



FY2025
[FY2025-FY2028]



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CHAPTER 1:

General Overview

The Delaware Valley Regional Planning Commission (DVRPC) is pleased to present the 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 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 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 Interstate Management Program (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, 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 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.

There is also an Appendices document (Publication #25004), which contains eight appendices: (A) 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, and PART's Financial Capacity Analysis; (C) Memorandum of Understanding on Procedures to Amend and Modify the TIP; (D) DVRPC Plan-TIP Project Evaluation Criteria. (E) Executive Summary of the Documentation of the Conformity Finding, (F) Title VI And Environmental Justice (EJ) Supporting Data And Mapping, (G) Title VI Policy Statement and Complaint Procedures, and (H) Summary of Public Involvement Process, Original Public Comments, Responses to Public Comments, List of Recommended Changes, Public Comment Outreach Documentation, the Highlights of the 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 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 was 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 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 TIP is available at www.dvrpc.org/TIP.

Table 1: Libraries Displaying the 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 18901	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 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 Cheltenham 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 7 th 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 a regional 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 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 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 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 opened a 30+-day public comment period, in which the draft document was shared with the public for feedback. The DVRPC Board is the final decision-making body of the Metropolitan Planning Organization (MPO), and the DVRPC Board adopted the Draft TIP (with the List of Recommended Changes) on July 25, 2024. After the DVRPC Board adoption, DVRPC staff submitted the document to PennDOT for approval and inclusion in the Statewide Transportation Improvement Program (STIP), which was then submitted to federal partners (e.g., FHWA, FTA) for review and approval. The federal partners formally approved the PennDOT FY2025 STIP, and the new DVRPC TIP and the PennDOT STIP became effective on October 1, 2024, replacing 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, while others 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 had the opportunity to comment on the Draft DVRPC FY2025 TIP for Pennsylvania before it was officially adopted by the DVRPC Board. DVRPC conducted a 30+ day public comment period and held one virtual public meeting and one hybrid in-person/virtual 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 were made available online at www.dvrpc.org/TIP/Draft and in public libraries listed in Table 1.

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 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
Regional Highway Program Subtotal Cost	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
Interstate Program Subtotal Cost	275,602	278,672	324,542	391,650	1,270,466
Regional Highway and Interstate Program Subtotal Cost	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
Transit Program Subtotal Cost	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

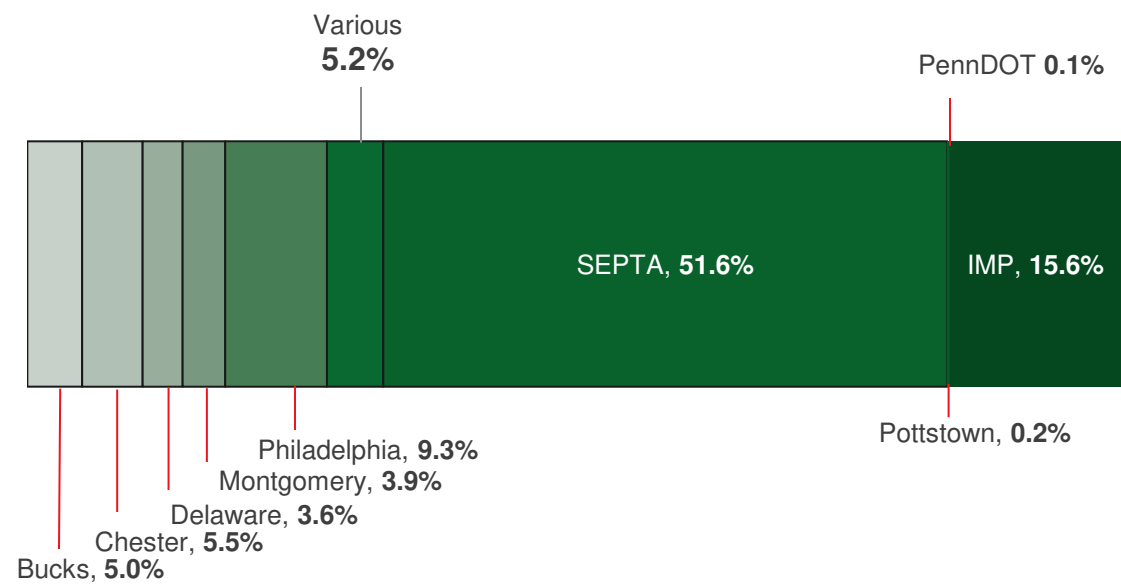
Note for Table 3 and Table 4: The TIP fund categories are explained in Chapter 7, “Codes and Abbreviations Overview,” beginning on page 91. The funds that are highlighted in green are state transportation funds; the funds highlighted in blue are FHWA and FTA funds; the funds highlighted in purple are 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

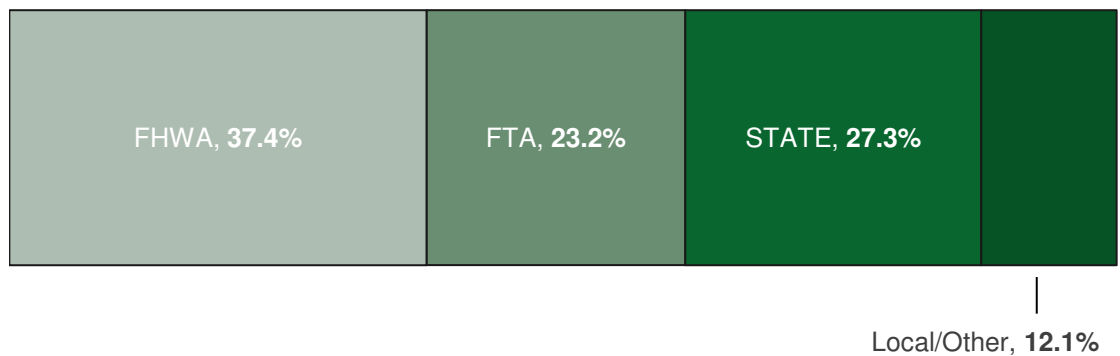
Source: DVRPC, 2024

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.

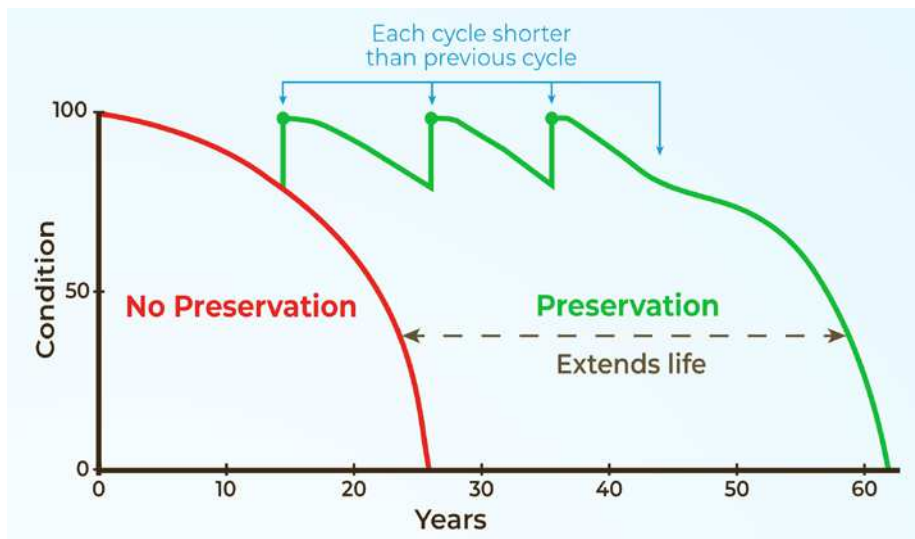
SEPTA Capital Financing

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

CHAPTER 3:

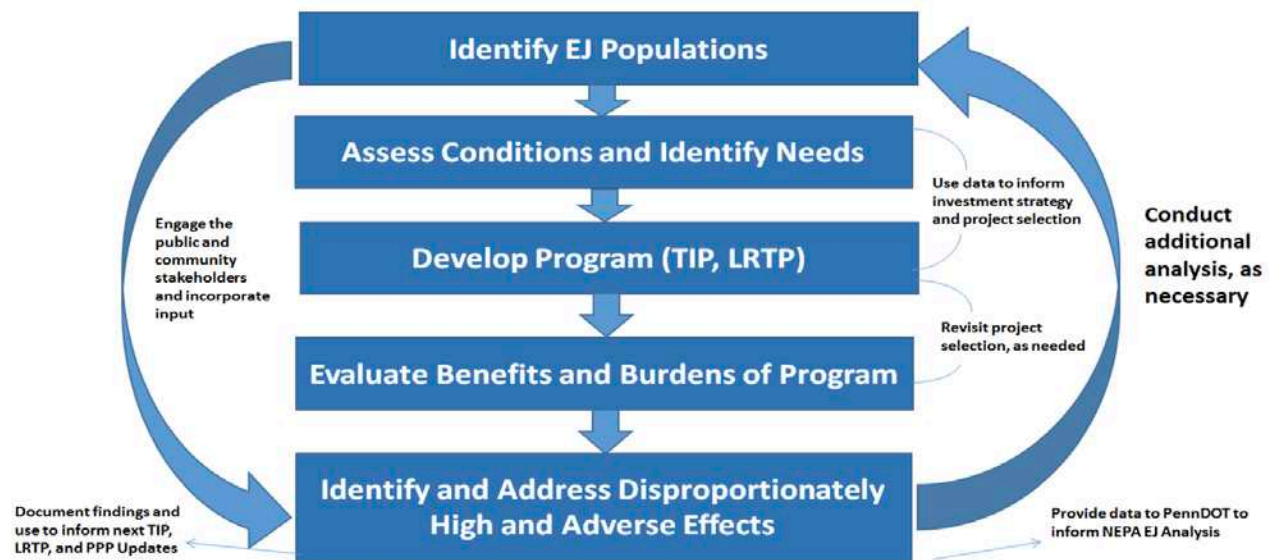
Title VI and Environmental Justice

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



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);
- level of funding sources that the region expects; and
- political realities.

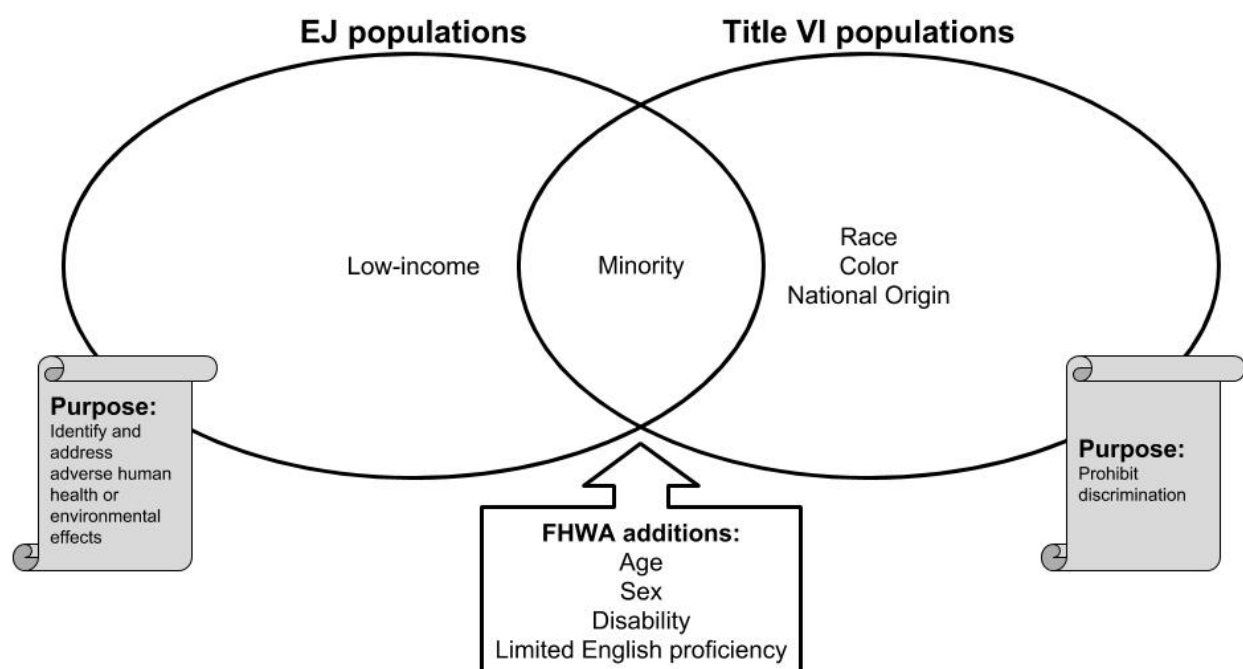
What Are EJ and Title VI?

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:

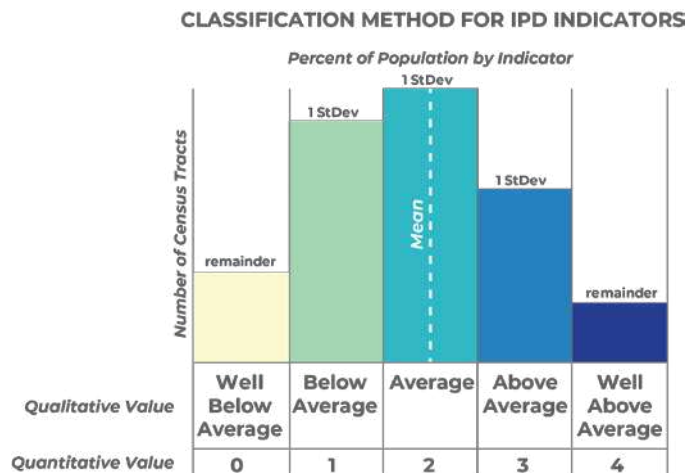
- Ethnic Minority;
- Female;
- Foreign Born;
- Limited English Proficiency;
- Low-Income;
- Older Adults;
- Persons with Disabilities;
- Racial Minority; and
- Youth.

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

Further analysis of bridge conditions with spring 2024 data 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 FY2025 TIP for a new round of the Municipal Bridge Retro-Reimbursement Program and \$50 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 DVRPC PA-Region		4,206,556	100%
Race	<i>White, Non-Hispanic</i>	2,476,647	60%
	Total Minority	1,705,215	40%
	<i>Black or African American, Non-Hispanic</i>	873,519	21%
	<i>Asian, Non-Hispanic</i>	286,887	7%
	<i>Hispanic</i>	402,264	10%
	<i>Two or more races, Non-Hispanic</i>	142,545	3%
Additional EJ, Title VI, and Equity Populations	Low-Income Population	1,074,068	26%
	<i>Limited English Proficiency (LEP)</i>	278,515	7%
	<i>Persons with a Disability</i>	538,310	27%
	<i>Female Head of Household with Child</i>	95,385	6%
	<i>Elderly (65 years or older)</i>	691,650	16%
	<i>Carless Households</i>	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

Crash data is complex and multifaceted. To understand possible trends, DVRPC analyzed PennDOT crash data from 2018 to 2022 and census data for communities of concern under Title VI and EJ for the same period of time. (See Tables F9-F14 in Appendix F.) This data includes total crashes, fatal and suspected serious injuries, and crashes involving bicycle and pedestrians, or vulnerable road users (VRUs). DVRPC's in-house analysis normalized crash data by adjusting for the size of each population group, calculating crash rates per 10,000 residents.

