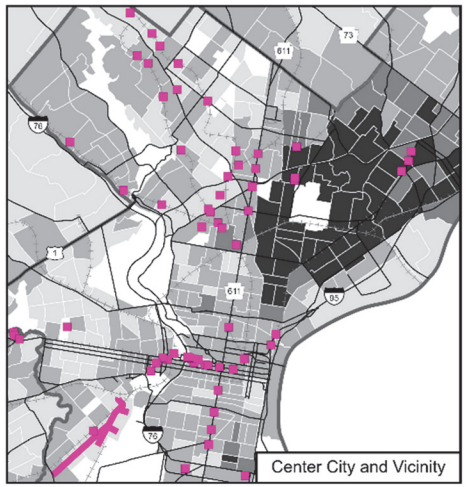
Figure F20: Transit Projects and Concentrations of Racial Minority Populations

DVRPC FY2025 TIP for PA (FY25-FY28)

Equity Analysis: Concentrations of Ethnic Minority Populations

PENNSYLVANIA REGIONAL PUBLIC TRANSIT PROGRAM



DVRPC FY2025 TIP for PA (FY25-28)

Transit Project

BUCKS

MONTGOMERY

CHESTER

DELAWARE

PHILADELPHIA

Communities of Concern Concentration by Census Tract: Ethnic Minority Populations

- No Data
- Well Below Average
- Below Average
- Average
- Above Average
- Well Above Average

Source: U.S. Census 2018-2022 American Community Survey 5-Year Estimates

N

0 4 8

Miles

Not all TIP projects can be mapped ("Unmappable") due to the scale and nature of the improvement. Appendix F lists all 85 TIP projects in the Highway and Transit Programs that are not mappable and/or lack statistically significant residential census data.

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Figure F21: Transit Projects and Concentrations of Ethnic Minority Populations

