

CHAPTER 2:

Program Summaries

The 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	67,752	91,594	75,354	63,368	298,068
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	108,387	94,740	104,322	420,324
<i>Regional Highway Program Subtotal Cost</i>	791,575	688,771	574,724	603,647	2,658,717
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
<i>Interstate Program Subtotal Cost</i>	275,602	278,672	324,542	391,650	1,270,466
<i>Regional Highway and Interstate Program Subtotal Cost</i>	1,067,177	967,443	899,266	995,297	3,929,183
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
<i>Transit Program Subtotal Cost</i>	1,128,057	1,137,130	974,170	996,498	4,235,855
Grand Total Cost of TIP	2,195,234	2,104,573	1,873,436	1,991,795	8,165,038

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	60,086	67,545	73,825	255,255	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	101,378	89,755	81,100	379,562	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	91,681	93,514	93,514	93,514	372,223	374,056	374,056	748,112
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	1,067,177	967,443	899,266	995,297	3,929,183	3,304,796	2,217,431	5,522,227

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

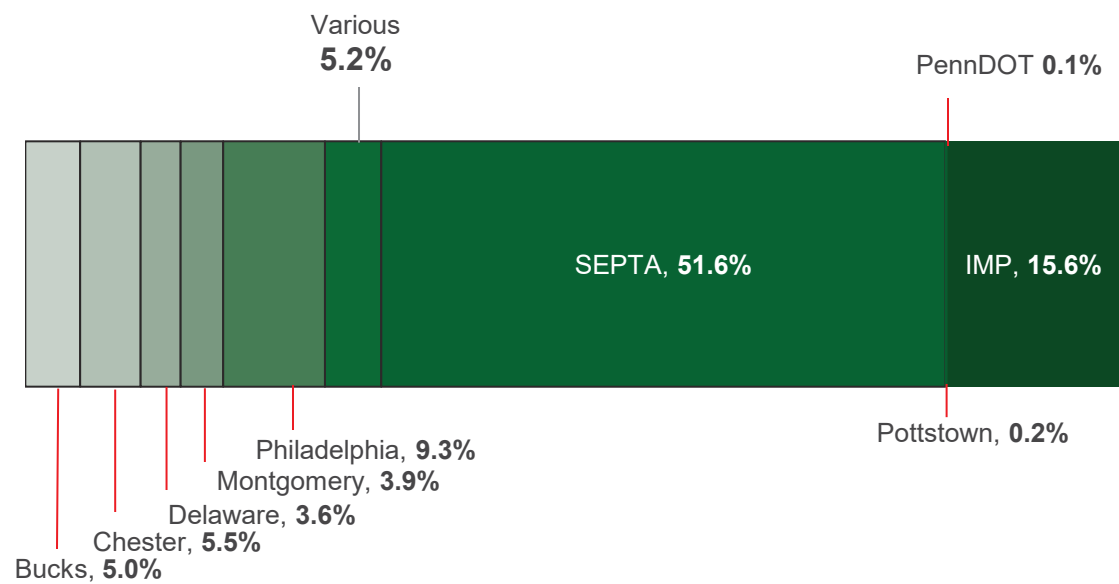
Note for Table 3 and Table 4: The TIP fund categories are explained in Chapter 7, “Codes and Abbreviations Overview,” beginning on page 91. The funds that are highlighted in green are state transportation funds; the funds highlighted in blue are FHWA and FTA funds; the funds highlighted in purple are 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	1,067,177	967,443	899,266	995,297	3,929,183	3,304,796	2,217,431	5,522,227
Transit	1,128,057	1,137,130	974,170	996,498	4,235,855	4,702,919	4,998,422	9,701,341
DVRPC Total	2,195,234	2,104,573	1,873,436	1,991,777	8,165,038	8,007,715	7,215,853	15,223,568

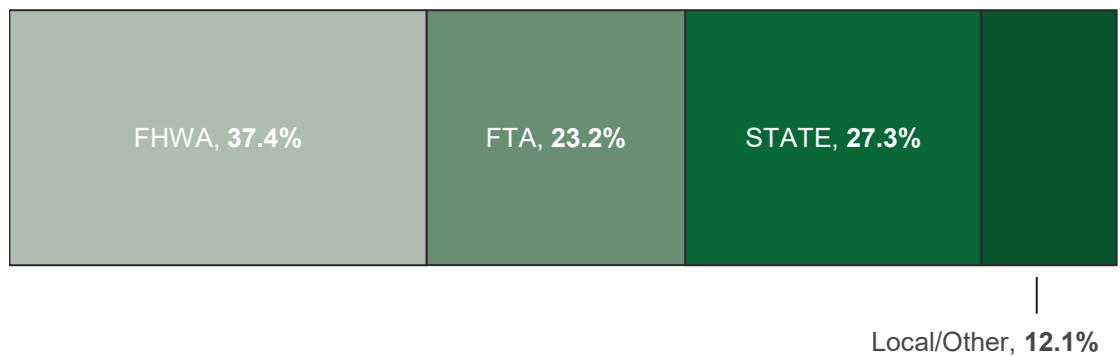
Source: DVRPC, 2024

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) program 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.