The data indicates an over-representation of killed and severely-injured (KSI) crashes in communities with above average and well above average concentrations of low-income and minority populations (see Tables F9, F10, and F11 in Appendix F). This trend is particularly alarming for VRU crashes in communities with above average or well above average concentrations of low-income and minority populations (see Tables F12, F13, and F14 in Appendix F). See Figures F10, F11, and F12 for maps depicting bicycle and pedestrian (VRU) crashes with concentrations of low-income and minority communities.

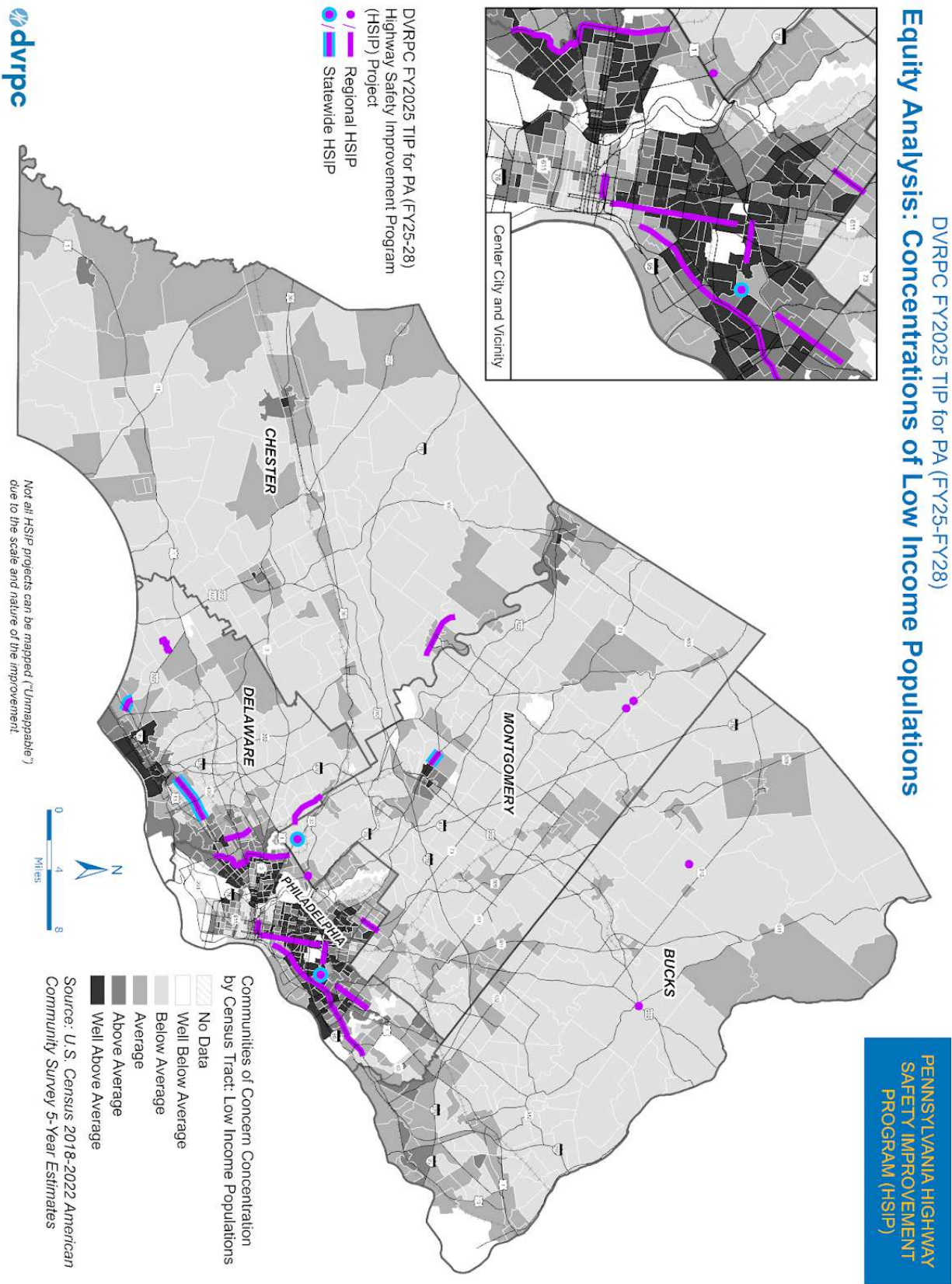
In 2018, DVRPC published an analysis and report, *Crashes and Communities of Concern in the Greater Philadelphia Region* (DVRPC Product #18022), which found that census tracts with above average concentrations of low-income, racial minority, ethnic minority, and disabled populations correlate with census tracts that have above average crash rates in the region. The safety analysis conducted for this TIP update further confirms these findings.

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 and the DVRPC-PA 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. Figure 7 shows concentrations of low-income communities and FY2025 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 February of 2024, 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 FY2025 TIP. Of the 17 total non-bridge projects, nearly half include a significant focus on safety improvements. These include intersection improvements, a Complete Streets project, and pedestrian facility improvements. 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. In addition, as noted at the end of this chapter, the DVRPC-PA region has received a number of significant federal competitive grants since the passage of the IIJA/BIL that will implement safety improvements in communities of concern.

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 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

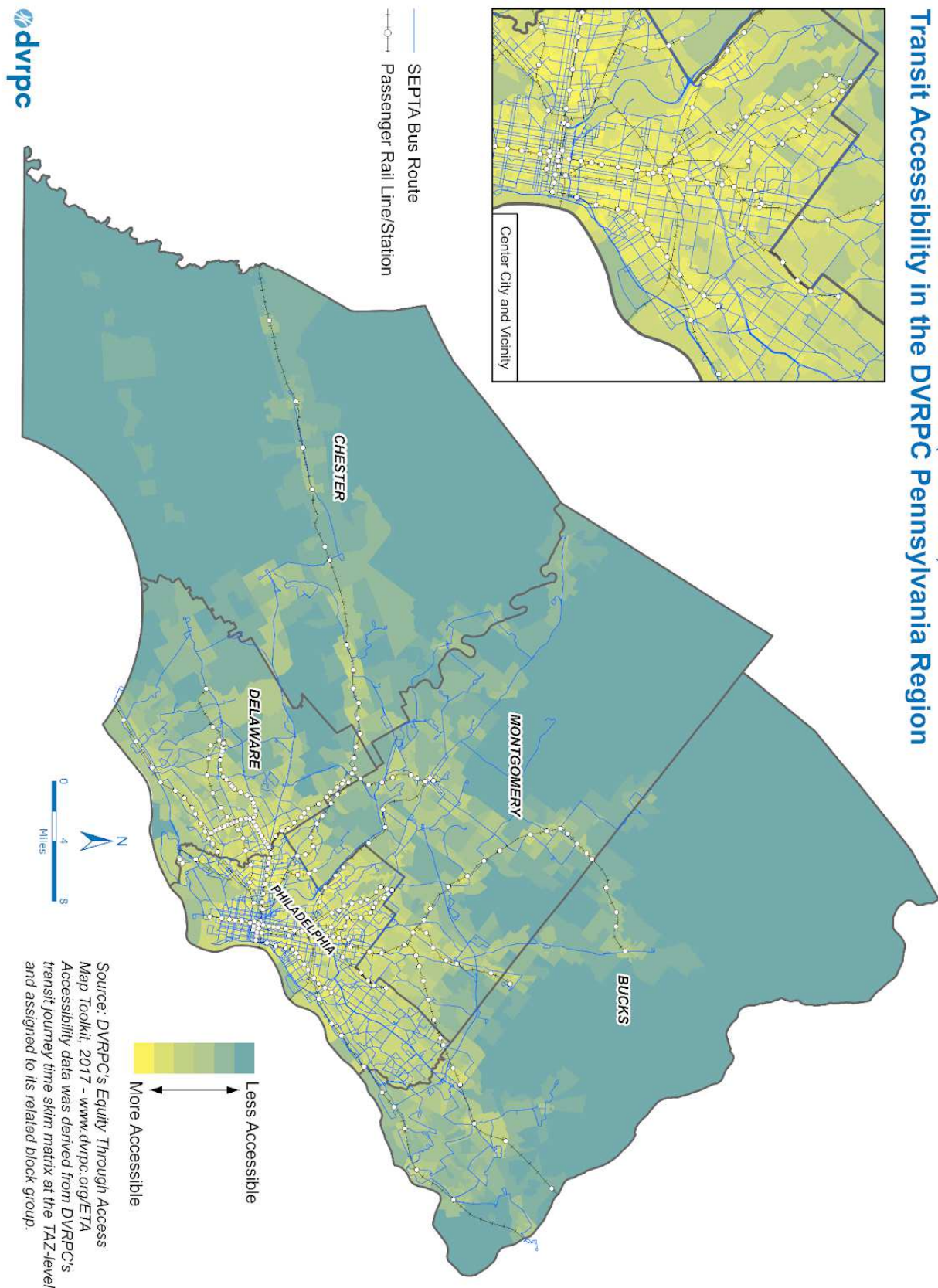
Involving members of disadvantaged communities in the planning process early and often is an important part of preventing disproportionate burdens from transportation projects. DVRPC invites members of the public to participate in specific projects and on standing committees, such as the Public Participation 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 criterion 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.

DVRPC FY2025 TIP for PA (FY25-FY28) 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 \$15,387,230,000 over the 12 years of the 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 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 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 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 #119896), 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 485 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%
Average (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
<ul style="list-style-type: none"> • New Right-of-Way • Roadway Expansion 	Projects of concern: High potential for adverse impacts	0	0%
<ul style="list-style-type: none"> • Roadway and Bridge Maintenance • Roadway New Capacity (minor) • Bridge Repair or Replacement • Roadway Rehabilitation 	Lower potential for adverse impacts/potentially beneficial	142	43.8%
<ul style="list-style-type: none"> • Safety • Studies • Intersection/ Interchange Improvements • Transit Improvements • Bicycle/ Pedestrian Improvements • Signal/ITS Improvements • Streetscape 	Low potential for adverse impact/inherently beneficial	144	44.4%
<ul style="list-style-type: none"> • 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
<ul style="list-style-type: none"> • New Right-of-Way • Roadway Expansion 	Projects of concern; High potential for adverse impacts	2	7.4%
<ul style="list-style-type: none"> • Roadway and Bridge Maintenance • Roadway New Capacity (minor) • Bridge Repair or Replacement • Roadway Rehabilitation 	Lower potential for adverse impacts/potentially beneficial	5	18.5%
<ul style="list-style-type: none"> • Safety • Studies • Intersection/ Interchange Improvements • Transit Improvements • Bicycle/Pedestrian Improvements • Signal/ITS Improvements • Streetscape 	Low potential for adverse impact/inherently beneficial	17	63.0%
<ul style="list-style-type: none"> • 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 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 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

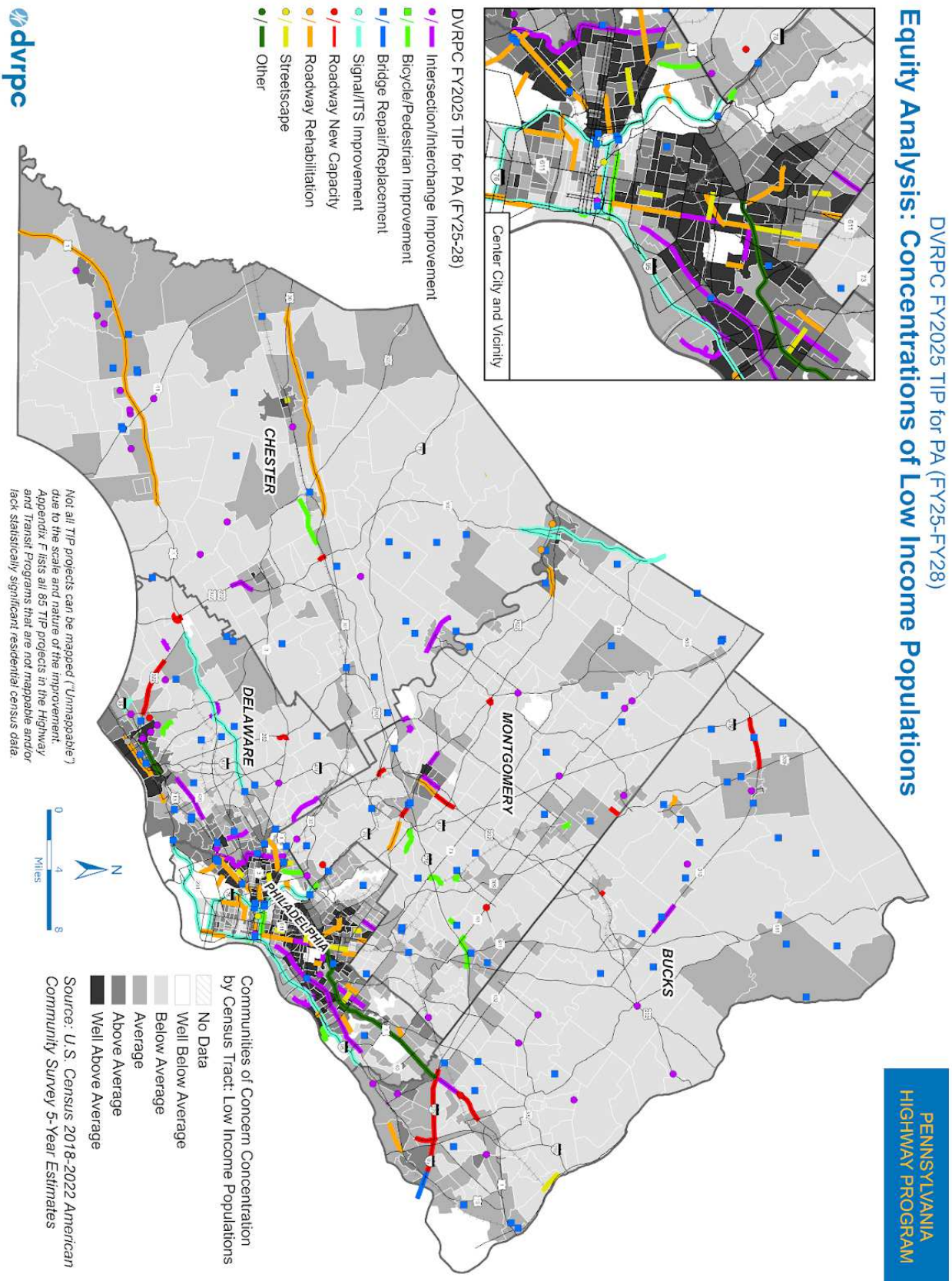


Figure 10: FTA-funded (Transit) Projects and Concentrations of Low-Income Populations