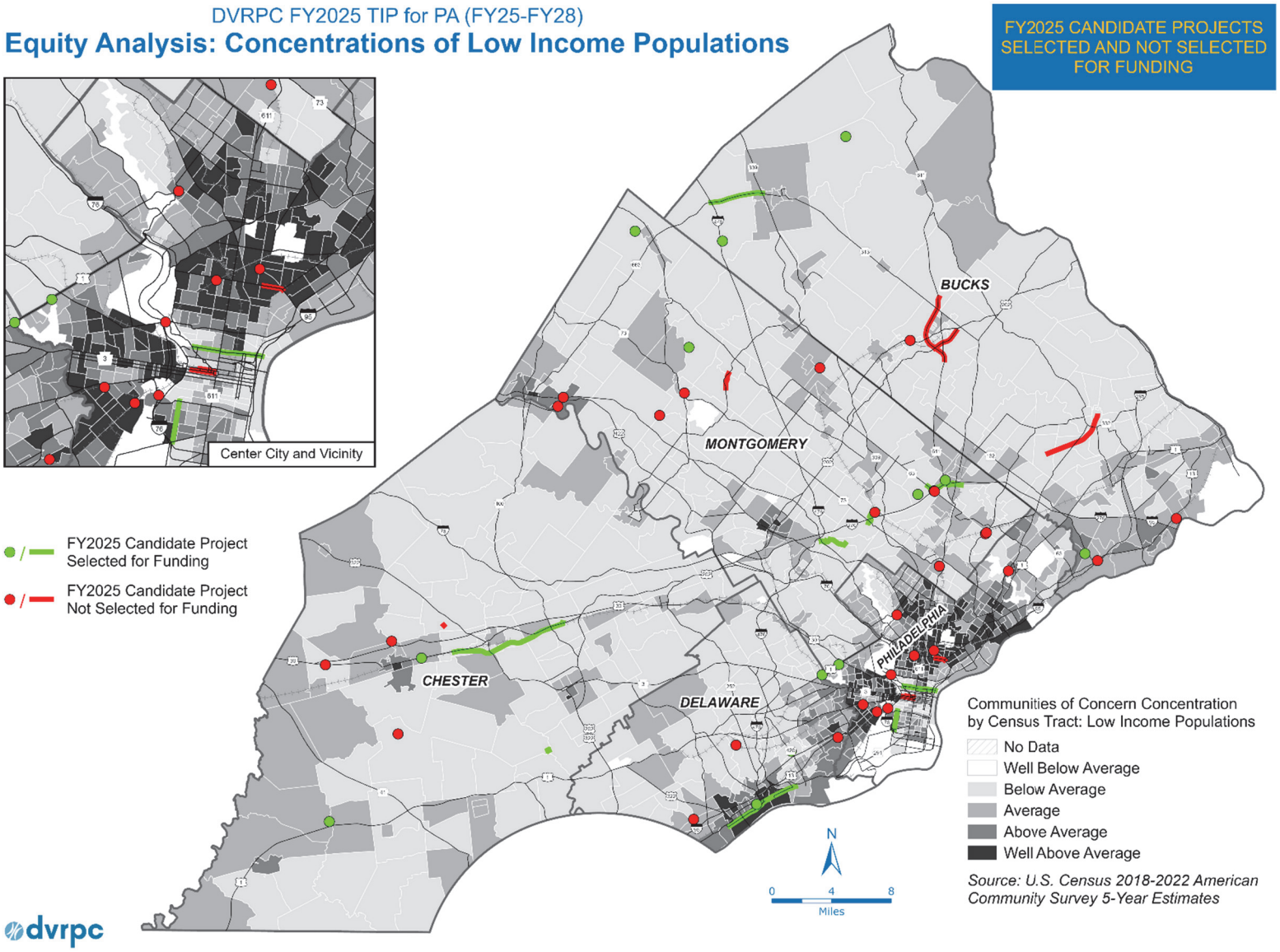


Figure F22: Candidate Projects and Concentrations of Low-Income Populations

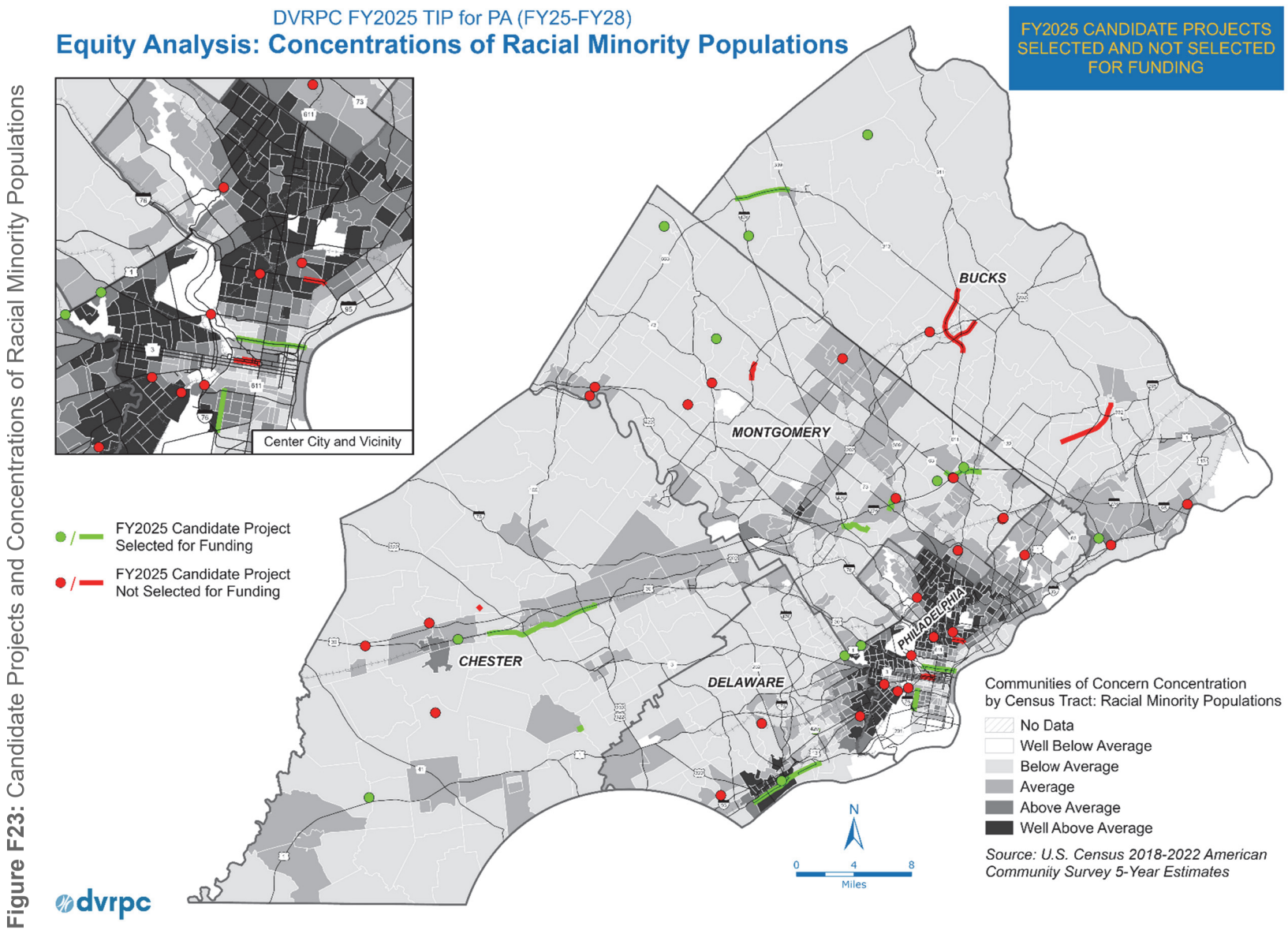
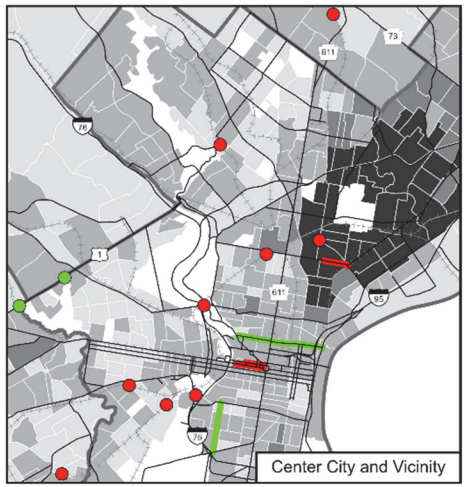


Figure F23: Candidate Projects and Concentrations of Racial Minority Populations

DVRPC FY2025 TIP for PA (FY25-FY28)

Equity Analysis: Concentrations of Ethnic Minority Populations

FY2025 CANDIDATE PROJECTS SELECTED AND NOT SELECTED FOR FUNDING



FY2025 Candidate Project Selected for Funding

FY2025 Candidate Project Not Selected for Funding

BUCKS

MONTGOMERY

CHESTER

DELAWARE

PHILADELPHIA

N

0 4 8

Miles

Communities of Concern Concentration by Census Tract: Ethnic Minority Populations

- No Data
- Well Below Average
- Below Average
- Average
- Above Average
- Well Above Average

Source: U.S. Census 2018-2022 American Community Survey 5-Year Estimates

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Figure F24: Candidate Projects and Concentrations of Ethnic Minority Populations

Figure F25: Pennsylvania Interstate Management Program Projects and Concentrations of Low-Income Populations

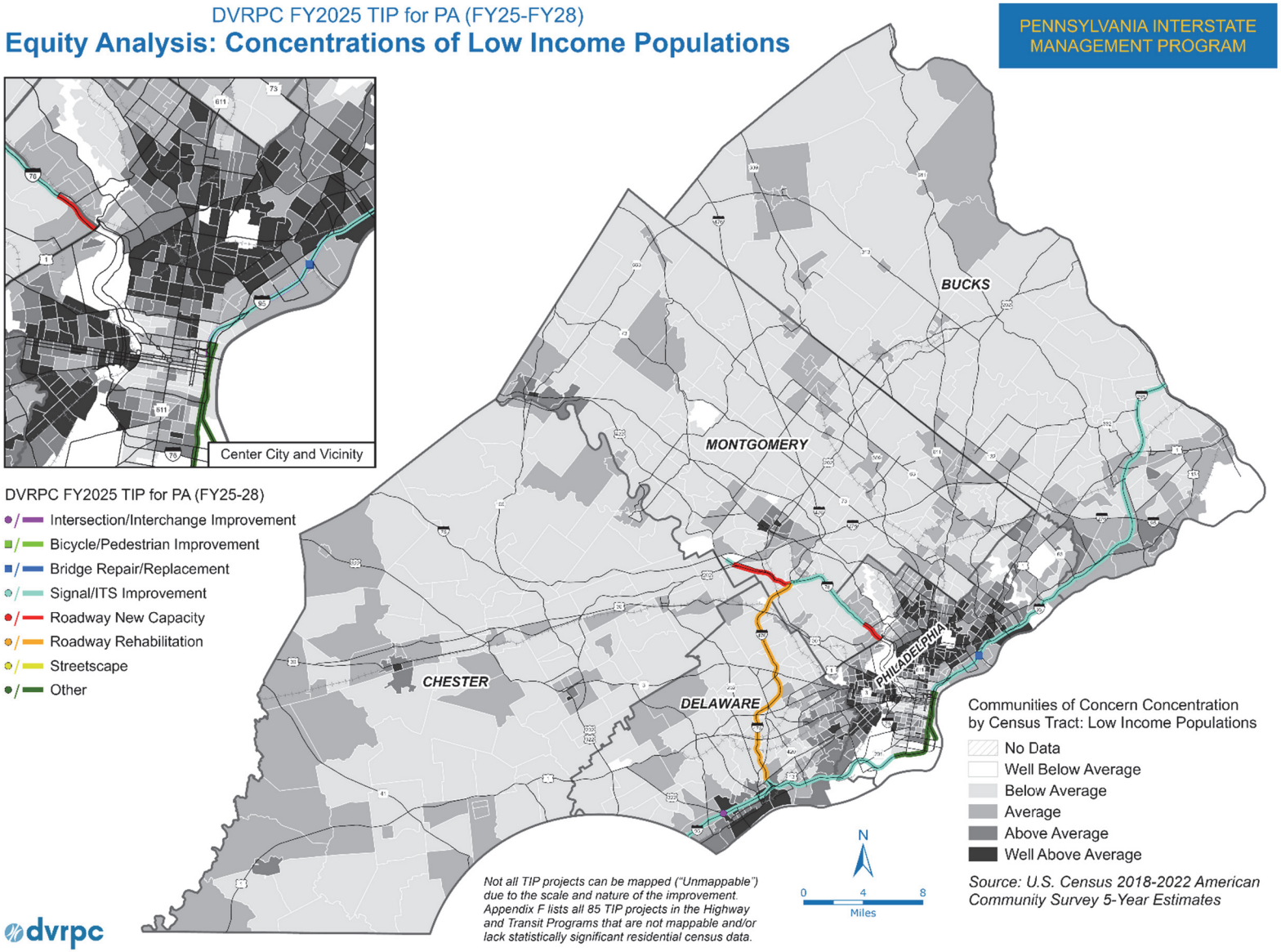

Figure F26: Pennsylvania Interstate Management Program Projects and Concentrations of Racial Minority Populations