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 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 FY2025 TIP. In comparison to Financial Guidance for the 2023 TIP, the FY2025 TIP has:

- A \$111 million (6.2 percent) increase in core formula funding for roads, bridges, trails, and pedestrian projects.
- A \$33 million (8.6 percent) increase in funding for specific bridge improvement projects.
- A \$2 million (6.5 percent) increase for bicycle and pedestrian projects funded through the Transportation Alternatives-Urban Allocation (TAU) program.
- More than \$54 million in Carbon Reduction funding for projects in the four-year TIP. This is a new funding source.

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 FY2025 TIP for Pennsylvania, while 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 (MPMS #119896): 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, 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, with coordination being led 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 FY2025 TIP as a new project candidate.
- The Navy Yard Lift Bridge project (MPMS #81729) was awarded \$1.6 million through the Community Project Funding program. The Navy Yard Lift Bridge Rehabilitation Project is a top priority capital improvement to rehabilitate the 26th Street Lift Bridge and bring it into a state of good repair. The bridge is a critical piece of infrastructure that connects South Philadelphia and I-95 commuters to thousands of quality jobs and union jobs in the Navy Yards industrial core (e.g., the U.S. Navy, Philly Shipyard, and Rhoads Industries). As a vertical lift bridge, it also offers essential water access to the Reserve Basin, the U.S. Navy’s only freshwater East Coast port and home of the Inactive Fleet.

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

- A \$317 million FTA Rail Replacement Grant to replace the Market-Frankford Rail Cars (funds programmed under MPMS #115472, SEPTA's Projects of Significance program).
- A \$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).
- A \$25 million RAISE Grant for the Rebirth for Southwest Philadelphia's Transportation Network: Trolley Modernization & Complete Streets project (AKA Blossom to Bartram - funds programmed under MPMS #115472, SEPTA's Projects of Significance program).
- A \$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 (MPMS #81390) and another \$16.4 million for its Complete and Safe Streets Philadelphia: Vision Zero High-Injury Network Corridors project (MPMS #81396). SS4A funds are not required to be programmed on the TIP.

Lastly, the City of Philadelphia also secured a \$78 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 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 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.

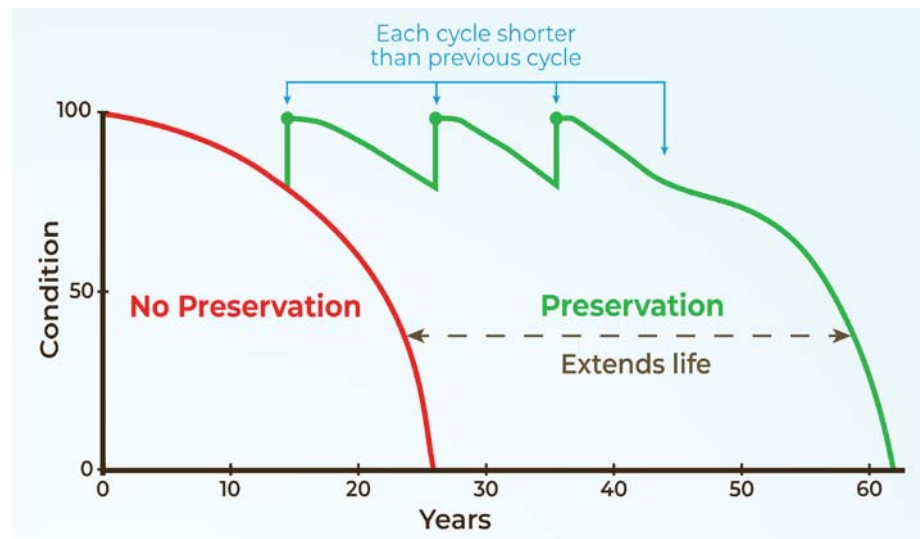
SEPTA Capital Financing

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 TIP.

For the 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 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 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 its financial capacity annually as part of the FTA Certifications and Assurances process. 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 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.pennidot.gov/ProjectAndPrograms/Planning/Pages/PennDOT-Connects.aspx

Constraining the 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 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 Plan 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 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 funding;
- 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; and
- 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 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 include them in the air quality conformity determination and 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