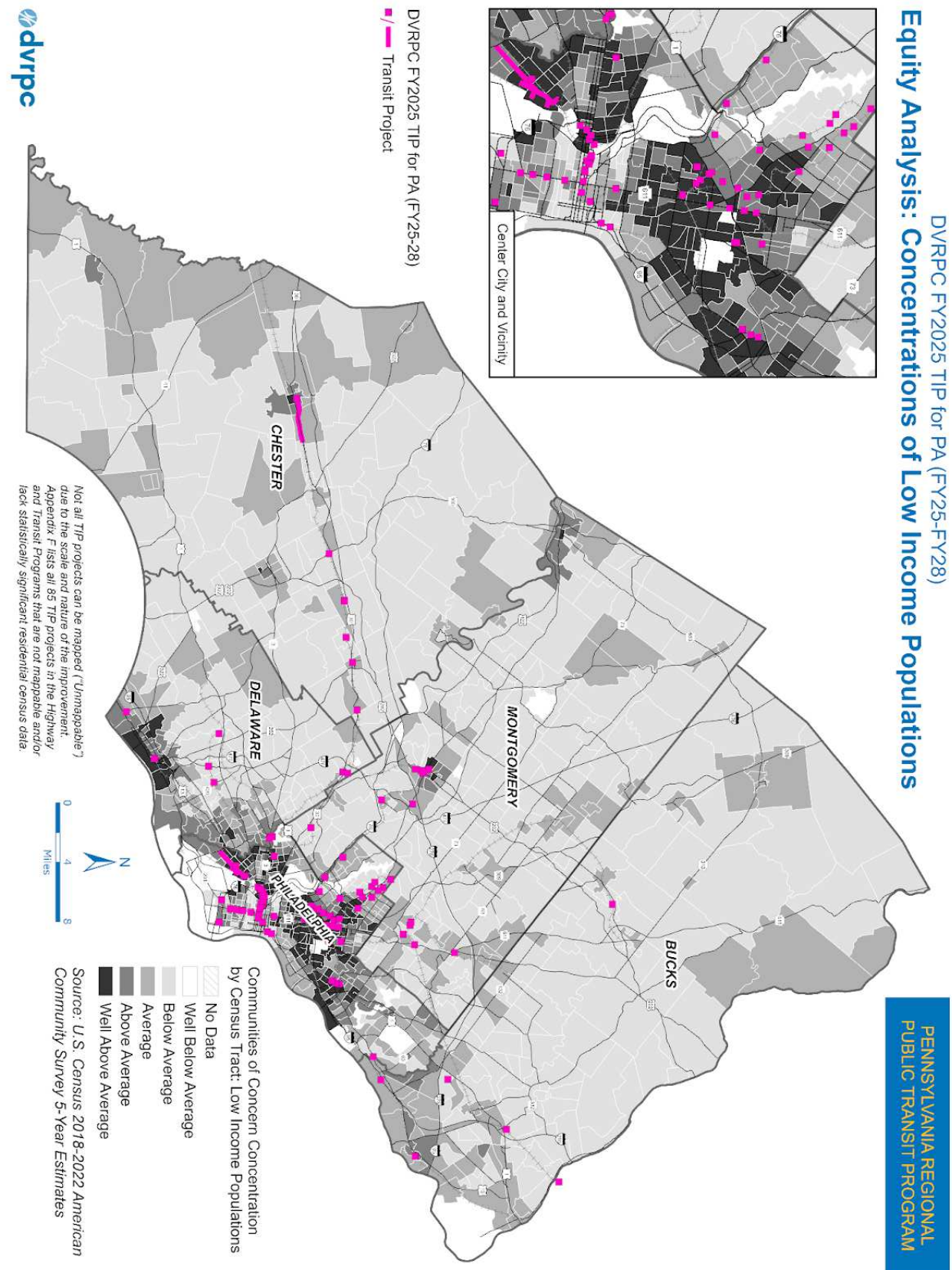
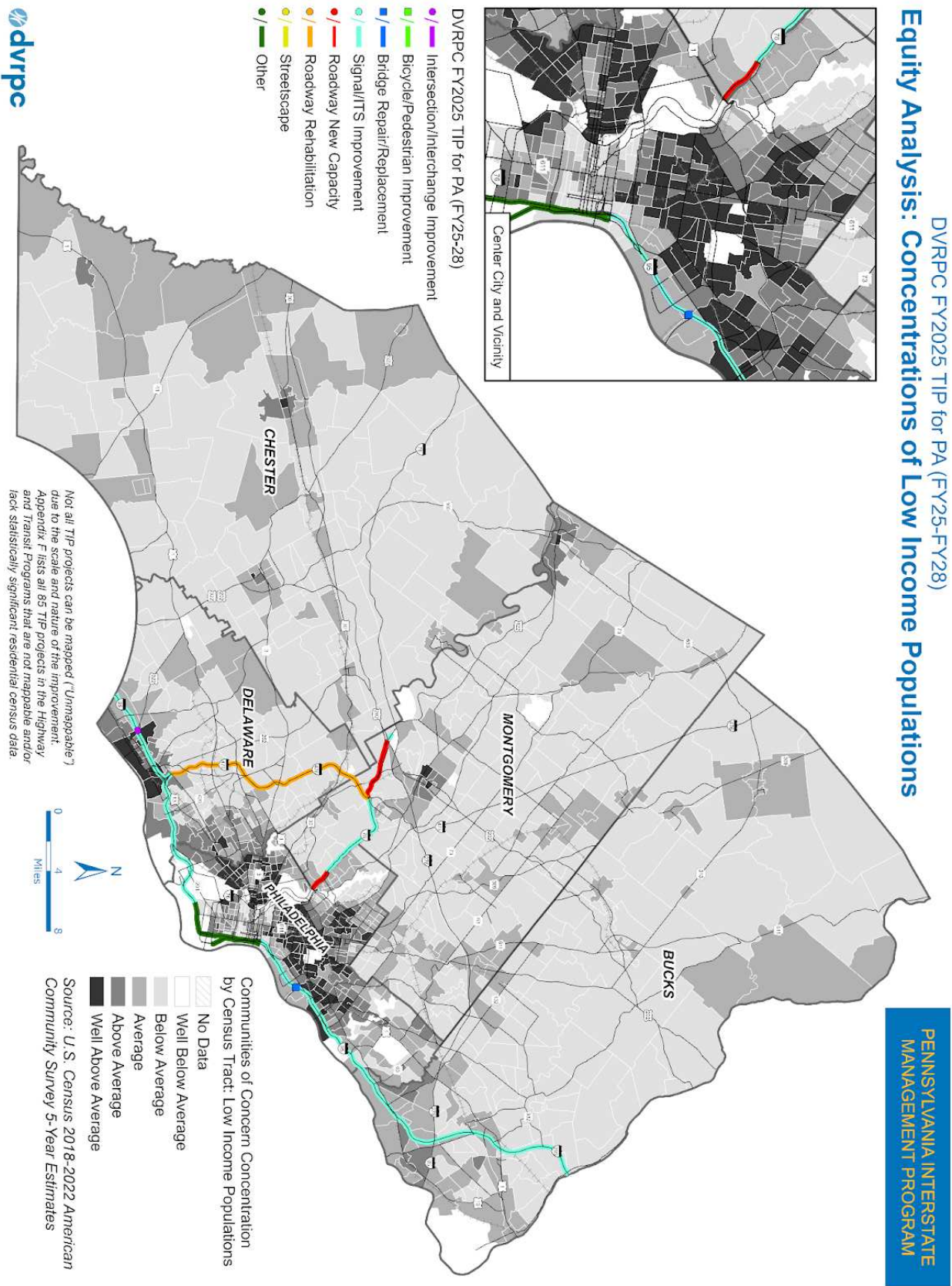


Figure 11: Pennsylvania IMP Projects and Concentrations of Low-Income Populations



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

The IIJA/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 state DOT, 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 and evaluate federal performance measures. 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 four-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		
<p>The FHWA rules for the <i>National Performance Management Measures: Highway Safety Improvement Program</i> (Safety PM) and <i>Highway Safety Improvement Program</i> (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.</p>		
Data Source		
<p>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.</p>		
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
<p>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. FHWA has determined that PennDOT has not made significant progress towards the 2022 Safety Targets. As of the printing of this document, discussions on making adjustments to the targets and HSIP funding has yet to take place.</p>		

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 2022 targets, the FHWA determined in April 2024 that Pennsylvania did not meet the statewide targets and is subject to the provisions of [23 U.S.C. 148\(j\)](#). 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 was required to obligate in Federal Fiscal Year (FFY) 2025 an amount equal to the previous year's 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 2024 that Pennsylvania triggered the Vulnerable Road Users Safety special rule. For calendar year 2022, the number of Vulnerable Road Users fatalities exceeded 15% of the total annual crash fatalities. PennDOT was therefore required to obligate in FFY 2025 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 is provided in Table 15.

- 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 is 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 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

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

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	Ongoing Regional
	Haverford Road Corridor Safety Improvements (MPMS #115426)	Installation of road diet, left-turn lanes, actuated advanced warning dilemma zone protection system	8.81	
	Smithbridge Road Connector (MPMS #107642)	Construction of 8 ft. multi-use trail along Smithbridge Road	1.12	
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

Projects Utilizing Federal HSIP Funds (cont.)

County	Project	Description	HSM Benefit/Cost	Funding Status
Montgomery	Belmont Avenue and St. Asaphs Road Roundabout (MPMS #115429)	Installation of a roundabout	2.1	Ongoing Regional
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	
	63 rd St. Corridor Safety Improvements (MPMS #115435)	Various safety improvements along 63 rd 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	
	5 th St. Corridor Safety Improvements (MPMS #115445)	Convert all signals from pedestal to mast arm and install pedestrian countdown timer signal heads	6.24	
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

Projects Utilizing Federal HSIP Funds (cont.)

County	Project	Description	HSM Benefit/Cost	Funding Status
Various	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	New Statewide VRU
	Systemic Intersection Improvement Program (MPMS #82087)	"Intersection Safety Implementation Plan" to address the top ranked feasible locations	N/A	
	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			
<p>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.</p>			
Data Source			
<p>Data for the pavement and bridge measures are based on information maintained in PennDOT's Roadway Management System (RMS) and Bridge Management System (BMS).</p>			
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			
<p>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.</p>			

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

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

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.

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.

³ The 2025 Financial Guidance can be found in Appendix B of this TIP document and at: talkpatransportation.com/how-it-works/tip

- 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 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 (DVRPC 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 *DVRPC'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

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 summer of 2022. The tools and methodologies are continually evaluated to prioritize state-of-good repair approaches that preserve transportation system assets.

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 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 <i>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)</i> 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 <u>23 CFR 490 Subparts E, F, G & H</u> . 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 Freight Reliability				
Measure	Area	Baseline 2021	2-year Target 2023	4-year Target 2025
Interstate Reliability	Statewide	92.8%	89.5%	89.5%
Non-Interstate Reliability		92.6%	88.0%	88.0%
Truck Reliability Index		1.30	1.40	1.40
CMAQ Congestion Targets				
Measure	Area	Baseline 2021	2-year Target 2023	4-year Target 2025
Percent Non-Single Occupant Vehicle Travel (Urbanized Area)	Philadelphia UZA	30.6%	30.0%	30.0%
Annual Peak Hour Excessive Delay Hours Per Capita (Urbanized Area)	Philadelphia UZA	13.1	15.2	15.1
CMAQ Emission Targets				
Measure	Area	Baseline 2021	2-year Target 2023	4-year Target 2025
VOC Emissions (kg/day)	Statewide	217.099	9.66	19.32
NOx Emissions (kg/day)		928.699	51.28	102.58
PM2.5 Emissions (kg/day)		33.019	4.07	8.14
CO and PM10 Emissions (kg/day)		N/A	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 system and freight 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.

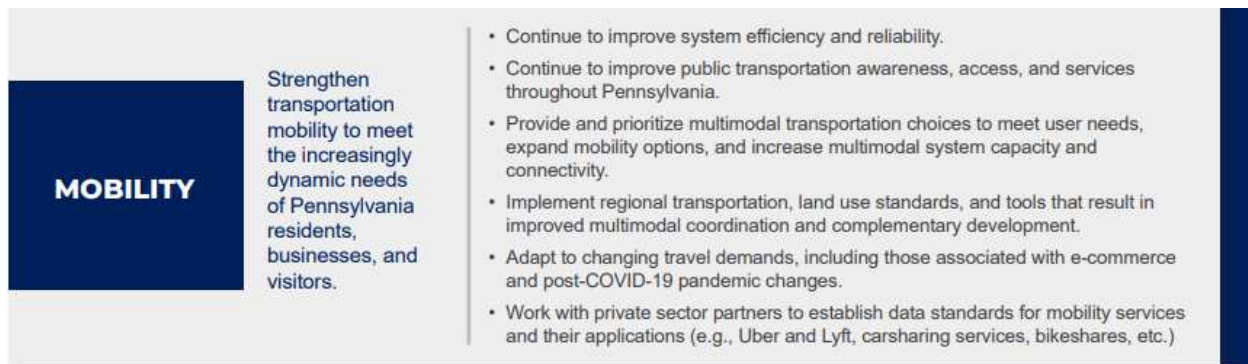
For each biennial report, the Bureau of Operations (BOO) within PennDOT scrutinizes statewide reliability and delay data, examining it for overarching trends. Working in synergy, BOO and CPDM pool their efforts to

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 criterion 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

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 criterion 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 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, 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 upgrade 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
Philadelphia	114172 Dreshertown Road CC Trail Extension (Competitive CMAQ)	Trail through Fort Washington Office Park
	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				
<p>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)</p>				
Data Source				
<p>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.</p>				
SEPTA's Transit Asset Management Targets				
Performance Measure	Asset Class	2023 Target	Current Performance	2024 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%	9.7%	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%	3%
	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%	11.5%	25%
	SEPTA Trucks and Other Rubber Tire Vehicles	50%	33.1%	50%
	SEPTA Steel Wheel Vehicles	50%	50.6%	55%
Facilities				
% of facilities with a condition rating below 3.0 on the FTA TERM scale	SEPTA Administrative / Maintenance Facilities	5%	3.6%	5%
	SEPTA Passenger / Parking Facilities	5%	4.8%	10%

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%	3.1%	10%
	SEPTA Heavy Rail	5%	2.4%	5%
	SEPTA Streetcar Rail	3%	0.7%	3%
PennDOT's Group Plan Transit Asset Management Targets				
Performance Measure	Asset Class	2023 Target	Current Performance	2024 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	28%	15%	15%
	BR-Over-the-road Bus	20%	38%	38%
	BU – Bus	31%	28%	28%
	CU-Cutaway	53%	59%	59%
	VN-Van	62%	62%	62%
	SV-Sports Utility Vehicle	40%	70%	70%
Equipment (Non-Revenue Vehicles)				
% of non-revenue/service vehicles within a particular asset class that have met or exceeded their ESL	Automobiles	45%	46%	46%
	Trucks / Rubber Tire Vehicles	21%	22%	24%
Facilities				
% of facilities with a condition rating below 3.0 on the FTA TERM scale	Administrative / Maintenance Facilities	14%	11%	11%
	Passenger / Parking Facilities	66%	31%	31%
Methods for Developing Targets				
Per the TAM Final rule, SEPTA's 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. 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 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 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	2023 Target	Current Performance	2024 Target
Fatalities				
Total / Rate of fatalities, by mode, across the transit agency's system.	SEPTA*	DNR/14.12	13/16.50	13/16.26
Injuries				
Total / Rate of injuries, by mode, across the transit agency's system.	SEPTA Bus*	DNR/3,794	1,936/4,458	1,548/3,541
	SEPTA Trolley Bus*	DNR/3,962	38/4,654	26/3,274
	SEPTA Heavy Rail (MFL)*	DNR/524	54/685	43/515
	SEPTA Heavy Rail (BSL)*	DNR/364	16/241	21/318
	SEPTA Heavy Rail (NHSL)*	DNR/2,197	16/2,152	16/2,076
	SEPTA Light Rail*	DNR/4,890	142/5,419	115/4,665
	SEPTA Commuter Rail*	DNR/494	96/550	66/419
	SEPTA Employees**	DNR/4.43	416/4.71	417/4.88
Safety Events				
Total / Rate of safety events, by mode, across the transit agency's system.	SEPTA Bus Vehicle*	DNR/7,141	3,458/7,962	3,177/7,263
	SEPTA Trolley Bus Vehicle*	DNR/7,347	63/7,716	55/6,928
	SEPTA Heavy Rail (MFL) Vehicle*	DNR/100	19/241	11/137
	SEPTA Heavy Rail (BSL) Vehicle*	DNR/85	6/90	6/84
	SEPTA Heavy Rail (NHSL) Vehicle*	DNR/2,370	21/2,824	20/2,580
	SEPTA Light Rail Vehicle*	DNR/9,057	340/12,976	268/10,739
	SEPTA Commuter Rail Vehicle*	DNR/90	15/86	14/92
	SEPTA Heavy Rail (MFL) Station*	DNR/3,513	135/559	100/2,747
	SEPTA Heavy Rail (BSL) Station*	DNR/1,275	35/218	25/1,064

Public Transit Safety Performance Measures (cont.)