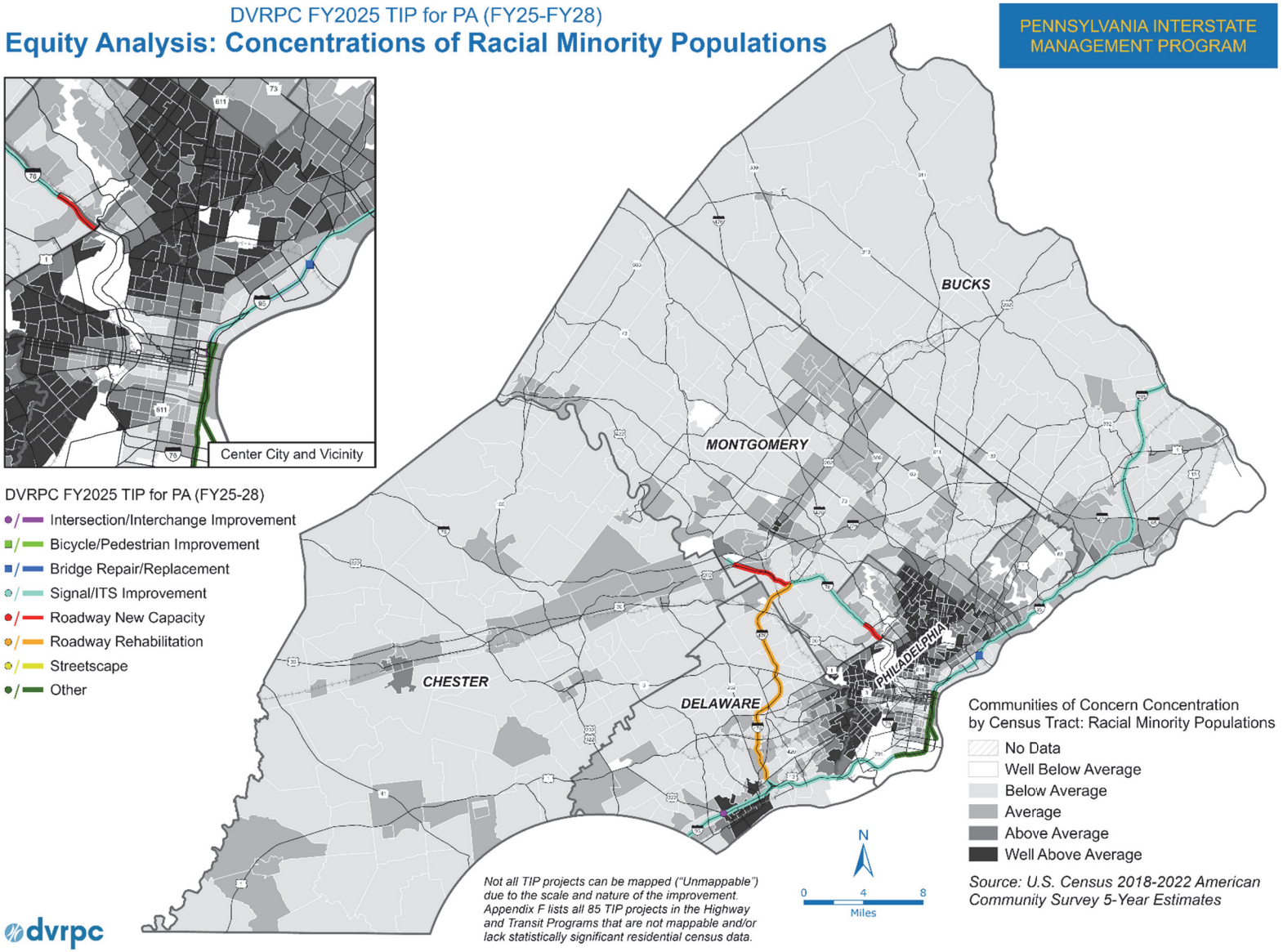

Figure F27: Pennsylvania Interstate Management Program Projects and Concentrations of Ethnic Minority Populations

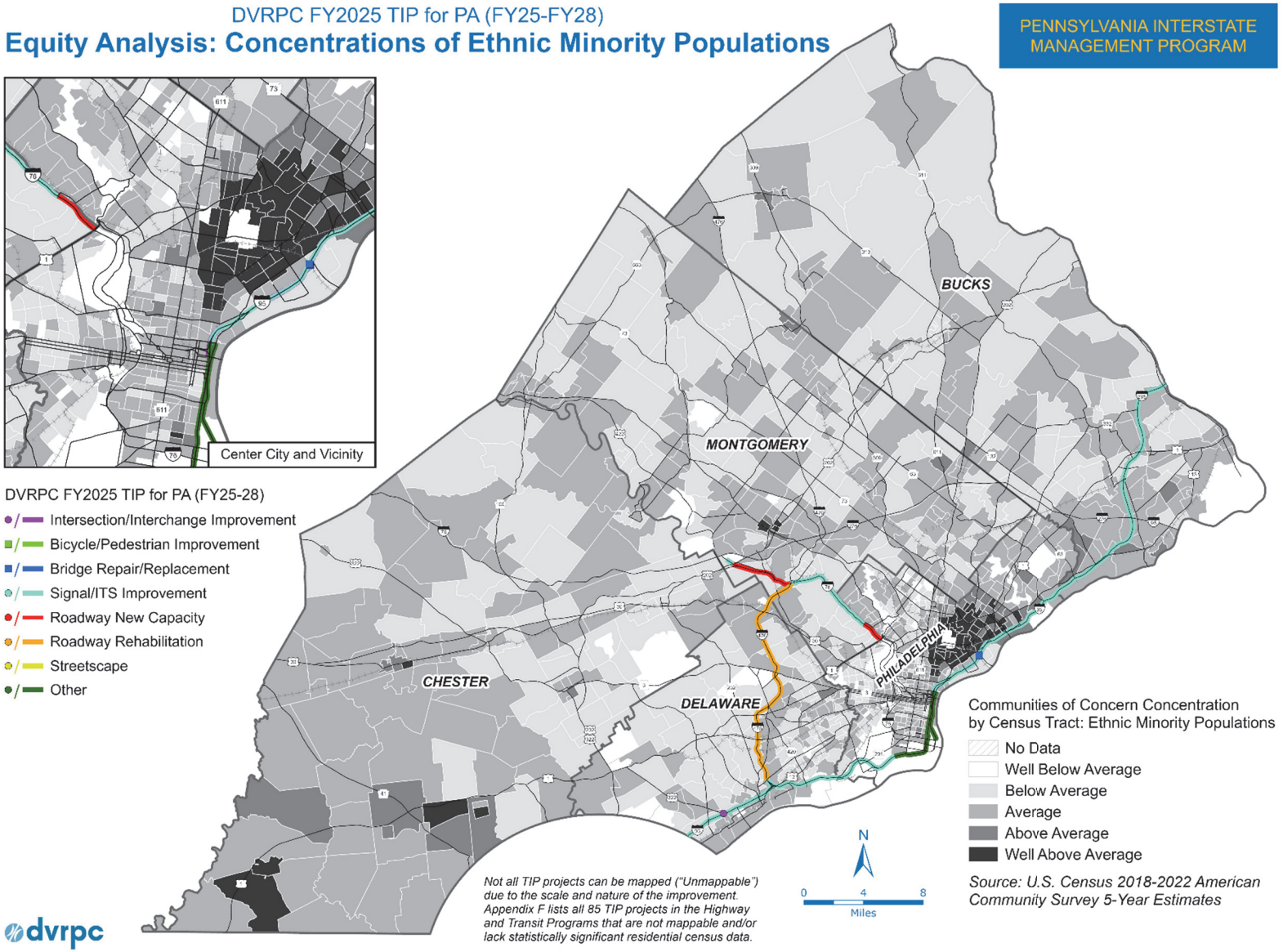

Table F15: List of Unmappable TIP Projects

MPMS #	Project Name	Project Type
16178	Construction Management Tasks	Other
16438	PA 309, Connector Project - Phase I	Roadway New Capacity
46959	I-95 Design Review Manager	Other
48201	DVRPC Competitive CMAQ Program	Other
51095	ITS Program Integrator	Signal/ITS Improvements
57902	City Wide 3R Betterments Line Item	Roadway Rehabilitation
57927	Regional Safety Initiatives (HSIP) Line Item	Intersection/Interchange Improvements
59935	Capital Operating Assistance - Pottstown Area Rapid Transit (PART)	Transit Improvements
59966	Capital Asset Lease Program	Transit Improvements
59973	Utility Fleet Renewal Program - Non Revenue Vehicles	Transit Improvements
60275	Debt Service	Transit Improvements
60582	Vehicle Overhaul Program	Transit Improvements
60599	Paratransit Vehicle Purchase	Transit Improvements
60611	SEPTA Key (Fare Collection System/New Payment Technologies)	Transit Improvements
60638	Regional Rail Car and Locomotive Acquisition	Transit Improvements
63406	Retrofit for Bike Lanes and Shoulders	Bicycle/Pedestrian Improvement
64984	Transportation Alternatives - Urban (TAU) Line Item	Bicycle/Pedestrian Improvement
65109	Transit Flex - SEPTA	Transit Improvements
75854	District Program Management Services "A"	Other
75855	District Program Management Services "B"	Other
79927	Highway Reserve Line Item-STP	Other
79929	Bridge Reserve Line Item	Other
79980	STU Reserve Line Item	Other
82087	Systemic Intersection Improvement Program	Intersection/Interchange Improvements
82088	Systemic Vulnerable User Improvements	Intersection/Interchange Improvements
82089	Systemic Improvements: Wrong Way Countermeasures	Intersection/Interchange Improvements
82091	ITS Network Arch Tech Refresh Ph1 - PA 309 Hubs	Signal/ITS Improvements
82095	Systemic Improvements: High Friction Surface Treatments	Intersection/Interchange Improvements

82216	NHPP Reserve Line Item	Other
83743	ADA Ramps Line Item	Bicycle/Pedestrian Improvement
84318	CAQ Reserve Line Item	Other
84457	Signal Retiming Program	Signal/ITS Improvements
90497	Infrastructure Safety and Renewal Program	Transit Improvements
90512	SEPTA Bus Purchase Program	Transit Improvements
92182	Expressway Service Patrol 13-16 Suburban Counties	Signal/ITS Improvements
95739	Transportation Capital Improvements	Transit Improvements
96223	Philadelphia Signal Retiming	Signal/ITS Improvements
102105	Municipal Bridge Line Item	Bridge Repair/Replacement
102275	Study Line Item	Other
102565	Track Improvement Program	Transit Improvements
102571	Communications, Signals, & Technology Improvements	Transit Improvements
102665	Signal Upgrade Line Item	Signal/ITS Improvements
106648	Sink Holes Line Item	Roadway Rehabilitation
106649	Stormwater Permits/Environmental Mitigation Design	Roadway Rehabilitation
106654	I-95 Transportation Demand Mgt (TMA)	Other
109847	ROW Divestment 6-0	Other
112525	Citywide 3R 111	Roadway Rehabilitation
112527	Citywide ADA Ramps 3	Roadway Rehabilitation
113257	Outdoor Advertising Control	Other
113813	Group HB1 Bridge Rehabilitation	Bridge Repair/Replacement
115687	I-95: Allegheny & Castor Ave Int.	Other
115964	Transportation Operations 2022-23	Other
115965	TAP Project Engineering/Management 2022-23	Other
115966	CMAQ Project Engineering/Management 2022-23	Other
115968	Travel Monitoring 2022-23	Other
115969	Regional GIS Coordination 2022-23	Other
115970	Air Quality Action Supplemental Services 2022-23	Other
115971	Transportation Systems Management and Operations (TSMO)	Other
115972	I-95 Planning Assistance 2022-23	Other
115973	Enhance and Maintain Travel Forecasting Tools 2022-23	Other
115974	District 6 Modeling Assistance 2022-23	Other

116807	Citywide ADA Ramps 4	Roadway Rehabilitation
117341	Penn's Landing Project Development - Local	Other
117904	PA Transportation and Community Development Initiative (TCDI) 2022-23	Other
117912	PA SHRPP 2022-23	Other
117928	Travel Options Program (TOP) 2022-23	Other
117929	PA Transportation Demand Management (TDM) Base Program 2022-23	Other
117930	PA Transportation Demand Management (TDM) Base Program Administration and Commuter Services 2022-23	Other
117931	Regional TOP Competitive Administration 2022-23	Other
117966	Overbrook Education Center Slow Zone	Bicycle/Pedestrian Improvement
117997	Bridge Investment Program Line Item	Other
118014	2023 Bridge Painting Pkge	Bridge Repair/Replacement
118015	CMAQ Flex for SEPTA Projects of Significance Line Item	Transit Improvements
118036	HSIP Supportive Line Item	Other
118494	Eastern Delaware County Bikeway Implementation Plan (TOP)	Bicycle/Pedestrian Improvement
118496	The Woodland Avenue Trolley Portal Complete Streets Project (TOP)	Bicycle/Pedestrian Improvement
119299	Carbon Reduction Program Line Item	Other
119476	I-76 Arterial Corridor ITS	Signal/ITS Improvements
120934	Bucks and Montgomery Counties ADA Ramps	Bicycle/Pedestrian Improvement
120938	Chester and Delaware Counties ADA Ramps	Bicycle/Pedestrian Improvement
120940	Philadelphia County ADA Ramps	Bicycle/Pedestrian Improvement
120942	MS4 and 105 Remediation	Streetscape
120993	North Philadelphia School Zones RAISE 23	Bicycle/Pedestrian Improvement
121366	Resiliency and Sustainability Program	Transit Improvements
121367	Safe, Clean, and Secure Program	Transit Improvements

Source: DVRPC, 2024.

Appendix G

Title VI Policy Statement and Complaint Procedures

DELAWARE VALLEY
dvrpc
REGIONAL
PLANNING COMMISSION

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Title VI Policy Statement

The Delaware Valley Regional Planning Commission (DVRPC) fully complies with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related nondiscrimination mandates in all programs and activities. DVRPC is committed to ensuring that no person is excluded from participation in, or denied the benefits of, all programs and activities on the basis of race, creed color, national origin, age, gender, disability, sexual orientation, or income level, as protected by Title VI of the Civil Rights Act of 1964 and other related nondiscrimination mandates.

DVRPC's website, www.dvrpc.org, may be translated into multiple languages. Publications and other public documents can be made available in alternative languages and formats, if requested. DVRPC's public meetings are always held in ADA-accessible facilities, and held in transit-accessible locations whenever possible. DVRPC will work to accommodate all reasonable requests for translation, interpretation, accommodations or other auxiliary services and encourages that requests be made at least seven days prior to a public meeting. Requests can be made by contacting the ADA and Title VI Compliance Officer Shoshana Akins via email at public_affairs@dvrpc.org, calling (215) 592-1800, or while registering for an upcoming meeting.

Any person who believes they have been aggrieved by an unlawful discriminatory practice by DVRPC under Title VI has a right to file a formal complaint. Any such complaint must be in writing and filed with DVRPC's ADA and Title VI Compliance Officer Shoshana Akins and/or the appropriate state or federal agency within 180 days of the alleged discriminatory occurrence. Complaints that a program, service, or activity of DVRPC is not accessible to persons with disabilities should be directed to Shoshana Akins as well. For more information on DVRPC's Title VI program or to obtain a Title VI Complaint Form, please visit: www.dvrpc.org/GetInvolved/TitleVI, call (215) 592-1800, or email public_affairs@dvrpc.org.