	SEPTA Heavy Rail (NHSL) Station*	DNR/1,644	6/446	4/1,525
	SEPTA Commuter Rail Station*	DNR/914	7/39	9/638
	SEPTA Bus Safety Events	481	510	467
	SEPTA Trolley Bus Safety Events	11	8	10
	SEPTA Heavy Rail Safety Events	136	193	162
	SEPTA Light Rail Safety Events	82	110	90
	SEPTA Commuter Rail Safety Events	3	6	5
System Reliability				
The miles traveled between major mechanical failures calculated for each mode that the transit agency operates.	SEPTA Heavy Rail (MFL)	105,314	78,551	105,394
	SEPTA Heavy Rail (BSL)	122,436	176,380	152,918
	SEPTA Heavy Rail (NHSL)	32,306	30,656	35,424
	SEPTA Light Rail (City)	11,805	8,015	16,359
	SEPTA Light Rail (MSHL)	21,018	11,572	16,625
	SEPTA Commuter Rail	40,500	41,434	43,032

*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 Sustainability 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 closed on June 24, 2024, at 5:00 PM (local time). A hybrid (in-person/virtual) meeting was held at the DVRPC offices and a virtual meeting was 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: dvrpc.zoom.us/webinar/register/WN_b815VljZReqjdllKJF_gEw#/registration
or by visiting DVRPC's events calendar: www.dvrpc.org/calendar/

After registering, attendees 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:

dvrpc.zoom.us/webinar/register/WN_8JQuiSpLQKe5BOjw3DV1pA
or by visiting DVRPC's events calendar: www.dvrpc.org/calendar/

DVRPC Conference room

190 N Independence Mall W

Philadelphia, PA 19139

Directions: www.dvrpc.org/directions/

Dinner was served for in-person attendees. An online option was also available to give the public a chance comment. Interpretation was provided if requested.

All questions were directed to public_affairs@dvrpc.org or 215.592.1800.

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

In addition, the public could 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 have been postmarked by June 24, 2024. If a person needed assistance in providing a written comment, they were directed to 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 and the Philadelphia Tribune. DVRPC frequently employed social media ([Facebook](#), [X](#), and [Instagram](#)) during the public comment period to garner the public's interest and attention. For example, DVRPC highlighted different projects and facts via social media posts. For those without internet access, documents were available at the DVRPC office in the American College of Physicians Building in downtown Philadelphia. The public was asked to call (215) 592-1800 to make this request. Hardcopies of the TIP documents were 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 ended, DVRPC staff gathered responses to each public comment from the appropriate agency. Responses were 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 offered some extended guidance. Listed below are some questions that DVRPC asked the public to consider during the review of the TIP document.

- Are we meeting the needs of the region?
- Is the 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 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 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 welcomed opinions on specific projects contained in the TIP, the TIP development process, or any other topic of concern. However, we reminded 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 were 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](https://www.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 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 that are not. 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.

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 Chapter 3 and Appendix F: 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 101, 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 24 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 2045 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 Tables 24 and 25: 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: [Title VI and Environmental Justice](#)). 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 IJJA'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 411 fund 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

Pennsylvania - Highway Program (Status: TIP)

02	County		
03	MPMS# _____	Project Title, State Route, if applicable	New 04
05	LIMITS:		Est Let Date: ____/____/____ 06
07	IMPROVEMENT:	08 NHPP:	MRPID: 09
10	MUNICIPALITIES:	11 FC:	AQ Code: 12
13	PLAN CENTER:		IPD: 14
15	PROJECT MANAGER:	16 CMP:	CMP Subcorridor(s): 16

Project description in greater detail.

		TIP Program Years (\$ 000)											
17	18	FY ____				FY ____				FY ____			
Phase	Fund	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	FY	
CON	0	0,000											
CON	0	000											
CON	0		0,000										
		0,000	0,000	0	0	0	0	0	0	0	0	0	
		Total FY ____ - ____		0,000		Total FY ____ - ____		0		Total FY ____ - ____		0	

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 89](#))
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 90](#))
13. Community types which correspond to long range planning policies ([page 91](#))
14. Highest indicators of potential disadvantage for environmental justice ([page 91](#))
15. Project manager assigned by PennDOT District 6-0
16. CMP codes ([page 92](#))
17. Anticipated preliminary engineering, final design, right of way, utility, or construction project phases ([page 92](#)).
18. Fund type for each phase ([pages 92-98](#)). An "*" following a fund type indicates conversion funds for advanced construction phases
19. Funds are in the thousands (\$)

CHAPTER 8: **Project Listings**

FHWA-funded Projects for the FY2025 TIP for Pennsylvania

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 12923 *Bristol Road Extension SR:2025*

LIMITS: US 202 to Park Avenue

Est Let Date: 12/13/2025

IMPROVEMENT Roadway New Capacity

NHPP:

MRPID:119

MUNICIPALITIES: Chalfont Borough; New Britain Borough; New Britain Township

FC: 16

AQ Code:2035M

PLAN CENTER: Town Center

IPD: 14

PROJECT MANAGER: HNTB/N. Velaga

CMP: Major SOV Capacity

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	TOLL												
ROW	STU	2,652											
UTL	STU		2,295										
UTL	TOLL												
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	STU								3,816				
CON	STP								5,184				
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	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

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	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

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

LIMITS: Over Kimples Creek

Est Let Date: 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	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

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

LIMITS: Over Licking Creek

Est Let Date: 3/14/2024

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MRPID:238

MUNICIPALITIES: Milford Township

FC: 14; 16; 17

AQ Code:S19

PLAN CENTER:

IPD: 13

PROJECT MANAGER: TSS/H. Freed

CMP: Minor SOV Capacity

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	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

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

LIMITS: PA 413 - PA Turnpike

No Let Date

IMPROVEMENT Roadway New Capacity

NHPP: Y

MRPID:37

MUNICIPALITIES: Bensalem Township; Langhorne Manor Borough; Middletown Townsh **FC:** 12; 14

AQ Code:2035M

PLAN CENTER:

IPD: 12

PROJECT MANAGER: Plans/S. Hasan

CMP: Major SOV Capacity

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 Pennel 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 (Pennel/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	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>	<u>FY2035</u>	<u>FY2036</u>
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	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

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

LIMITS: At US 1 and Bristol/Levittown Parkway

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	

Pennsylvania - Highway Program (Status: TIP)

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
CON	BOF	100									
		100	0	0	0	0	0	0	0	0	0
Total FY2025-2028		100		Total FY2029-2032		0		Total FY2033-2036		0	

Pennsylvania - Highway Program (Status: TIP)

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
CON	STP	529									
CON	LOC	132									
CON	STP		529								
CON	LOC		132								
		661	661	0	0	0	0	0	0	0	0
Total FY2025-2028		1,322		Total FY2029-2032		0		Total FY2033-2036		0	

Pennsylvania - Highway Program (Status: TIP)

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	STU		720										
CON	NHPP		4,502										
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

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 64778 State Road Reconstruction SR:2002

LIMITS: Elm Street to Neshaminy Creek

Est Let Date: 6/20/2024

IMPROVEMENT Roadway Rehabilitation

NHPP:

MRPID:248

MUNICIPALITIES: Bristol Township

FC:

AQ Code:S10

PLAN CENTER:

IPD: 14

PROJECT MANAGER: EE/J. Brown

CMP: Not SOV Capacity Adding

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	TOLL												
ROW	STU	2,476											
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

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

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

LIMITS: Over Branch of Neshaminy Creek

Est Let Date: 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			

Pennsylvania - Highway Program (Status: TIP)

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	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 74827 *Delaware Canal Enhancement*

LIMITS: Over Brock Creek, Yardley Borough

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
CON	STU		1,093								
CON	STU			1,093							
		0	1,093	1,093	0	0	0	0	0	0	0
Total FY2025-2028				2,186		Total FY2029-2032			0	Total FY2033-2036	
											0

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 78516

Brownsville Road Bridge over Neshaminy Creek

LIMITS: Brownsville Road over Neshaminy Creek

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Lower Southampton Township; Middletown Township

PLAN CENTER:

PROJECT MANAGER: EE/J. Arena

NHPP:

FC: 17

CMP: Not SOV Capacity Adding

Est Let Date: 3/21/2024

AQ Code:S19

IPD: 16

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

Pennsylvania - Highway Program (Status: TIP)

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	STP		50										
ROW	TOLL												
UTL	STU			100									
UTL	TOLL												
CON	STP			800									
CON	TOLL												
CON	STP				800								
CON	TOLL												
		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	

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 84256

Old Street Road Bridge over SEPTA

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

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	

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	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

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	581			2,692									
CON	185			417									
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			

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

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) 16' 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
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	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

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

Final Version

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

Pennsylvania - Highway Program (Status: TIP)

Bucks**MPMS# 93445** **Route 1 Improvements - North (Section RC2)****LIMITS:** Route 1 - Neshaminy and Penndel Interchanges, Bucks County

Actl Let Date: 1/14/2021

IMPROVEMENT Intersection/Interchange Improvements**NHPP:** Y

MRPID:37

MUNICIPALITIES: Bensalem Township; Langhorne Manor Borough; Middletown Townsh **FC:** 12; 14; 17

AQ Code:2035M

PLAN CENTER:

IPD: 18

PROJECT MANAGER: TSS/S. Hasan**CMP:** Major SOV Capacity

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	STU*		2,000										
CON	NHPP*		1,281										
		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			

Pennsylvania - Highway Program (Status: TIP)

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

Final Version

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	NHPP			4,052									
UTL	TOLL												
CON	STU			8,962									
CON	581			2,241									
CON	NHPP				14,587								
CON	STU				2,755								
CON	581				4,336								
CON	STU					7,231							
CON	NHPP					10,962							
CON	581					4,548							
CON	STP						4,020						
CON	STU						4,172						
CON	581						2,043						
CON	STU							4,239					
CON	STP							703					
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	NHPP											22,207	
CON	STU											1,000	
CON	581											5,802	
CON	NHPP												23,107
CON	STU												8,000
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	

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 99431

Route 663 (John Fries Highway) Widening

New

LIMITS: Rosenberger Rd - Allentown Rd

IMPROVEMENT Streetscape

MUNICIPALITIES: Milford Township

PLAN CENTER:

PROJECT MANAGER:

NHPP:

FC:

CMP: Major SOV Capacity

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	STP			400									
FD	TOLL												
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	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

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	

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 102309PA 309 Bridge over Morgan Creek

LIMITS: Richland TownshipEst Let Date: 12/15/2026

IMPROVEMENT Bridge Repair/ReplacementNHPP:

MUNICIPALITIES: Richland TownshipFC:AQ Code:S19

PLAN CENTER:IPD:

PROJECT MANAGER: TSS/M. FaustoCMP: Not SOV Capacity AddingCMP 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	

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 102664PA 309 Bridge over Beaver Run

LIMITS: Richland Township

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Richland Township

PLAN CENTER:

PROJECT MANAGER: TSS/M. Fausto

NHPP:

FC:

AQ Code:S19

IPD:

Est Let Date: 12/10/2026

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	

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 104746

West Bridge Street Bridge over Tributary to Delaware River

LIMITS: Falls Township

NHPP:

No Let Date

IMPROVEMENT Bridge Repair/Replacement

FC:

AQ Code:S19

MUNICIPALITIES: Falls Township

IPD:

PLAN CENTER:

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

Pennsylvania - Highway Program (Status: TIP)

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

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

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	

Pennsylvania - Highway Program (Status: TIP)

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	TOLL												
ROW	STP	637											
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	

Pennsylvania - Highway Program (Status: TIP)

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	

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 111565

Chapman Road Bridge over Pine Run

LIMITS: Chapman Road over Pine Run, Doylestown Township

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Doylestown Township

PLAN CENTER:

PROJECT MANAGER: TSS/Gannett/A. Harper

NHPP:

FC:

CMP: Not SOV Capacity Adding

No Let Date

AQ Code:S19

IPD:

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
CON	185				1,768						
		0	0	0	1,768	0	0	0	0	0	0
Total FY2025-2028				1,768		Total FY2029-2032		0		Total FY2033-2036	
				1,768						0	

Pennsylvania - Highway Program (Status: TIP)

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:

PLAN CENTER: AQ Code:2035M

PROJECT MANAGER: Traff/A. Patel CMP: Minor SOV Capacity IPD:

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
ROW	HSIP	263									
UTL	HSIP	23									
CON	HSIP		1,061								
		286	1,061	0	0	0	0	0	0	0	0
Total FY2025-2028		1,347		Total FY2029-2032		0		Total FY2033-2036		0	

Pennsylvania - Highway Program (Status: TIP)

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
ROW	HSIP	1,115									
UTL	HSIP	33									
CON	HSIP		1,582								
		1,148	1,582	0	0	0	0	0	0	0	0
		Total FY2025-2028		2,730		Total FY2029-2032				0	
										Total FY2033-2036	
										0	

Pennsylvania - Highway Program (Status: TIP)

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

Pennsylvania - Highway Program (Status: TIP)

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	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

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	

Pennsylvania - Highway Program (Status: TIP)

Bucks

MPMS# 118190

Fairview Road Railroad Xing

LIMITS: Fairview Avenue in Quakertown Borough

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Quakertown Borough

PLAN CENTER:

PROJECT MANAGER: MAL/M. Lang

NHPP:

FC:

CMP: Not SOV Capacity Adding

No Let Date

AQ Code:S8

IPD:

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
CON	TOLL									325	
CON	RRX										
		0	0	0	0	0	0	0	0	325	0
Total FY2025-2028				0		Total FY2029-2032		0		Total FY2033-2036	
										325	

Pennsylvania - Highway Program (Status: TIP)

Bucks

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

LIMITS:

No Let Date

IMPROVEMENT Roadway New Capacity

NHPP:

MRPID:35

MUNICIPALITIES: Bristol Township

FC:

AQ Code:2035M

PLAN CENTER:

IPD:

PROJECT MANAGER: Mark Raup

CMP: Major SOV Capacity

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.

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

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				Total FY2033-2036			
								0				0	

Pennsylvania - Highway Program (Status: TIP)

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.