DVRPC's Title VI Complaint Procedure

The DVRPC Title VI Complaint Procedure is written to specify the process employed by DVRPC to investigate complaints, while ensuring due process for Complainants and respondents. The process does not preclude DVRPC from attempting to informally resolve complaints. This procedure applies to all external complaints relating to any program or activity administered by DVRPC and/or its subrecipients, consultants, and contractors, filed under Title VI of the Civil Rights Act of 1964 (including its DBE and Equal Employment Opportunity components), as well as other related laws that prohibit discrimination on the basis of race, color, disability, sex, age, or national origin. Additional statutes include, but are not limited to, Section 504 of the Rehabilitation Act of 1973, the Civil Rights Restoration Act of 1987, and the ADA of 1990. These procedures are part of an administrative process that does not provide for remedies that include punitive damages or compensatory remuneration for the Complainant. Intimidation or retaliation of any kind is prohibited by law.

Process

An individual, or his or her representative, who believes that he or she has been subject to discrimination or retaliation prohibited by Title VI and other nondiscrimination provisions, has a right to file a complaint. Complaints need to be filed within 180 calendar days of the alleged occurrence, when the alleged discrimination became known to the Complainant, or when there has been a continuing course of conduct, the date on which the conduct was discontinued or the latest instance of the conduct.

Complaints shall be in writing and signed by the Complainant or the Complainant's representative. If complaints are received by telephone or in person, the DVRPC Title VI Compliance Officer or other authorized representative shall formally interview the person to provide the basis for the written complaint. If necessary, an authorized person will assist the Complainant in writing the complaint. The complaint form can be made available in alternative languages or formats, if requested. Please call 215-592-1800 for more information.

Generally, the written complaint includes the following information:

- name, address, telephone number, and e-mail of the Complainant;
- basis of the complaint, (e.g. race, color, national origin, sex, age, disability, retaliation);
- a detailed description of the circumstances of the incident that led the Complainant to believe discrimination occurred;
- name(s), title(s), and address(es) of the person(s) who discriminated against the Complainant;
- names, addresses, and phone numbers of people who may have knowledge of the alleged incident or are perceived as parties in the complained-of incident;
- date or dates on which the alleged discrimination occurred; and
- agencies where the complaint was filed.

As an investigation moves forward, additional information may be required. Although this process does not preclude DVRPC from attempting to informally resolve complaints, the decision to resolve informally always rests with the complainant, who may withdraw from the informal process at any time.

If a complaint is filed against DVRPC, the Commission will acknowledge receipt of the complaint by notifying the Complainant and immediately transmitting the complaint to the proper state and federal agency (e.g. Federal Highway Administration, Federal Transit Administration, Pennsylvania Department of Transportation, New Jersey Department of Transportation) for investigation and disposition pursuant to that agency's Title VI complaint procedure. Complaints against DVRPC may also be sent directly to a federal agency. If a complaint is filed with an agency that does not have jurisdiction over the particular reason for discrimination, the complaint will be forwarded to an agency that does.

Complaints against DVRPC subrecipients, consultants, and contractors will be investigated directly by the Commission as follows:

- Within 10 days, the DVRPC Manager of Title VI Compliance will acknowledge receipt of the complaint to the Complainant, and notify the appropriate state and/or federal agency that a Title VI complaint has been received by the Commission;
- Within 60 days, the DVRPC Manager of Title VI Compliance will conduct and complete an investigation and, based on the information obtained, will render a recommendation for action in a report of findings to the DVRPC Executive Director. This report will include the nature of the complaint, remedy sought, and a summary of the investigative findings and activities. The complaint should be resolved by informal means whenever possible. Such informal attempts and their results will be summarized in the report findings;
- Within 90 days of receipt of the complaint, the DVRPC Title VI Compliance Officer will notify the complainant in writing of the final decision reached, including the proposed disposition of the matter. The notification will advise the complainant of his/her appeal rights with state and federal agencies, if they are dissatisfied with the final decision rendered by DVRPC.

The DVRPC Title VI Compliance Officer maintains a log of all complaints received by the Commission.

The Title VI Complaint form may be submitted directly to the following agencies:

Civil Rights Specialist
U.S. Department of Transportation
Federal Highway Administration
New Jersey Division
840 Bear Tavern Road, Suite 202
West Trenton, NJ 08628
(609) 637-4200

Title VI Manager
Division of Civil Rights/Affirmative Action
New Jersey Department of Transportation
P.O. Box 600
1035 Parkway Avenue
Trenton, NJ 08625-0600
(609) 530-2336

Title VI Manager
Bureau of Equal Opportunity
DBE / Title VI Division
Pennsylvania Department of Transportation
PO Box 3251
Harrisburg, PA 17105-3251
(717) 783-0301

Civil Rights Specialist
U.S. Department of Transportation
Federal Highway Administration
Pennsylvania Division
228 Walnut Street, Room 508
Harrisburg, PA 17101-1720
(717) 221-3461

Title VI Program Coordinator
Federal Transit Administration
Office of Civil Rights
East Building, 5th Floor - TCR
1200 New Jersey Ave., SE
Washington, DC 20590
(202) 366-4043

Title VI Coordinator
Federal Transit Administration - Region 3
U.S. Department of Transportation
1760 Market Street, Suite 500
Philadelphia, PA 19103-4124
(215) 656-7100

Title VI Program Coordinator
Federal Highway Administration
U.S. Department of Transportation
Office of Civil Rights
1200 New Jersey Avenue, SE
8th Floor E81-314
Washington, DC 20590
(202) 366-0693

U.S. Department of Justice
Office of Justice Programs
Office for Civil Rights
810 7th Street, NW
Washington, DC 20531
(202) 307-0690

Title VI Compliance Officer
Delaware Valley Regional Planning Commission
190 N. Independence Mall West, 8th Fl.
Philadelphia, PA 19106
(215) 592-1800

Complaint forms are available in English, Spanish, and Simplified Chinese.

Title VI Complaint Form [0.1 MB pdf]

Título VI Formulario de queja [0.1 MB pdf]

权利六投诉表 [0.1 MB pdf]

Heading: DVRPC's Americans with Disabilities Act and Reasonable Accommodations

DVRPC complies with Title II of the Americans with Disabilities Act of 1990 (ADA), Section 504 of the Rehabilitation Act of 1973, and the Pennsylvania Human Relations Act of 1955.

Anyone who requires an auxiliary aid or service for effective communication, or a modification of policies or procedures to participate in a program, service, or activity of DVRPC should contact Mari Gonzalez (215) 238-2953 or DVRPC's Office of Communications & Engagement at (215) 592-1800 as soon as possible.

This nondiscrimination program does not require DVRPC to take any action that would fundamentally alter the nature of its programs or services or impose an undue financial or administrative burden.

Heading: DVRPC Language Access

The Title VI prohibition of discrimination based on national origin has been interpreted to mean that no person shall be denied access to services due to Limited English Proficiency (LEP). LEP is a term that refers to a person who is not fluent in the English language, often because it is not their native language.

DVRPC is committed to ensuring that all individuals requesting services provided by the Department, including those with LEP, have meaningful access to services. DVRPC works to ensure that LEP individuals are not excluded from programs and activities by providing free interpretation and translation services to the public in a number of languages.

English
Attention: If you wish to request this publication in another language other than English, or wish to contact DVRPC for our language assistance, please call 215-592-1800. Additional charges may apply for reprint of our publications.

Spanish / Español
Atención: si desea solicitar esta publicación en otro idioma que no sea inglés, o si desea ponerse en contacto con DVRPC para obtener ayuda con nuestro idioma, llame al 215-592-1800. Se pueden aplicar cargos adicionales por la reimpresión de nuestras publicaciones.

Chinese / 中文

注意：如果您希望以英语以外的其他语言申请本出版物，或希望通过我们的语言帮助与 DVRPC 联系，请致电 215-592-1800。我们的出版物可能会收取额外费用。

Vietnamese / Tiếng Việt

Chú ý: Nếu bạn muốn yêu cầu ấn phẩm này bằng ngôn ngữ khác ngoài tiếng Anh hoặc muốn liên hệ với DVRPC thông qua hỗ trợ ngôn ngữ của chúng tôi, vui lòng gọi số 215-592-1800. Phí bổ sung có thể áp dụng cho in lại các ấn phẩm của chúng tôi.

Korean / 한국어

주의 :이 출판물을 영어가 아닌 다른 언어로 요청하거나 언어 지원을 통해 DVRPC 에 연락하려면 215-592-1800 로 전화하십시오. 우리 간행물의 재발행은 추가 요금이 부과 될 수 있습니다.

Russian / Русский

Внимание: если вы хотите запросить эту публикацию на другом языке, кроме английского, или хотите связаться с DVRPC через нашу языковую помощь, пожалуйста, позвоните по номеру 215-592-1800. За перепечатку наших публикаций может взиматься дополнительная плата.

Gujarati / ગુજરાતી

ધ્યાન: જો તમે આ પ્રકાશનની અંગ્રેજી સિવાયની બીજી ભાષામાં વિનંતી કરવા માંગો છો, અથવા અમારી ભાષા સહાય દ્વારા DVRPC નો સંપર્ક કરવા માંગો છો, તો કૃપા કરીને 215-592-1800 પર કૉલ કરો. અમારા પ્રકાશનોના પુનઃપ્રકાશ માટે વધારાના શુલ્ક લાગુ થઈ શકે છે.

Haitian / Creole

Atansyon: Si ou vle mande piblikasyon sa a nan yon lòt lang ki pa angle, oswa si ou vle kontakte DVRPC via asistans langaj nou an, tanpri rele 215-592-1800. Chaj adisyonèl ka aplike pou reenprime nan piblikasyon nou yo.

Arabic/ عربى

انتباه: إذا كنت ترغب في طلب هذا المنشور بلغة أخرى غير الإنجليزية ، أو ترغب في الاتصال بـ DVRPC للحصول على مساعدة لغتنا ، فيرجى الاتصال بالرقم 215-592-1800. قد يتم فرض رسوم إضافية لإعادة طباعة منشوراتنا.

Italian / italiano

Attenzione: se si desidera richiedere questa pubblicazione in un'altra lingua diversa dall'inglese, o se si desidera contattare DVRPC tramite la nostra assistenza linguistica, chiamare il numero 215-592-1800. Potrebbero essere applicati costi aggiuntivi per la ristampa delle nostre pubblicazioni.

French / Français
Attention: Si vous souhaitez demander cette publication dans une autre langue que l'anglais ou si vous souhaitez contacter DVRPC via notre assistance linguistique, veuillez appeler le 215-592-1800. Des frais supplémentaires peuvent s'appliquer pour la réimpression de nos publications.

Portugues / portuguesa
Atenção: Se você deseja solicitar esta publicação em outro idioma que não o inglês, ou deseja entrar em contato com o DVRPC através de nossa assistência de idiomas, ligue para 215-592-1800. Encargos adicionais podem ser aplicados para reimpressão de nossas publicações.

Polish / Polskie
Uwaga: jeśli chcesz poprosić o tę publikację w innym języku niż angielski lub chcesz skontaktować się z DVRPC w celu uzyskania pomocy językowej, zadzwoń pod numer 215-592-1800. Dodatkowe opłaty mogą dotyczyć przedruku naszych publikacji.

Tagalog, including Filipino
Pansin: Kung nais mong hilingin ang publikasyong ito sa ibang wika maliban sa Ingles, o nais makipag-ugnay sa DVRPC para sa tulong ng aming wika, mangyaring tawagan ang 215-592-1800. Maaaring mag-apply ang mga karagdagang singil para sa pag-print ng aming mga pahayagan.

Malayalam / മലയാളം
ശ്രദ്ധിക്കുക: ഇംഗ്ലീഷ് ഒഴികെയുള്ള മറ്റൊരു ഭാഷയിൽ ഈ പ്രസിദ്ധീകരണം അഭ്യർത്ഥിക്കാൻ നിങ്ങൾ ആഗ്രഹിക്കുന്നുവെങ്കിൽ, അല്ലെങ്കിൽ ഞങ്ങളുടെ ഭാഷാ സഹായത്തിനായി ഡിവിആർപിസിയുമായി ബന്ധപ്പെടാൻ ആഗ്രഹിക്കുന്നുവെങ്കിൽ, 215-592-1800 എന്ന നമ്പറിൽ വിളിക്കുക. ഞങ്ങളുടെ പ്രസിദ്ധീകരണങ്ങളുടെ വീണ്ടും അച്ചടിക്കുന്നതിന് അധിക നിരക്കുകൾ ബാധകമായേക്കാം.

Bengali / বাঙালি
মনোযোগ: আপনি যদি এই প্রকাশনাকে ইংরেজি ব্যতীত অন্য কোনও ভাষায় অনুরোধ করতে চান বা আমাদের ভাষার সহায়তার জন্য ডিভিআরপিসির সাথে যোগাযোগ করতে চান, তবে 215-592-1800 নম্বরে কল করুন। অতিরিক্ত প্রকাশনাগুলি আমাদের প্রকাশনার পুনরায় মুদ্রণের জন্য প্রযোজ্য হতে পারে।

Khmer / ភាសាខ្មែរ
ការយកចិត្តទុកដាក់:
ប្រសិនបើអ្នកចង់ស្នើសុំការបោះពុម្ពផ្សាយនេះជាភាសាផ្សេងក្រៅពីភាសាអង់គ្លេសឬចង់ទាក់ទង DVRPC សំរាប់ជំនួយផ្នែកភាសារបស់យើងសូមទូរស័ព្ទលេខ 215-592-1800 ។
ការចោទប្រកាន់បន្ថែមអាចនឹងត្រូវដាក់បញ្ចូលក្នុងការបោះពុម្ពឡើងវិញ។

Ukrainian / Українська
Увага: Якщо ви бажаєте подати заявку на іншу мову, окрім англійської, або бажаєте зв'язатися з нашою мовою, зверніться за номером 215-592-1800. За передрук наших публікацій може стягуватися додаткова плата.

Hindi / हिंदी
ध्यान दें: यदि आप अंग्रेजी के अलावा किसी अन्य भाषा में इस प्रकाशन का अनुरोध करना चाहते हैं, या हमारी भाषा सहायता के लिए DVRPC से संपर्क करना चाहते हैं, तो कृपया 215-592-1800 पर कॉल करें। हमारे प्रकाशनों के पुनर्मुद्रण के लिए अतिरिक्त शुल्क लागू हो सकते हैं।

Yoruba / Yorùbá
Ifarabalẹ: Ti o ba fẹ lati beere iwe yii ni ede miran miiran ju English lọ, tabi fẹ lati kan si DVRPC fun iranlọwọ iranlọwọ wa, jọwọ pe 215-592-1800. Awọn afikun afikun le waye fun atunṣe awọn iwe wa.

Nepali / नेपाली
ध्यान: यदि तपाइँ यो प्रकाशनलाई अंग्रेजी भन्दा अन्य भाषामा अनुरोध गर्न चाहानुहुन्छ, वा हाम्रो भाषा सहयोगको लागि DVRPC लाई सम्पर्क गर्न चाहानुहुन्छ, कृपया 215-592-1800 मा कल गर्नुहोस्। अतिरिक्त शुल्क हाम्रो प्रकाशन को पुन: छाप को लागि आवेदन हुन सक्छ।

Greek / Ελληνικά
Προσοχή: Εάν επιθυμείτε να ζητήσετε αυτή τη δημοσίευση σε άλλη γλώσσα εκτός από την αγγλική ή θέλετε να επικοινωνήσετε με την υπηρεσία DVRPC για τη γλωσσική μας βοήθεια, καλέστε το 215-592-1800. Πρόσθετες χρεώσεις ενδέχεται να ισχύουν για την εκτύπωση των εκδόσεών μας.

Urdu / اردو
نوٹ: اگر آپ اس اشاعت کو انگلش کے علاوہ دوسری زبان میں درخواست کرنا چاہتے ہیں، یا ہماری زبان کی مدد کے سے رابطہ کرنا چاہتے ہیں، تو براہ کرم 215-592-1800 کو کال کریں. اضافی چارجز ہمارے DVRPC لئے اشاعتوں کی دوبارہ اشاعت کیلئے درخواست دے سکتی ہیں.