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
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			

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

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	TOLL												
FD	BOF			500									
ROW	TOLL												
ROW	BOF				100								
UTL	TOLL												
UTL	BOF				100								
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

Pennsylvania - Highway Program (Status: TIP)

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	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

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

LIMITS: PA 10 to Exton Bypass/Quarry Road

No Let Date

IMPROVEMENT Roadway Rehabilitation

NHPP: Y

MRPID:48

MUNICIPALITIES: Caln Township; Coatesville City; Downingtown Borough; East Caln To **FC:**

AQ Code:2045M

PLAN CENTER:

IPD: 18

PROJECT MANAGER: TSS/S. Fellin

CMP: Major SOV Capacity

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

Final Version

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: East Nottingham Township; Lower Oxford Township; Oxford Borough; 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	STU		799										
CON	NHPP		1,632										
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	BOF						2,000						
CON	STU						3,431						
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

Final Version

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: East Marlborough Township; Kennett Township; London Grove Town 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	BOF						1,000						
CON	NHPP						4,867						
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	

Pennsylvania - Highway Program (Status: TIP)

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

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

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

LIMITS: East of Schuylkill River to East of Hanover Street

Est Let Date: 4/10/2025

IMPROVEMENT Roadway Rehabilitation

NHPP: Y

MRPID:2

MUNICIPALITIES: North Coventry Township

FC:

AQ Code:S10

PLAN CENTER:

IPD: 15

PROJECT MANAGER: TSS/M. Fausto

CMP: Minor SOV Capacity

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	

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 47979

North Valley Road over Amtrak SR:0030

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

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Tredyffrin Township; Willistown Township

PLAN CENTER: Town Center

PROJECT MANAGER: TSS/M. Saintval

NHPP: Y

FC: 14; 17

CMP: Minor SOV Capacity

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	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

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

LIMITS: Keim Street to PA 724 Interchange

Est Let Date: 6/24/2027

IMPROVEMENT Roadway Rehabilitation

NHPP: Y

MRPID:2

MUNICIPALITIES: North Coventry Township

FC: 12; 16

AQ Code:S19

PLAN CENTER:

IPD: 15

PROJECT MANAGER: TSS/M. Fausto

CMP: Not SOV Capacity Adding

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	

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	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

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			

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

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	STP		150										
FD	TOLL												
ROW	STP			100									
ROW	TOLL												
UTL	STP			100									
UTL	TOLL												
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			

Pennsylvania - Highway Program (Status: TIP)

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

NHPP:

FC: 6

CMP: Not SOV Capacity Adding

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 Fallowfield 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	

Pennsylvania - Highway Program (Status: TIP)

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	TOLL												
CON	sSTP	1,270											
		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	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

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

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 86302

Ewing Road over White Clay Creek Bridge

LIMITS: Penn Township

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Penn Township

PLAN CENTER:

PROJECT MANAGER: Plans/S. Hasan

NHPP:

FC:

AQ Code:S19

IPD:

CMP: Not SOV Capacity Adding

Est Let Date: 3/13/2025

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	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

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	185					4,326							
CON	581					3,582							
CON	581						2,082						
CON	185						8,326						
CON	185							4,082					
CON	185							16,326					
CON	185								16,326				
CON	185								4,082				
CON	185									16,326			

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

CON	185									4,082			
CON	185										4,010		
CON	185										5,070		
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	

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 98039

Ship Road over Valley Creek (Bridge)

LIMITS: West Whiteland Township

Est Let Date: 8/22/2024

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: West Whiteland Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 17

PROJECT MANAGER: Plans/S. Hasan

CMP: Not SOV Capacity Adding

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
CON	185	1,433									
		1,433	0	0	0	0	0	0	0	0	0
Total FY2025-2028		1,433		Total FY2029-2032				0		Total FY2033-2036	
										0	

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 98041

Birchrun Road over Birch Run (Bridge)

LIMITS: West Vincent Township

Est Let Date: 11/7/2024

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: West Vincent Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 16

PROJECT MANAGER: Plans/S. Hasan

CMP: Not SOV Capacity Adding

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
CON	TOLL										
CON	BOF	634									
CON	BOF		634								
CON	TOLL										
		634	634	0	0	0	0	0	0	0	0
		Total FY2025-2028		1,268		Total FY2029-2032		0		Total FY2033-2036	
										0	

Pennsylvania - Highway Program (Status: TIP)

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	

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 98223

Creek Road over Pickering Creek (Bridge)

LIMITS: Thompson Davis Bridge

NHPP:

No Let Date

IMPROVEMENT Bridge Repair/Replacement

FC:

AQ Code:S19

MUNICIPALITIES: Schuylkill Township

IPD: 12

PLAN CENTER:

CMP Subcorridor(s): 9B

PROJECT MANAGER: TSS/Gannett/A. Harper

CMP: Not SOV Capacity Adding

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

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 98224

Spring City Road over Stony Run (Bridge)

LIMITS: East Pikeland Township

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: East Pikeland Township

PLAN CENTER:

PROJECT MANAGER: TSS/Gannett/A. Harper

NHPP:

FC:

CMP: Not SOV Capacity Adding

No Let Date

AQ Code:S19

IPD: 16

CMP Subcorridor(s): 9A

This project is a replacement of the county owned Cromby's Bridge (#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

Final Version

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			

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

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	STP			75										
UTL	TOLL													
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

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

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

Est Let Date: 9/17/2029

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MRPID:48

MUNICIPALITIES: Sadsbury Township; West Sadsbury Township

FC:

AQ Code:R1

PLAN CENTER:

IPD: 15

PROJECT MANAGER: TSS/S. Fellin

CMP: Minor SOV Capacity

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						5,000						
CON	581						2,375						
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		
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	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

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

Est Let Date: 1/29/2026

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MRPID:48

MUNICIPALITIES: Valley Township; West Caln Township

FC:

AQ Code:2045M

PLAN CENTER:

IPD: 18

PROJECT MANAGER: TSS/S. Fellin

CMP: Major SOV Capacity

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	TOLL												
FD	NHPP	9,000											
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	SPK-NHPP			10,000									
CON	STP			2,477									
CON	NHPP			5,979									
CON	581			4,614									
CON	SPK-NHPP				15,000								
CON	STP				3,019								
CON	NHPP				5,979								
CON	581				3,750								
CON	581				1,494								
CON	SPK-NHPP					5,000							
CON	STP					4,367							
CON	581					1,250							
CON	NHPP						9,873						
CON	STP						5,760						
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	STU										27,000		
CON	STP										11,611		
CON	581										7,500		
CON	581										2,902		

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

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	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

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/

Est Let Date: 12/9/2027

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MRPID:48

MUNICIPALITIES: Valley Township; West Caln Township

FC:

AQ Code:R3

PLAN CENTER:

IPD: 18

PROJECT MANAGER: TSS/S. Fellin

CMP: Minor SOV Capacity

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	NHPP							28,416					
CON	SPK-NHPP							10,000					
CON	581							2,500					
CON	581							7,104					
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	STU											14,212	
CON	NHPP											10,613	
CON	STP											3,591	
CON	581											7,104	
CON	STU												21,703
CON	STU												6,704
CON	STP												6,051
CON	NHPP												5,713
CON	581												15,211
CON	581												7,104
CON	581												7,104

Pennsylvania - Highway Program (Status: TIP)

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

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: West Pikeland Township

PLAN CENTER:

PROJECT MANAGER: Plans/S. Hasan

NHPP:

FC:

Est Let Date: 10/10/2024

AQ Code:S19

IPD: 12

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	TOLL												
CON	BOF	995											
CON	TOLL												
CON	BOF		995										
CON	TOLL												
CON	BOF			995									
		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		

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 110311PA 41 at State Road Intersection

LIMITS: PA 41 at State RoadEst Let Date: 3/12/2026

IMPROVEMENT Intersection/Interchange ImprovementsNHPP:

MUNICIPALITIES: Avondale BoroughFC:

PLAN CENTER:AQ Code:R1

PROJECT MANAGER: TSS/M. SaintvalCMP: Not SOV Capacity AddingIPD: 20

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	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

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	

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 110765 *Pickering Dam Road over Branch of Pickering Creek*

LIMITS: Charlestown Township
IMPROVEMENT Bridge Repair/Replacement
MUNICIPALITIES: Charlestown Township
PLAN CENTER:
PROJECT MANAGER: Plans/S. Hasan

NHPP:
FC:
CMP: Not SOV Capacity Adding

Est Let Date: 10/9/2025
AQ Code:S19
IPD:

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				Total FY2033-2036			
									0				0

Pennsylvania - Highway Program (Status: TIP)

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	

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

NHPP:

FC:

AQ Code:A2

IPD:

CMP: Not SOV Capacity Adding

No Let Date

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	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 113307 US 1 Expressway Reconstruction: PA/MD Line to PA 472

LIMITS: PA/MD Line to PA 472

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: East Nottingham Township; Lower Oxford Township; West Nottinghamha FC:

PLAN CENTER:

PROJECT MANAGER: EE/M. Holva

CMP: Minor SOV Capacity

NHPP:

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	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>	<u>FY2035</u>	<u>FY2036</u>
FD	NHPP	5,304											
ROW	581		1,311										
UTL	STP								261				
UTL	581								65				
CON	STP			1,663									
CON	581			416									
CON	STU				2,663								
CON	STP				2,748								
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	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 113312 US 1 Expressway Reconstruction: PA 41 to Schoolhouse Road

LIMITS: PA 41 to Schoolhouse Road

Est Let Date: 11/4/2027

IMPROVEMENT Roadway Rehabilitation

NHPP:

MRPID:3

MUNICIPALITIES: East Marlborough Township; Kennett Township; London Grove Town FC:

AQ Code:S10

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/M. Holva

CMP: Minor SOV Capacity

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	NHPP					7,274							
CON	BOF					3,000							
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	STU											6,339	
CON	NHPP											10,274	
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	

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 114166PA 401 & Valley Hill Rd Improvement (Competitive CMAQ)

LIMITS: PA 401 (Conestoga Road) and Valley Hill RoadNo Let Date

IMPROVEMENT Intersection/Interchange ImprovementsNHPP:

MUNICIPALITIES: Charlestown Township; East Whiteland TownshipFC:

PLAN CENTER:AQ Code:R1

IPD:

PROJECT MANAGER: HNTB/N. VelagaCMP: 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	TOLL												
CON	CAQ	1,365											
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	

Pennsylvania - Highway Program (Status: TIP)

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: East Pikeland Township; Phoenixville Borough; 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
CON	HSIP	3,000									
		3,000	0	0	0	0	0	0	0	0	0
		Total FY2025-2028		3,000		Total FY2029-2032		0		Total FY2033-2036	
										0	

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 117999 Thomas Road over Trout Creek (CB #300)

LIMITS: Thomas RoadNo Let Date

IMPROVEMENT Bridge Repair/ReplacementNHPP:

MUNICIPALITIES: Tredyffrin TownshipFC:AQ Code:S19

PLAN CENTER:IPD:

PROJECT MANAGER: TSS/Gannett/A. HarperCMP: 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

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

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: West Goshen Township; Westtown 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

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 118025PA 100 Northbound at Exton Station

LIMITS: PA 100 NorthboundNo Let Date

IMPROVEMENT Roadway New CapacityNHPP:MRPID:217

MUNICIPALITIES: West Whiteland TownshipFC:AQ Code:2035M

PLAN CENTER:IPD:

PROJECT MANAGER: Gannett/P. ValliereCMP: Minor SOV CapacityCMP 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	

Pennsylvania - Highway Program (Status: TIP)

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:

PLAN CENTER: AQ Code:S8

PROJECT MANAGER: MAL/M. Lang CMP: Not SOV Capacity Adding IPD:

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
CON	RRX		300								
CON	TOLL										
		0	300	0	0	0	0	0	0	0	0
Total FY2025-2028			300			Total FY2029-2032		0		Total FY2033-2036	
				300						0	

Pennsylvania - Highway Program (Status: TIP)

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
CON	RRX	300									
CON	TOLL										
		0	300	0	0	0	0	0	0	0	0
Total FY2025-2028		300				Total FY2029-2032		0		Total FY2033-2036	
										0	

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 118185 Woodland Avenue Xing

LIMITS: Woodland Avenue West Grove Borough
IMPROVEMENT Intersection/Interchange Improvements
MUNICIPALITIES: West Grove Borough
PLAN CENTER:
PROJECT MANAGER: MAL/M. Lang CMP: Not SOV Capacity Adding

NHPP:
FC:
No Let Date
AQ Code:S8
IPD:

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
CON	TOLL										
CON	RRX							300			
		0	0	0	0	0	0	300	0	0	0
		Total FY2025-2028			0	Total FY2029-2032			300	Total FY2033-2036	
										0	

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 118186

Kimble Road Xing

LIMITS: Kimble Road in Lower Oxford Township

NHPP:

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

FC:

AQ Code:S8

MUNICIPALITIES: Lower Oxford Township

IPD:

PLAN CENTER:

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
CON	RRX						305				
CON	TOLL										
		0	0	0	0	0	305	0	0	0	0
Total FY2025-2028		0				Total FY2029-2032		305		Total FY2033-2036	
										0	

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 118188 *Mt. Pleasant Grade Xing*

LIMITS: Mt. Pleasant Road in Oxfofd Borough

NHPP:

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

FC:

MUNICIPALITIES: Oxford Borough

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
CON	RRX					315					
CON	TOLL										
		0	0	0	0	0	315	0	0	0	0
Total FY2025-2028		0				Total FY2029-2032		315		Total FY2033-2036	
		0								0	

Pennsylvania - Highway Program (Status: TIP)

Chester

MPMS# 118189

Crawl Toot Road Railroad Xing

LIMITS: Crawl Toot Road in Lower Oxford Township

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Lower Oxford Township

PLAN CENTER:

PROJECT MANAGER: MAL/M. Lang

NHPP:

FC:

CMP: Not SOV Capacity Adding

No Let Date

AQ Code:S8

IPD:

This project is for the installation of railroad warning devices on Crawl Toot Road, in Lower Oxford Township, Chester County.