German / Deutsche
Achtung: Wenn Sie diese Publikation in einer anderen Sprache als Englisch anfordern oder sich an DVRPC wenden möchten, um unsere Sprachunterstützung zu erhalten, rufen Sie bitte die Nummer 215-592-1800 an. Für den Nachdruck unserer Publikationen können zusätzliche Kosten anfallen.

Punjabi / ਪੰਜਾਬੀ
ਧਿਆਨ ਦਿਓ: ਜੇ ਤੁਸੀਂ ਇਸ ਪ੍ਰਕਾਸ਼ਨ ਨੂੰ ਅੰਗਰੇਜ਼ੀ ਤੋਂ ਇਲਾਵਾ ਕਿਸੇ ਹੋਰ ਭਾਸ਼ਾ ਵਿੱਚ ਬੇਨਤੀ ਕਰਨਾ ਚਾਹੁੰਦੇ ਹੋ ਜਾਂ ਸਾਡੀ ਭਾਸ਼ਾ ਸਹਾਇਤਾ ਲਈ ਡੀਵੀਆਰਪੀਸੀ ਨਾਲ ਸੰਪਰਕ ਕਰਨਾ ਚਾਹੁੰਦੇ ਹੋ ਤਾਂ ਕਿਰਪਾ ਕਰਕੇ 215-592-1800 ਤੇ ਫੋਨ ਕਰੋ. ਸਾਡੇ ਪ੍ਰਕਾਸ਼ਨਾਂ ਦੇ ਮੁੜ ਛਾਪਣ ਲਈ ਵਾਧੂ ਖਰਚੇ ਲਾਗੂ ਹੋ ਸਕਦੇ ਹਨ.

Telugu / తెలుగు
శ్రద్ధ: మీరు ఈ ప్రచురణను ఇంగ్లీష్ కాకుండా వేరే భాషలో అభ్యర్థించాలనుకుంటే లేదా మా భాషా సహాయం కోసం DVRPC ని సంప్రదించాలనుకుంటే, దయచేసి 215-592-1800కు కాల్ చేయండి. మా ప్రచురణల పునర్ముద్రణ కోసం అదనపు ఛార్జీలు వర్తించవచ్చు.

Tamil / தமிழ்
கவனம்: இந்த வெளியீட்டை ஆங்கிலம் தவிர வேறு மொழியில் கோர விரும்பினால், அல்லது எங்கள் மொழி உதவிக்கு டி.வி.ஆர்.பி.சி.யை தொடர்பு கொள்ள விரும்பினால், தயவுசெய்து 215-592-1800 ஐ அழைக்கவும். எங்கள் வெளியீடுகளின் மறுபதிப்புக்கு கூடுதல் கட்டணங்கள் பொருந்தக்கூடும்.

Samoan / Samoa
Fa‘aaliga: Afai e te mana‘o e talosagaina lenei lomiga i se isi gagana e ese mai le Igilisi, pe mana‘o e fa‘afeso‘ota‘i le DVRPC mo la matou fesoasoani i le gagana, fa‘amolemole vala‘au 215-592-1800. O isi fa‘aopoopoga e mafai ona talosaga mo le toe lolomiina oa matou lomiga.

Thai / ไทย
ข้อควรระวัง: หากคุณต้องการขอเอกสารนี้เป็นภาษาอื่นนอกเหนือจากภาษาอังกฤษหรือต้องการติดต่อ DVRPC เพื่อขอความช่วยเหลือด้านภาษาของเราโปรดโทรไปที่ 215-592-1800
อาจมีค่าใช้จ่ายเพิ่มเติมสำหรับการพิมพ์สิ่งพิมพ์ของเรา

Japanese / 日本人
注意：この出版物を英語以外の言語で要求したい場合、または言語サポートについて DVRPC に連絡したい場合は、215-592-1800 までお電話ください。 出版物の転載には追加料金がかかる場合があります。

Amharic / አማርኛ
ማሳሰቢያ-ይህንን የእንግሊዝኛ ቋንቋን ከእንግሊዝኛ ውጭ በሌላ ቋንቋ ለመጠየቅ ከፈለጉ ወይም ለቋንቋ እርዳታ በ DVRPC ለማነጋገር ከፈለጉ እባክዎ በስልክ ቁጥር 215-592-1800 ይደውሉ. ከጽሑፎቻችን ላይ በድጋሚ ለማተም ተጨማሪ ወጪዎች ሊተገበሩ ይችላሉ.

Persian / فارسی
توجه: اگر می خواهید این نشریه را به زبان دیگری غیر از زبان انگلیسی درخواست کنید یا مایل به تماس با DVRPC برای کمک به زبان ما، لطفا با شماره 215-592-1800 تماس بگیرید. ممکن است هزینه های اضافی برای چاپ مجلات ما اعمال شود.

Yiddish

ופמערקזאַמקייַט: אויב איר ווילט צו פֿאַרלאָזן דעם אויסגאבע אין אן אנדער שפּראַך ווי ענגליש, אָדער איר ווילן צו קאָנטאַקט דוורפּק פֿאַר אונדזער שפּראַך הילף, ביטע רופן 215-592-1800. נאָך טשאַרדזשאַז קענען זיין געוועלדט צו דער רעפּענט פון אונדזער פּובליקאַציעס.

Hebrew / עברית

DVRPC לתשומת לבכם: אם ברצונכם לבקש פרסום זה בשפה אחרת שאינה אנגלית, או ברצונכם ליצור קשר עם לקבלת סיוע בשפה שלנו, התקשרו למספר 215-592-1800. חיובים נוספים עשויים לחול על הדפסה חוזרת של הפרסומים שלנו.

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Appendix H
Acknowledgment Competitive Programs

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Appendix I

Acknowledgment of Summary of Public Involvement Process, Original Public Comments, Responses to Public Comments, List of Recommended Changes, etc

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NOTICE OF PUBLIC HEARINGS

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY
FISCAL YEAR 2025 OPERATING & CAPITAL BUDGET

Pursuant to Pennsylvania Title 74 Pa. C.S.A. Transportation Section 1751 - Fiscal Provisions, the Southeastern Pennsylvania Transportation Authority ("SEPTA") is required to adopt an Operating and Capital Budget prior to the beginning of the ensuing fiscal year, which begins July 1st.

The schedule of Fiscal Year 2025 Budget Public Hearings is as follows:
Operating Budget: May 20, 2024 – 11:00 AM & 5:00 PM
Operating Budget: May 21, 2024 – 10:00 AM & 4:00 PM
Capital Budget: May 22, 2024 – 10:00 AM & 4:00 PM

The Public Hearings can be attended in-person in the Board Room at SEPTA Headquarters, 1234 Market Street, Mezzanine Level, Philadelphia, PA 19107, or virtually utilizing WebEx. Additional information on how individuals can register to attend via WebEx will be posted on approximately April 26, 2024 at the Authority's website: www.septa.org/notice.