TIP Program Years (\$ 000)											
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	RRX	315									
CON	TOLL										
		315	0	0	0	0	0	0	0	0	0
Total FY2025-2028		315		Total FY2029-2032		0		Total FY2033-2036		0	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

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	

Pennsylvania - Highway Program (Status: TIP)

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	TOLL												
CON	RRX	397											
		397	0	0	0	0	0	0	0	0	0	0	0
		Total FY2025-2028			397	Total FY2029-2032			0	Total FY2033-2036			0

Pennsylvania - Highway Program (Status: TIP)

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

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	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 15251 *US 1 and PA 352 Interchange, Intersection, and Roadway Improvements SR:0352*

LIMITS: At PA 352/Middletown Road

Est Let Date: 6/15/2029

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

MRPID:5

MUNICIPALITIES: Middletown Township

FC: 12; 14

AQ Code:R3

PLAN CENTER:

IPD: 15

PROJECT MANAGER: TSS/M. Fausto

CMP: Minor SOV Capacity

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 YOY'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	BRIP												14,850
CON	STP												16,552
CON	581												8,100
CON	581												4,138
CON	NHPP												
CON	581												

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

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

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 47147 3rd Street Dam Over Broomall Lake

LIMITS: Over Broomall Lake/tributary to Ridley Creek

Est Let Date: 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

Pennsylvania - Highway Program (Status: TIP)

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

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Chester City

PLAN CENTER:

PROJECT MANAGER: TSS/RKK/C. Carmichael

Est Let Date: 3/14/2024

NHPP:

FC:

AQ Code:S19

IPD: 22

CMP Subcorridor(s): 4D, 6A

CMP: Not SOV Capacity Adding

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	

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 69665

South Creek Road Bridge Over Brandywine Creek SR:3101

LIMITS: Over Brandywine Creek

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Pennsbury Township; Chadds Ford Township

PLAN CENTER:

PROJECT MANAGER: TSS/S. Fellin

NHPP: N

FC: 17

CMP: Not SOV Capacity Adding

Est Let Date: 9/14/2023

AQ Code:S19

IPD: 14

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
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
		Total FY2025-2028		10,000		Total FY2029-2032		0		Total FY2033-2036	
										0	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 69817 **US 322, Featherbed Lane to Chelsea Parkway (Section 102) SR:0322**

LIMITS: Featherbed Lane to Chelsea Parkway

Est Let Date: 8/21/2025

IMPROVEMENT Roadway New Capacity

NHPP: Y

MRPID:50

MUNICIPALITIES: Bethel Township; Concord Township; Upper Chichester Township

FC: 14; 16

AQ Code:2045M

PLAN CENTER:

IPD: 17

PROJECT MANAGER: TSS/M. Saintval

CMP: Major SOV Capacity

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

Final Version

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	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 79329 **Bridgewater Road Extension**

LIMITS: Concord Road to PA 452/US 322

No Let Date

IMPROVEMENT Roadway New Capacity

NHPP: Y

MRPID:117

MUNICIPALITIES: Aston Township; Chester City; Chester Township; Upper Chichester T **FC:** 14; 17

AQ Code:2035M

PLAN CENTER:

IPD: 16

PROJECT MANAGER: TSS/M. Saintval

CMP: Major SOV Capacity

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	

Pennsylvania - Highway Program (Status: TIP)

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	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

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	TOLL												
CON	CRPU						2,705						
CON	CRP						1,300						
CON	CRP							2,668					
CON	CRPU							5,000					
CON	TOLL												
CON	TOLL												
CON	CRPU								5,295				
CON	CRP								1,032				
CON	TOLL												
CON	STU									500			
CON	TOLL												
CON	STU										500		
CON	TOLL												
CON	STU											500	
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	

Pennsylvania - Highway Program (Status: TIP)

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	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 92323 **Wanamaker Ave o/ Darby Ck (Bridge) SR:0420**

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

Actl Let Date: 3/23/2023

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MUNICIPALITIES: Tinicum Township; Prospect Park Borough

FC: 14

AQ Code:S19

PLAN CENTER: Town Center

IPD: 15

PROJECT MANAGER: Harold Windisch ADE CONSTR **CMP:** Not SOV Capacity Adding

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

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 92324 Gov Printz Blvd o/ Conrail (Bridge)

LIMITS: Delaware County, Tinicum Township
IMPROVEMENT Bridge Repair/Replacement
MUNICIPALITIES: Tinicum Township
PLAN CENTER:
PROJECT MANAGER: TSS/M. Saintval CMP: Not SOV Capacity Adding

NHPP:
FC: 16 Est Let Date: 10/19/2023
AQ Code:S19
IPD:

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	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

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: Upper Darby Township; Philadelphia City

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	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

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

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 95429 **US 202 and US 1 Intersection Area Improvements**

LIMITS: 202/1 Intersection and Looproad

Est Let Date: 8/22/2024

IMPROVEMENT Roadway New Capacity

NHPP: Y

MRPID:123

MUNICIPALITIES: Chadds Ford Township

FC: 14

AQ Code:2030M

PLAN CENTER:

IPD: 17

PROJECT MANAGER: Gannett/P. Valliere

CMP: Minor SOV Capacity

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	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

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

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 98217

Hilldale Road over Darby Creek (CB# 149) (Bridge)

LIMITS: Lansdowne Borough

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Lansdowne Borough; Upper Darby Township

PLAN CENTER:

PROJECT MANAGER: TSS/RKK/C. Carmichael

NHPP:

FC:

CMP: Not SOV Capacity Adding

No Let Date

AQ Code:S19

IPD: 18

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			

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 98218

South Avenue over Muckinipattis Creek (Mulford Bridge) (CB# 142)

LIMITS: Glenolden Borough

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Glenolden Borough; Norwood Borough

PLAN CENTER:

PROJECT MANAGER: TSS/RKK/C. Carmichael

NHPP:

FC:

CMP: Not SOV Capacity Adding

No Let Date

AQ Code:S19

IPD: 15

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

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 99668

PA 291 Drainage Improvement

LIMITS: Between Crum Creek and Darby Creek

Est Let Date: 10/24/2024

IMPROVEMENT Roadway Rehabilitation

NHPP:

MUNICIPALITIES: Ridley Township

FC:

AQ Code:X13

PLAN CENTER:

IPD: 17

PROJECT MANAGER: Plans/S. Hasan

CMP: Not SOV Capacity Adding

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 and the Circuit Trails network.

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	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

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	STU	3,572											
CON	TOLL												
CON	TOLL												
CON	STU		1,000										
CON	TOLL												
CON	STU			1,000									
CON	TOLL												
CON	STU				1,000								
CON	RRX					369							
CON	STU					572							
		3,572	1,000	1,000	1,000	941	0	0	0	0	0	0	0
		Total FY2025-2028			6,572	Total FY2029-2032			941	Total FY2033-2036			0

Pennsylvania - Highway Program (Status: TIP)

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									506			
CON	185									5,648			
CON	185									1,412			
		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

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 103528 Mattson Road over the West Branch of the Chester Creek

LIMITS: Chester Heights Borough

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Chester Heights Borough

PLAN CENTER:

PROJECT MANAGER: TSS/RKK/C. Carmichael

NHPP:

FC:

AQ Code:S19

IPD:

CMP: Not SOV Capacity Adding

No Let Date

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	TOLL													
FD	sSTP	300												
ROW	sSTP	20												
ROW	TOLL													
UTL	TOLL													
UTL	sSTP	15												
CON	TOLL													
CON	sSTP		1,315											
		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

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 104343 *US 322 over CSX (Bridge)*

LIMITS: I-95 Interchange to PA 452 Interchange

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Chester City; Upper Chichester Township

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	

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 104879 *Cheyney Road Bridge Replacement*

LIMITS: Thornbury Township

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Thornbury Township

PLAN CENTER:

PROJECT MANAGER: Plans/S. Hasan

NHPP:

FC:

CMP: Not SOV Capacity Adding

Est Let Date: 9/26/2024

AQ Code:S19

IPD:

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

Pennsylvania - Highway Program (Status: TIP)

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
CON	CAQ	1,843									
CON	HSIP	1,055									
		2,898	0	0	0	0	0	0	0	0	0
		Total FY2025-2028		2,898		Total FY2029-2032		0		Total FY2033-2036	
											0

Pennsylvania - Highway Program (Status: TIP)

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

NHPP:

FC:

CMP: Not SOV Capacity Adding

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	

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 110951

Macdade Blvd. Corridor Safety Improvements

LIMITS: Fairview to Ashland

NHPP:

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

FC:

AQ Code:2030M

MUNICIPALITIES: Glenolden Borough; Ridley Township

IPD:

PLAN CENTER:

CMP Subcorridor(s): 6A

PROJECT MANAGER: Traff/A. Patel

CMP: Minor SOV Capacity

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
CON	sHSIP	2,796									
		0	2,796	0	0	0	0	0	0	0	0
Total FY2025-2028		2,796		Total FY2029-2032		0		Total FY2033-2036		0	

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 111022 **Chichester Avenue Corridor Safety Improvements**

LIMITS: Laughead Ave. to Bethel/Thornton Rd.

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Upper Chichester Township

PLAN CENTER:

PROJECT MANAGER: Traff/A. Patel

NHPP:

FC:

CMP: Minor SOV Capacity

Est Let Date: 11/5/2026

AQ Code:2030M

IPD:

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
FD	sHSIP	36									
CON	sHSIP		849								
		36	849	0	0	0	0	0	0	0	0
Total FY2025-2028		885		Total FY2029-2032		0		Total FY2033-2036		0	

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 113251

Highland Avenue Railroad Preemption

LIMITS: State Route 291 and Highland Avenue

IMPROVEMENT Transit Improvements

MUNICIPALITIES: Chester City

PLAN CENTER:

PROJECT MANAGER: MAL/M. Lang

NHPP:

FC:

CMP: Not SOV Capacity Adding

No Let Date

AQ Code:S1

IPD:

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
CON	TOLL					200					
CON	RRX	0	0	0	0	200	0	0	0	0	0
Total FY2025-2028				0	Total FY2029-2032				200	Total FY2033-2036	
										0	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

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	STP*	579											
CON	STU*	2,332											
CON	STU*		495										
CON	NHPP*		19,956										
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

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 114102 West Chester Pk & 476 (Competitive CMAQ)

LIMITS: West Chester Pike & I-476

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Haverford Township; Marple 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

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 114112 *Media Bypass ITS (Competitive CMAQ)*

LIMITS: Media bypass (Route 1) corridor in Delaware County

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Middletown Township; Springfield Township; Chester Heights Boroug

PLAN CENTER:

PROJECT MANAGER: TSS/M. Fausto

NHPP:

FC:

CMP: Minor SOV Capacity

No Let Date

AQ Code:2030M

IPD:

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

Pennsylvania - Highway Program (Status: TIP)

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.

DVRPC FY2025-2028 TIP for PA

Final Version

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	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

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

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: Darby Borough; Lansdowne Borough; Yeadon 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	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>	<u>FY2035</u>	<u>FY2036</u>
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

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 118006

Ridley Creek Road over Branch of Ridley Creek

LIMITS: Delaware County

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Upper Providence Township

PLAN CENTER:

PROJECT MANAGER: AECOM/K. Mathews

NHPP:

FC:

CMP: Not SOV Capacity Adding

No Let Date

AQ Code:S19

IPD:

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	

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 118029Bethel Roundabout

LIMITS: Concord and Foulk- Concord and Chelsea/Valleybrook

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Bethel Township

PLAN CENTER:

PROJECT MANAGER: TSS/M. Saintval

NHPP:

FC:

No Let Date

AQ Code:2035M

IPD:

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	

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 118030

Newtown Trail

LIMITS: West Chester Pike/Bryn Mawr Avenue

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Newtown Township

PLAN CENTER:

PROJECT MANAGER: Gannett/B. Masi

NHPP:

FC:

CMP: Not SOV Capacity Adding

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

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

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

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Delaware

MPMS# 119435 SR 452/I-95 Improvements

New-B

LIMITS: SR 452:Chestnut Street to Beech Street

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

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 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	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	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

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

Pennsylvania - Highway Program (Status: TIP)

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 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		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	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

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

Pennsylvania - Highway Program (Status: TIP)

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	TOLL												
ROW	STU			100									
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
	\$67,752	\$91,594	\$75,354	\$63,368	\$298,068	\$201,465	\$210,240

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

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	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

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

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

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

LIMITS: Over Perkiomen Creek

Est Let Date: 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	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 16438 **PA 309, Connector Project - Phase I SR:1058**

LIMITS: Allentown Road to PA 63/Sumneytown Pike

No Let Date

IMPROVEMENT Roadway New Capacity

NHPP: Y

MRPID:57

MUNICIPALITIES: Franconia Township; Lower Salford Township; Towamencin Township **FC:** 14; 16

AQ Code:2045M

PLAN CENTER:

IPD:

PROJECT MANAGER: TSS/S. Hasan

CMP: Major SOV Capacity

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	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 16577 Ridge Pike: Harmon Road to Crescent Avenue SR:0000

LIMITS: Harmon Road to Crescent Avenue

Est Let Date: 4/24/2025

IMPROVEMENT Roadway Rehabilitation

NHPP:

MRPID:163

MUNICIPALITIES: Springfield Township; Whitmarsh Township

FC:

AQ Code:2035M

PLAN CENTER:

IPD: 16

PROJECT MANAGER: HNTB/N. Velaga

CMP: Major SOV Capacity

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		

Pennsylvania - Highway Program (Status: TIP)

Montgomery

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

LIMITS: Main Street to Johnson Highway

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP: Y

MRPID:21

MUNICIPALITIES: East Norriton Township; Norristown Borough

FC: 14

AQ Code:S10

PLAN CENTER: Town Center

IPD: 26

PROJECT MANAGER: EE/J. Brown

CMP: Major SOV Capacity

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.

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

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

Final Version

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 Srogels 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	STU										10,763		
CON	NHPP										168		
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	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

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

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	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>	<u>FY2035</u>	<u>FY2036</u>
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	

Pennsylvania - Highway Program (Status: TIP)

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

MUNICIPALITIES: Horsham Township; Upper Dublin 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.

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

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	STP			463									
CON	STU			1,342									
CON	581			451									
CON	STP				1,805								
CON	581				451								
CON	STP					1,805							
CON	581					451							
CON	STP						106						
CON	STU						2,699						
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	

Pennsylvania - Highway Program (Status: TIP)

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

NHPP: Y

FC: 14

CMP: Minor SOV Capacity

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

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

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

No Let Date

IMPROVEMENT Roadway New Capacity

NHPP: Y

MRPID:54

MUNICIPALITIES: Upper Merion Township

FC: 14

AQ Code:2035M

PLAN CENTER:

IPD: 16

PROJECT MANAGER: TSS/L. Link

CMP: Major SOV Capacity

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 to PA 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	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>	<u>FY2035</u>	<u>FY2036</u>
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

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

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	STU								4,825				
CON	TOLL									5,350			
CON	STU												
CON	TOLL										2,375		
CON	STU											1,000	
CON	TOLL												1,450
CON	STU												
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	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

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

LIMITS: Johnson Highway to Township Line Road

Actl Let Date: 1/14/2021

IMPROVEMENT Roadway New Capacity

NHPP: Y

MRPID:56

MUNICIPALITIES: East Norriton Township; Norristown Borough; Whitpain Township

FC: 14

AQ Code:2035M

PLAN CENTER:

IPD: 21

PROJECT MANAGER: TSS/M. Fausto

CMP: Major SOV Capacity

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	STU*	1,132											
CON	NHPP*	1,168											
		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	

Pennsylvania - Highway Program (Status: TIP)

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	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>	<u>FY2035</u>	<u>FY2036</u>
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

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

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

LIMITS: Over Amtrak/SEPTA 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	TOLL												
UTL	BOF	4,984											
UTL	TOLL												
UTL	BOF		16										
CON	TOLL												
CON	BOF	1,000											
CON	TOLL												
CON	BOF		2,155										
CON	TOLL												
CON	BOF			2,638									
CON	TOLL												
CON	BOF				2,000								
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	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 66952 PA 23/Valley Forge Road and North Gulph Road Relocation (2NG) SR:0422

LIMITS: US 422 to North Gulph Road

Est Let Date: 5/23/2024

IMPROVEMENT Intersection/Interchange Improvements

NHPP: N

MRPID:96

MUNICIPALITIES: Upper Merion Township

FC: 16

AQ Code:R3

PLAN CENTER: Metropolitan Subcenter

IPD: 21

PROJECT MANAGER: EE/M. Holva

CMP: Minor SOV Capacity

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	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

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

LIMITS: Over Wissahickon Creek

Est Let Date: 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	

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 74813

Ambler Pedestrian Sidewalk Improvements

LIMITS: Orange Avenue/Highland Avenue/Southern Park Avenue

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Ambler Borough

PLAN CENTER:

PROJECT MANAGER: EE/DVRPC/J. Coscia

NHPP:

FC:

CMP: Not SOV Capacity Adding

Est Let Date: 6/1/2023

AQ Code:A2

IPD: 3

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
CON	STP	375									
		375	0	0	0	0	0	0	0	0	0
Total FY2025-2028		375		Total FY2029-2032		0		Total FY2033-2036		0	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

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	CRPU				82								
CON	CRP				1,348								
CON	LOC				358								
CON	CRPU					1,072							
CON	CRP					358							
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	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 82083 Cross County Trail: Wissahickon Trail - 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	CRPU				1,809								
CON	TOLL												
CON	CRPU					3,904							
CON	TOLL												
		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	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

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-foot wide, paved, and separated from traffic with limited exceptions) to reflect their intended use as the arteries of a dedicated, regional, non-motorized transportation system.