At the hearings, SEPTA will present the proposed Fiscal Year 2025 Operating Budget and Fiscal Years 2026-2030 Financial Projections, and the Fiscal Year 2025 Capital Budget and Fiscal Years 2025-2036 Capital Program. The proposed budgets will be published on or about April 16, 2024 and will be accessible from the SEPTA website: **https://planning.septa.org/reports/**. SEPTA will afford an opportunity for interested persons or agencies to be heard with respect to the budgets at the public hearings. People wishing to attend and speak at the morning and afternoon sessions in-person or via WebEx must register by the start time on the day of each public hearing. SEPTA representatives will be available at each hearing to listen to public comments and testimony. A sign language interpreter will be present during the public hearings. An audio version of the public hearing notice and summary will be available through the Associated Services for the Blind at its website: **www.asb.org**

Public Participation Details:

- Individuals wishing to attend a public hearing virtually via WebEx must register at **http://septa.org/notice** before the date and time the public hearing is to be held (see schedule above). Details and instructions on how to register via WebEx will be posted to the above SEPTA website on approximately April 26, 2024.
- Individuals wishing to attend in-person should arrive at the SEPTA Board Room by 11:00AM and 5:00PM respectively on May 20, 2024 and by 10:00AM and 4:00PM respectively on May 21, 2024 for the Operating Budget, and by 10:00AM and 4:00PM respectively on May 22, 2024 for the Capital Budget.
- Persons desiring to provide oral comments or testimony about the Capital Budget may call 215-580-7771, and about the Operating Budget may call 215-580-7772 to submit comments or testimony via voicemail message.
- Individuals may submit comments via email on the Operating Budget to **operatingbudget@septa.org** and on the Capital Budget to **capbudget@septa.org**.
- Persons wishing to file written comments may mail them to the Senior Director, Budgets & Transformation, Southeastern Pennsylvania Transportation Authority, 1234 Market St., 9th Floor, Philadelphia, PA 19107.

All comments and testimony received will become part of the public record and will be forwarded to the Hearing Examiner. To be included in the official public record, comments must be received by Friday May 31, 2024 at 5:00 PM.

THE DELAWARE VALLEY REGIONAL PLANNING COMMISSION
ANNOUNCES FOR PUBLIC REVIEW:

Draft Amendment 3 to *Connections 2050* Long-Range Plan
And
Draft DVRPC FY2025 Transportation Improvement Program for Pennsylvania (FY25-FY28),

The Delaware Valley Regional Planning Commission (DVRPC) is opening a public comment period to seek your input on the *following documents:*

- *Connections 2050 Long-Range Plan: Draft Amendment 3*
- *Draft DVRPC Federal Fiscal Year (FY) 2025 Transportation Improvement Program (TIP) for Pennsylvania (FY25-FY28)*

DVRPC will accept comments on the Draft FY2025 PA TIP and *Connections 2050 Long-Range Plan: Draft Amendment 3* documents from May 23, 2024, until June 24, 2024, at 5:00 PM local time.

After this public comment period, there will be a second, related public comment period for Draft Conformity Determination: *Connections 2050 Long-Range Plan* and *Draft FY2025 TIP for Pennsylvania*. Public comments on the Draft Conformity Determination draft documents will be accepted from June 4, 2024, until July 8, 2024, at 5:00 PM local time.

Electronic versions of the documents are available at:

- Draft Amendment 3 to *Connections 2050* Long-Range *Plan* is available at www.dvrpc.org/plan/.
- DVRPC Draft FY2024 TIP for Pennsylvania at https://www.dvrpc.org/tip/
- Draft Conformity Determination at www.dvrpc.org/AirQuality/Conformity

If requested, any of these documents can be translated into an alternative format or language. Hard copies are also available at public libraries throughout the region, and upon request.

The *Connections 2050* Long-Range Plan contains a fiscally constrained financial plan and project list for transportation investments throughout the region over the coming decades. In between four-year update cycles, the Plan is occasionally amended to account for significant changes to the cost or scope of Major Regional Projects. Amendment 3 accounts for significant changes to the cost, scope, or funding status for various Major Regional Projects.

The TIP represents the region's federally-funded transportation improvement priorities and is required by federal law in order for the region to be eligible to receive and spend federal transportation funds. The TIP also includes non-federally-funded projects that are regionally significant in order to provide a broad picture of the region's transportation improvements.

A Conformity Determination is conducted to ensure transportation investments conform to the federal Clean Air Act, and demonstrate that a proposed plan or projects will not negatively impact a region’s ability to meet or maintain federal air quality standards.

DVRPC is hosting two public meetings on these draft documents. The meetings will also include a presentation on the Draft Transportation Conformity Demonstration, which will have an overlapping public comment period. To reach as many people as possible, one meeting will be held online, and one will be hybrid.

Online only meeting:
Monday, June 10, 2024, from 6:00 PM to 7:30 PM
Registration via:
https://bit.ly/June10mtg or by visiting DVRPC's events calendar at:
https://www.dvrpc.org/calendar/.
After registering, you will receive a confirmation email containing information about joining the webinar.

Hybrid meeting:
Tuesday, June 11, 2024, from 6:00 PM to 7:30 PM
Registration for in-person and online attendees via:
https://bit.ly/3yj9iAU or by visiting DVRPC's events calendar at: https://www.dvrpc.org/calendar/.
DVRPC Conference room
190 N Independence Mall W
Philadelphia, PA 19139
Directions: https://www.dvrpc.org/directions/
Dinner will be served for in-person attendees; an online option will also be available to give public comment.
Interpretation can be provided if requested. Please reach out to public_affairs@dvrpc.org or 215.592.1800.

Written comments and questions must be submitted in the following ways listed below:

Electronically through a web application available at:

- Draft PA TIP and Statewide STIP: www.dvrpc.org/TIP/Draft .

By Email:

- Draft PA TIP Comments: TIP@dvrpc.org
- Plan Amendment 3 Comments: LRP@dvrpc.org
- Conformity Comments: airconformity@dvrpc.org

By Mail:

- Public Comments
  c/o DVRPC Office of Communications and Engagement
  190 N. Independence Mall West, 8th Fl.
  Philadelphia, PA 19106-1520

Questions and comments must be submitted in writing. If you need assistance in providing a written comment, please contact the DVRPC Office of Communications and Engagement at 215.592.1800 or public_affairs@dvrpc.org.

DVRPC must receive comments for the Draft TIP and Draft Amendment documents by 5:00 PM (local time) on June 24, 2024, at 5:00 PM local time and comments on the Draft Conformity Determination by July 8, 2024, at 5:00 PM local time. Comments received via mail must be postmarked by June 24, 2024, for PA TIP and LRP and July 8, 2024, for Conformity. Responses will not be provided unless comments are submitted in writing during the public comment period.

The Delaware Valley Regional Planning Commission (DVRPC) fully complies with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related nondiscrimination mandates in all programs and activities. DVRPC is committed to ensuring that no person is excluded from participation in, or denied the benefits of, all programs and activities on the basis of race, creed color, national origin, age, gender, disability, sexual orientation, or income level, as protected by Title VI of the Civil Rights Act of 1964 and other related nondiscrimination mandates.

DVRPC's website, www.dvrpc.org, may be translated into multiple languages. Publications and other public documents can be made available in alternative languages and formats, if requested. DVRPC's public meetings are always held in ADA-accessible facilities, and held in transit-accessible locations whenever possible. DVRPC will work to accommodate all reasonable requests for translation, interpretation, accommodations or other auxiliary services and encourages that requests be made at least seven days prior to a public meeting. Requests can be made by contacting the Commission's ADA and Title VI Compliance Officer Shoshana Akins via email at public_affairs@dvrpc.org, calling (215) 592-1800, or while registering for an upcoming meeting.

Any person who believes they have been aggrieved by an unlawful discriminatory practice by DVRPC under Title VI has a right to file a formal complaint. Any such complaint must be in writing and filed with DVRPC's ADA and Title VI Compliance Officer Shoshana Akins and/or the appropriate state or federal agency within 180 days of the alleged discriminatory occurrence. Complaints that a program, service, or activity of DVRPC is not accessible to persons with disabilities should be directed to Shoshana Akins as well. For more information on DVRPC's Title VI program or to obtain a Title VI Complaint Form, please visit: www.dvrpc.org/GetInvolved/TitleVI, call (215) 592-1800, or email public_affairs@dvrpc.org.

Important Notice: DVRPC is committed to providing open and competitive procurement opportunities and that Disadvantaged Business Enterprises (DBEs), as defined in 49 CFR part 26, have an equal opportunity to receive and participate in federally funded contracts. For information about opportunities to do business with DVRPC, please visit www.dvrpc.org/Business/.