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	

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: North Coventry Township; Pottstown Borough

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	

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 92637

Pleasant 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
CON	BRIP	3,300									
		3,300	0	0	0	0	0	0	0	0	0
		Total FY2025-2028		3,300		Total FY2029-2032		0		Total FY2033-2036	
										0	

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 92839

Ridge Pike over Norfolk Southern RR bridge (CB: #257)

LIMITS: PA Turnpike to Carland Road

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Plymouth Township

PLAN CENTER: Suburban Center

PROJECT MANAGER: HNTB/N. Velaga

NHPP:

FC:

AQ Code:S19

IPD: 17

CMP Subcorridor(s): 1A, 9B

CMP: Not SOV Capacity Adding

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	

Pennsylvania - Highway Program (Status: TIP)

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	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 102273 *Ridge/Germantown Intersection Realignment - Phase 1, Perkiomen Crossing*

LIMITS: PA 29 to Ridge/Germantown Pike

Est Let Date: 5/23/2024

IMPROVEMENT Roadway New Capacity

NHPP:

MRPID:423

MUNICIPALITIES: Collegeville Borough; Lower Providence Township

FC:

AQ Code:2035M

PLAN CENTER:

IPD: 14

PROJECT MANAGER: HNTB/N. Velaga

CMP: Minor SOV Capacity

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

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 103371 Woodmont Road Bridge Replacement (CB #10)

LIMITS: Woodmont Rd O/Arrowmink Creek, West Conshohocken Boro
IMPROVEMENT Bridge Repair/Replacement
MUNICIPALITIES: West Conshohocken Borough
PLAN CENTER:
PROJECT MANAGER: TSS/Gannett/A. Harper CMP: Not SOV Capacity Adding

NHPP:
FC:
No Let Date
AQ Code:S19
IPD:

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	

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 103372 Waverly Road over Tacony Creek (County Bridge #275)

LIMITS: Waverly Road over Tacony Creek
IMPROVEMENT Bridge Repair/Replacement
MUNICIPALITIES: Cheltenham Township
PLAN CENTER:
PROJECT MANAGER: TSS/Gannett/A. Harper CMP: Not SOV Capacity Adding

NHPP:
FC:
Est Let Date: 3/14/2024
AQ Code:S19
IPD: 15
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

Pennsylvania - Highway Program (Status: TIP)

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	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 105803 **PA 309 Connector: Souderton Pike to PA 309 (HT3)**

LIMITS: Souderton Pike to PA 309

Est Let Date: 12/10/2026

IMPROVEMENT Roadway New Capacity

NHPP:

MRPID:57

MUNICIPALITIES: Hilltown Township; Franconia Township; Hatfield Township

FC:

AQ Code:2045M

PLAN CENTER:

IPD: 19

PROJECT MANAGER: Plans/S. Hasan

CMP: Major SOV Capacity

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		

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

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	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 110313 **Belmont Avenue Bridge over Schuylkill River**

LIMITS: Belmont Avenue/Green Lane over Schuylkill River

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Lower Merion Township; Philadelphia City

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	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 110315 *Philmont Avenue/Tomlinson Road/Pine Road Improvements - 6 Point Intersection*

LIMITS: Philmont Avenue/Tomlinson Road/Pine Road

Est Let Date: 4/10/2025

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MRPID:176

MUNICIPALITIES: Lower Moreland Township

FC:

AQ Code:R3

PLAN CENTER:

IPD: 16

PROJECT MANAGER: Gannett/K.Caparra

CMP: Minor SOV Capacity

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	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

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

Est Let Date: 1/9/2025

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MRPID:203

MUNICIPALITIES: Plymouth Township

FC:

AQ Code:S19

PLAN CENTER:

IPD: 17

PROJECT MANAGER: TSS/Gannett/A. Harper

CMP: Not SOV Capacity Adding

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	BRIP	8,982											
CON	STU	4,243											
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

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 110761 Gilbertsvle Rd over Branch of Ministers Creek

LIMITS: Douglass Township
IMPROVEMENT Bridge Repair/Replacement
MUNICIPALITIES: Douglass Township
PLAN CENTER:
PROJECT MANAGER: Plans/S. Hasan

NHPP:
FC:
CMP: Not SOV Capacity Adding

Est Let Date: 10/10/2024
AQ Code:S19
IPD:

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	581		585										
CON	185		146										
		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	

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 110762 Perkiomenville Road over Sciota Creek Bridge Replacement

LIMITS: Upper Frederick TownshipEst Let Date: 9/26/2024

IMPROVEMENT Bridge Repair/ReplacementNHPP:

MUNICIPALITIES: Upper Frederick TownshipFC:AQ Code:S19

PLAN CENTER:IPD:

PROJECT MANAGER: Plans/S. HasanCMP: 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

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 110971Main 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	

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 114172 Dreshertown Rd CC Trl Ext (Competitive CMAQ)

LIMITS: Upper Dublin TownshipEst Let Date: 3/14/2024

IMPROVEMENT Bicycle/Pedestrian ImprovementNHPP:

MUNICIPALITIES: Upper Dublin TownshipFC:AQ Code:A2

PLAN CENTER:IPD:

PROJECT MANAGER: EE/DVRPC/J. CosciaCMP: 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 both 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 traffic signals and replace a culvert to accommodate the trail and three lane roadway. This project is a part of the Circuit Trails network.

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

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 114948 Lancaster Avenue and Remington Road Intersection Improvements

LIMITS: Lancaster Ave and Remington Rd

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Lower Merion Township

PLAN CENTER:

PROJECT MANAGER: Traff/A. Patel

NHPP:

FC:

CMP: Minor SOV Capacity

Est Let Date: 1/15/2027

AQ Code:R1

IPD:

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
FD	sHSIP	90									
ROW	sHSIP	100									
UTL	sHSIP	50									
CON	sHSIP			1,202							
		240	0	1,202	0	0	0	0	0	0	0
Total FY2025-2028				1,442		Total FY2029-2032		0		Total FY2033-2036	
										0	

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 115428 Sumneytown Pike Intersections Safety Improvements

LIMITS: Intersections of Sumneytown Pk and Barndt Rd, Ridge Rd/Skippack Rd
IMPROVEMENT Intersection/Interchange Improvements
MUNICIPALITIES: Salford Township
PLAN CENTER:
PROJECT MANAGER: Traff/A. Patel NHPP:
FC: AQ Code:R1
IPD:
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

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 115429 Belmont Avenue and St. Asaphs Road Roundabout

LIMITS: Belmont Avenue (SR 3045) and St Asaphs Road intersection
IMPROVEMENT Intersection/Interchange Improvements
MUNICIPALITIES: Lower Merion Township
PLAN CENTER:
PROJECT MANAGER: Traff/A. Patel NHPP:
FC: Est Let Date: 1/15/2027
AQ Code:2035M
IPD:
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	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

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	BRIP			281									
CON	TOLL												
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	

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 117965 Liberty Bell Trail P3

LIMITS: Between 9th Street and Tremont Drive
IMPROVEMENT Bicycle/Pedestrian Improvement
MUNICIPALITIES: Lansdale Borough
PLAN CENTER:
PROJECT MANAGER: EE/DVRPC/M. Meraz CMP:

NHPP:
FC:
No Let Date
AQ Code:A2
IPD:

This project involves the construction of an off-road trail between 9th Street and Tremont Drive in Lansdale Borough. This project is a part of the Circuit Trails network.

TIP Program Years (\$ 000)											
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	TAP						600				
		0	0	0	0	0	600	0	0	0	0
Total FY2025-2028				0	Total FY2029-2032				600	Total FY2033-2036	
										0	

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 118005 *Black Rock Road over Tributary of Schuylkill River*

LIMITS: Montgomery County

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Upper Providence Township

PLAN CENTER:

PROJECT MANAGER: TSS/T. Stevenson

NHPP:

FC:

CMP: Not SOV Capacity Adding

No Let Date

AQ Code:S19

IPD:

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	

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 118031PA 29 & PA 113

LIMITS: Perkiomen TownshipEst Let Date: 9/17/2025

IMPROVEMENT Intersection/Interchange ImprovementsNHPP:

MUNICIPALITIES: Perkiomen TownshipFC:

PLAN CENTER:AQ Code:R1

IPD:

PROJECT MANAGER: HNTB/N. VelagaCMP: Minor SOV CapacityCMP 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	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

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

Final Version

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	

Pennsylvania - Highway Program (Status: TIP)

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

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

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-foot wide, paved, and separated from traffic with limited exceptions) to reflect their intended use as the arteries of a dedicated, regional, non-motorized transportation system.

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	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

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	STP			400									
FD	TOLL												
ROW	STP			200									
ROW	TOLL												
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

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 17215 70th, 71st, 72nd Streets 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:426

AQ Code:S19

IPD:

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

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

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	

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 57902 City Wide 3R Betterments Line Item

LIMITS: City-wide No Let Date

IMPROVEMENT Roadway Rehabilitation NHPP:

MUNICIPALITIES: Philadelphia City FC:

PLAN CENTER: AQ Code:S10

PROJECT MANAGER: J. Korus CMP: Not SOV Capacity Adding IPD:

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
CON	STP										
		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

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 69828 **Market Street Bridges (3) Over Schuylkill River and CSX Railroad (MSB) SR:3010**

LIMITS: Over Schuylkill River and CSX Railroad

Est Let Date: 8/22/2024

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MRPID:245

MUNICIPALITIES: Center City Philadelphia; West Philadelphia

FC: 14

AQ Code:S19

PLAN CENTER: Metropolitan Center

IPD: 14

PROJECT MANAGER: AECOM/P. Shultes

CMP: Not SOV Capacity Adding

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	STU		3,153										
CON	BRIP		1,940										
CON	185		1,273										
CON	BRIP			7,967									
CON	STU			4,263									
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	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

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	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

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-quality 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	

Pennsylvania - Highway Program (Status: TIP)

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	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

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

Est Let Date: 1/16/2025

IMPROVEMENT Bridge Repair/Replacement

NHPP: Y

MRPID:245

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:S19

PLAN CENTER: Metropolitan Center

IPD: 15

PROJECT MANAGER: AECOM/P. Shultes

CMP: Not SOV Capacity Adding

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	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

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	TOLL												
CON	SXF		2,669										
		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	

Pennsylvania - Highway Program (Status: TIP)

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	

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 81292

Frankford Av/Frankford Ck (Bridge)

LIMITS: Between Torresdale Avenue and Castor Avenue

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

PLAN CENTER:

PROJECT MANAGER: HNTB/N. Velaga

NHPP:

FC: 16

CMP: Not SOV Capacity Adding

Est Let Date: 1/25/2024

AQ Code:S19

IPD: 28

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	BRIP	2,158											
CON	TOLL												
CON	BRIP		2,158										
CON	TOLL												
CON	BRIP			750									
CON	TOLL												
CON	TOLL												
CON	BRIP				1,500								
CON	TOLL												
CON	BRIP					750							
		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	

Pennsylvania - Highway Program (Status: TIP)

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

Est Let Date: 1/28/2027

IMPROVEMENT Intersection/Interchange Improvements**NHPP:** Y

MRPID:65

MUNICIPALITIES:**FC:** 14

AQ Code:2045M

PLAN CENTER:

IPD:

PROJECT MANAGER: AECOM/P. Shultes**CMP:** Major SOV Capacity

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

Final Version

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	TOLL												
ROW	NHPP	1,273											
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	

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 91490Expressway Service Patrol - Philadelphia

LIMITS: I-76, I-95, and I-676 in PhiladelphiaNo Let Date

IMPROVEMENT Signal/ITS ImprovementsNHPP:

MUNICIPALITIES: Philadelphia CityFC:

PLAN CENTER:IPD: 25

PROJECT MANAGER: Gannett/B. MasiCMP: Not SOV Capacity AddingCMP 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	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

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 involves rehabilitating or replacing Ridge Avenue (.1 mile SE 29th Street;) over AMTRAK in Philadelphia. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

TIP Program Years (\$ 000)													
Phase	Fund	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	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

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 Cheltenham 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

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

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 Philadelphia.

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	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

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	

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 103563 **I-95: Delaware Avenue Extension (BS5)**

LIMITS: N. Delaware Ave. Extension from Buckius St. to Tacony St.

Est Let Date: 1/30/2025

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MRPID:65

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:2045M

PLAN CENTER:

IPD: 21

PROJECT MANAGER: AECOM/P. Shultes

CMP: Major SOV Capacity

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. This project is a part of the Circuit Trails network.

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.

DVRPC FY2025-2028 TIP for PA

Final Version

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*	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				
CON	NHPP									5,952			
CON	STU									261			
CON	STP									1,787			
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	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

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	TOLL												
ROW	STP		55										
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	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 106264 I-95 Central Access Philadelphia (CAP) / Waterfront Access

LIMITS: I-676 Interchange to south of Washington Ave

Actl Let Date: 12/16/2022

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP: Y

MRPID:164

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD: 17

PROJECT MANAGER: Harold Windisch ADE CONSTR

CMP: Not SOV Capacity Adding

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	NHPP*	8,850											
CON	STU*	2,625											
CON	SPK-STP	20,093											
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	

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 107648 N. 5th Street Reformatting Signals

LIMITS: Rising Sun Ave to US 1

NHPP:

No Let Date

IMPROVEMENT Signal/ITS Improvements

FC:

AQ Code:2035M

MUNICIPALITIES:

IPD:

PLAN CENTER:

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	STU	1,400											
CON	CAQ	2,020											
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	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 108099 Falls Road Bridge

LIMITS: Falls Road Bridge

Est Let Date: 8/22/2024

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Philadelphia City

FC: 16

AQ Code:S19

PLAN CENTER:

IPD: 14

PROJECT MANAGER: TSS/RKK/C. Carmichael

CMP: Not SOV Capacity Adding

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	STP	2,195											
CON	STU	2,263											
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	STU						1,400						
CON	BRIP						2,784						
CON	183						785						
CON	LOC						262						
CON	BRIP							1,184					
CON	183							222					
CON	LOC							74					
CON	BRIP								3,000				
CON	BRIP								5,184				
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	

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 108129

MLK Drive over Schuylkill River (Bridge)

LIMITS: MLK Drive

IMPROVEMENT Bridge Repair/Replacement

MUNICIPALITIES: Philadelphia City

PLAN CENTER:

PROJECT MANAGER: Harold Windisch ADE CONSTR

NHPP:

FC:

CMP: Not SOV Capacity Adding

Actl Let Date: 9/29/2022

AQ Code:S19

IPD: 14

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	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

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	

Pennsylvania - Highway Program (Status: TIP)

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
CON	sHSIP	5,072									
		5,072	0	0	0	0	0	0	0	0	0
Total FY2025-2028				5,072	Total FY2029-2032				0	Total FY2033-2036	
										0	

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 111194

Castor Avenue Corridor Safety Improvements

LIMITS: Castor Ave from Comly to Rhawn Ave

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Philadelphia City

PLAN CENTER:

PROJECT MANAGER: Traff/A. Patel

NHPP:

FC:

CMP: Not SOV Capacity Adding

Est Let Date: 10/10/2024

AQ Code:S6

IPD:

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
CON	TOLL										
CON	HSIP	6,048									
CON	HSIP		921								
CON	TOLL										
		6,048	921	0	0	0	0	0	0	0	0
		Total FY2025-2028		6,969		Total FY2029-2032		0		Total FY2033-2036	
										0	

Pennsylvania - Highway Program (Status: TIP)

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	sSTP	1,660											
CON	STP	3,890											
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

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 112500 Citywide 3R 110

LIMITS: City of Philadelphia

Est Let Date: 6/15/2023

IMPROVEMENT Roadway Rehabilitation

NHPP:

MRPID:427

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)

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*	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	

Pennsylvania - Highway Program (Status: TIP)

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) LANSLOWNE 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)
 Sedgley 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

Final Version

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	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

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	

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 114173 *Roosevelt Blvd Crossover Lanes (Competitive CMAQ)*

LIMITS: Roosevelt BlvdNo Let Date

IMPROVEMENT Intersection/Interchange ImprovementsNHPP:

MUNICIPALITIES: Philadelphia CityFC:AQ Code:R1

PLAN CENTER:IPD:

PROJECT MANAGER: EE/J. ArenaCMP: Minor SOV CapacityCMP 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
FD	CAQ										
CON	CAQ										
		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

Final Version

Pennsylvania - Highway Program (Status: TIP)

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	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>	<u>FY2035</u>	<u>FY2036</u>
FD	HSIP	313											
FD	TOLL												
CON	HSIP	2,376											
CON	TOLL												
CON	TOLL												
CON	HSIP		2,375										
		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

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

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 retroreflective 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	TOLL												
FD	HSIP	1,500											
FD	TOLL												
FD	HSIP		1,500										
UTL	TOLL												
UTL	HSIP		500										
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	

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 115440

Washington Lane Corridor Safety Improvements

LIMITS: Stenton Ave to Cheltenham Ave

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Philadelphia City

PLAN CENTER:

PROJECT MANAGER: Traff/A. Patel

NHPP:

FC:

AQ Code:2035M

IPD:

CMP: Minor SOV Capacity

CMP Subcorridor(s): 14A, 15A

Est Let Date: 5/7/2026

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
CON	HSIP		3,450								
		0	3,450	0	0	0	0	0	0	0	0
Total FY2025-2028		3,450		Total FY2029-2032		0		Total FY2033-2036		0	

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 115442 *Vine Street Corridor Safety Improvements*

LIMITS: 7th Street to Broad Street

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Philadelphia City

PLAN CENTER:

PROJECT MANAGER: Traff/A. Patel

NHPP:

FC:

Est Let Date: 12/11/2026

AQ Code:S6

IPD:

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	TOLL													
CON	HSIP			3,893										
CON	sHVRU			7,000										
		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

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 115444

Wyoming Avenue Corridor Safety Improvements

LIMITS: Roosevelt Boulevard to Whitaker Avenue

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES: Philadelphia City

PLAN CENTER:

PROJECT MANAGER: Traff/A. Patel

Est Let Date: 3/12/2026

NHPP:

FC:

AQ Code:S6

IPD:

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
CON	HSIP		3,600								
		0	3,600	0	0	0	0	0	0	0	0
Total FY2025-2028		3,600		Total FY2029-2032		0		Total FY2033-2036		0	

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 1154455th Street Corridor Safety Improvements

LIMITS: Spring Garden Street to Erie AvenueEst Let Date: 2/12/2026

IMPROVEMENT Intersection/Interchange ImprovementsNHPP:

MUNICIPALITIES: Philadelphia CityFC:

PLAN CENTER:AQ Code:S6

IPD:

PROJECT MANAGER: Traff/A. PatelCMP: 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

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 116807 Citywide ADA Ramps 4

LIMITS: City of Philadelphia

Est Let Date: 3/13/2025

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 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	

Pennsylvania - Highway Program (Status: TIP)

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

NHPP:

FC:

CMP: Not SOV Capacity Adding

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	

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 117966 *Overbrook Education Center Slow Zone*

LIMITS: Overbrook Education Center

IMPROVEMENT Bicycle/Pedestrian Improvement

MUNICIPALITIES: Philadelphia City

PLAN CENTER:

PROJECT MANAGER: EE/DVRPC/M. Meraz

NHPP:

FC:

CMP: Not SOV Capacity Adding

No Let Date

AQ Code:A2

IPD:

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
CON	TAU	985									
		985	0	0	0	0	0	0	0	0	0
Total FY2025-2028		985		Total FY2029-2032		0		Total FY2033-2036		0	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

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	BRIP		874										
UTL	TOLL												
CON	BRIP					3,502							
CON	TOLL												
CON	TOLL												
CON	BRIP							3,339					
CON	BOF								3,900				
		0	1,311	0	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	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 118034 *Spring Garden Connector*

New

LIMITS: Pennsylvania Ave to N. Christopher Columbus Blvd.

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP: Y

MRPID:261

MUNICIPALITIES: Philadelphia City

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/DVRPC/J. Banks

CMP: Not SOV Capacity Adding

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	STU			2,660									
CON	CRP			1,300									
CON	CRPU			8,822									
CON	TOLL												
CON	STU				2,660								
CON	CRP				1,320								
CON	TOLL												
CON	CRPU					280							
CON	STU					5,320							
CON	TOLL												
CON	STU						5,320						
CON	CRP						1,368						
CON	CRPU						6,006						
CON	TOLL												
CON	STU							5,320					
CON	TOLL												
CON	CRPU							5,000					
CON	STU								1,000				
CON	TOLL												
CON	CRPU									1,904			
CON	TOLL												
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	

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 1180355th Street Improvements

LIMITS: Roosevelt Blvd. to Godfrey Ave.

IMPROVEMENT Streetscape

MUNICIPALITIES: Philadelphia City

PLAN CENTER:

PROJECT MANAGER: PWB/M. Washington

NHPP: N

FC:

No Let Date

AQ Code:2035M

IPD:

CMP: Not SOV Capacity Adding

To design and construct complete street improvements on 5th Street between Roosevelt Boulevard and Godfrey Avenue. Improvements include 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			

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 118359 Logan Square Sidewalk

LIMITS: Logan SquareNo Let Date

IMPROVEMENT Bicycle/Pedestrian ImprovementNHPP:

MUNICIPALITIES: Center City PhiladelphiaFC:AQ Code:A2

PLAN CENTER:IPD:

PROJECT MANAGER: EE/DVRPC/J. BanksCMP: 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
CON	TAP	1,000									
		1,000	0	0	0	0	0	0	0	0	0
Total FY2025-2028				1,000	Total FY2029-2032				0	Total FY2033-2036	
										0	

Pennsylvania - Highway Program (Status: TIP)

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

Pennsylvania - Highway Program (Status: TIP)

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 FHWA's 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

Pennsylvania - Highway Program (Status: TIP)

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

Pennsylvania - Highway Program (Status: TIP)

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

NHPP:

FC:

No Let Date

MRPID:188A

AQ Code:2035M

IPD:

CMP: Minor SOV Capacity

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

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 119836 *US 1: Adams Avenue - Old Lincoln Highway*

LIMITS: Adams Ave to Old Lincoln Highway

NHPP:

No Let Date

IMPROVEMENT Signal/ITS Improvements

MRPID:188A

MUNICIPALITIES: Bensalem Township; Philadelphia City

FC:

AQ Code:2035M

PLAN CENTER:

IPD:

PROJECT MANAGER: Gannett/A. Harper

CMP: Minor SOV Capacity

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	STU		5,140										
CON	MEGA		14,900										
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	

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 120762Cobbs 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
CON	TOLL										
CON	HSIP	1,700									
		1,700	0	0	0	0	0	0	0	0	0
		Total FY2025-2028		1,700		Total FY2029-2032		0		Total FY2033-2036	
										0	

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 120940Philadelphia 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	CRPU					2,654							
CON	TOLI												
		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	

Pennsylvania - Highway Program (Status: TIP)

Philadelphia

MPMS# 120993 North Philadelphia School Zones RAISE 23

LIMITS: PhiladelphiaNo Let Date

IMPROVEMENT Bicycle/Pedestrian ImprovementNHPP:

MUNICIPALITIES: Philadelphia CityFC:AQ Code:A2

PLAN CENTER:IPD:

PROJECT MANAGER: CH2MHill/P. ContiCMP: 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

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 16178 **Construction Management Tasks**

LIMITS: Regionwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: Keith Dawson

CMP: Not SOV Capacity Adding

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

Agreement Management Functions

- Completion of work orders and supplemental quality control
- Fiscal document completion
- Agreement, work order, and supplement status tracking and reporting
- Agreement closeout functions

Accrued Unbilled Costs (AUC) Resolution

- Research and clearing of Accrued Unbilled Costs from MPMS
- Preparation of a summary report on the project items responsible for the AUCs
- Preparation of the appropriate fiscal/justification documents
- DBE and Trainee Tracking and Shortfall Resolution

Project Startup Assistance

- Provision of CM Support Services until project-specific work orders have been executed
- Attendance at Pre-Bid and Pre-Construction meetings
- Review of project plans, specifications, and schedule submissions
- Completion of Constructability Reviews

PennDOT Project Collaboration Center (PPCC)

- Management of project setups
- Delivery of user training and support
- Preservation of District 6 submittal types and workflows

Curb Ramp Verification

- Verification of the "as built" conditions of curb ramps
- Documentation of these conditions for conformance with ADA requirements
- Submission of electronic forms to PennDOT's Central Archive.

Construction Documentation Services Support

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

Additional Administrative Functions as determined by Construction Unit management

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

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

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 48201 *DVRPC Competitive CMAQ Program*

LIMITS: Region-wide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: J. Korus

CMP: Not SOV Capacity Adding

The Congestion Mitigation and Air Quality Improvement Program (CMAQ) was established by ISTEA and continued under TEA-21, SAFETEA-LU, and MAP-21. CMAQ funds are allocated to the states for use in non-attainment and maintenance areas for projects that contribute to the attainment of the Clean Air Act standards by reducing emissions from highway sources. Project types that are eligible for CMAQ funding include bicycle and pedestrian facilities; traffic flow improvements; ridesharing and other demand management programs; alternative fuel vehicles; and public transit improvements.

During a round of the DVRPC Competitive CMAQ Program, a call for projects goes out, applications are submitted, and candidate projects are ranked and selected by the DVRPC Board based on their emissions reduction potential, as well as other criteria such as cost-effectiveness, ease of implementation, project readiness, and sponsor commitment to provide matching funds.

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

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

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

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

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

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

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	CAQ	5,730											
CON	CAQ		2,922										
CON	CAQ			4,856									
CON	CAQ				4,295								
CON	CAQ					6,734							
CON	CAQ						7,342						
CON	CAQ							5,000					
CON	CAQ									5,000			
CON	CAQ												5,000
		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

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 51095

ITS Program Integrator

LIMITS: Districtwide ITS Program

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Various

PLAN CENTER:

PROJECT MANAGER: Gannett/B. Masi

NHPP:

FC:

CMP: Minor SOV Capacity

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
PRA	STP		400								
PRA	581		100								
		0	500	0	0	0	0	0	0	0	0
Total FY2025-2028		500				Total FY2029-2032		0		Total FY2033-2036	
				500						0	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

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

LIMITS: Region-wide

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:S6

PLAN CENTER:

IPD:

PROJECT MANAGER: J. Korus

CMP: Not SOV Capacity Adding

Safety projects eligible for HSIP (Highway Safety Improvement Program) funds will be undertaken at various locations across the five county region. Projects can be 100% federally funded as allowed by the use of Toll Credits for match.

Individual project funding has been drawn down for the following projects:

MPMS #57625 - Route 232 Swamp Road Safety Improvements - Bucks County - \$335,000 for PE, \$1,149,000 for Final Design, \$750,000 for ROW, \$252,000 for Utility

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

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

Remaining funds that will be used to advance the following projects to be drawn down at the appropriate time and to fund selected improvements identified through Regional Safety Audits:

Bucks County:

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

Chester County:

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

Delaware County:

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

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

Philadelphia:

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

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

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

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

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

Districtwide

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

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

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

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

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

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

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 63406 *Complete Streets Resurfacing Program*

LIMITS: Regionwide

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: ADE Services

CMP: Not SOV Capacity Adding

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

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

TIP Program Years (\$ 000)													
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
PE	581	200											
PE	581		200										
CON	581	100											
CON	581		100										
		300	300	0	0	0	0	0	0	0	0	0	0
		Total FY2025-2028		600		Total FY2029-2032				0		Total FY2033-2036	
													0

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

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

LIMITS: Region-wide

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:X12

PLAN CENTER:

IPD:

PROJECT MANAGER: J. Korus

CMP: Not SOV Capacity Adding

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

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

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

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

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

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

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

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

Pennsylvania - Highway Program (Status: TIP)

Various

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

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

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

Bucks – Neshaminy Greenway Trail (Bristol to Upper State) – MPMS #102830 - \$1,255,000
 Chester – Paoli Pike Trail, Segment C – MPMS #107176 - \$1,000,000
 Delaware – Moore Road Sidewalk Project – MPMS #107177 - \$825,000
 Delaware – Springfield Township Sidewalk Improvements – MPMS #107178 - \$280,000
 Montgomery – FWOP, Cross County Trail Final Segment – MPMS #107179 - \$750,000
 Montgomery – Powerline Trail Connection – Phase 1 – MPMS #107180 - \$850,000
 Philadelphia – Chetlens-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	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 65109 *Transit Flex - SEPTA*

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:M1

PLAN CENTER:

IPD:

PROJECT MANAGER: David Alas

CMP: Not SOV Capacity Adding

This project is a placeholder of the highway funds that PennDOT has "flexed" for transit use in the DVRPC region as part of the Planning Partner Financial Guidance. SEPTA may choose to use these funds to supplement its other federal and state funding for any capital project.

Each year SEPTA will apply these "flexed" funds to one of its other projects in the TIP, but may choose to apply them to a new project through the TIP amendment process.

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

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

TIP Program Years (\$ 000)													
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
PE	FLEX	17,083											
PE	FLEX		17,083										
PE	FLEX			17,083									
PE	FLEX				17,083								
PE	FLEX					17,083							
PE	FLEX						17,083						
PE	FLEX							17,083					
PE	FLEX								17,083				
PE	FLEX									17,083			
PE	FLEX										17,083		
PE	FLEX											17,083	
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	

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 75854 District Program Management Services "A"

LIMITS: Region-wide No Let Date

IMPROVEMENT Other NHPP:

MUNICIPALITIES: Various FC:

PLAN CENTER: AQ Code:NRS

PROJECT MANAGER: PM IPD:

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	

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 75855 District Program Management Services "B"

LIMITS: Region-wide No Let Date

IMPROVEMENT Other NHPP:

MUNICIPALITIES: Various FC:

PLAN CENTER: AQ Code:NRS

PROJECT MANAGER: PM IPD:

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	

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 79927

Highway Reserve Line Item-STP

LIMITS: Region-wide

IMPROVEMENT Other

MUNICIPALITIES: Various

PLAN CENTER:

PROJECT MANAGER: J. Korus

NHPP:

FC:

CMP: Not SOV Capacity Adding

No Let Date

AQ Code:NRS

IPD:

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
CON	STP										
		0	0	0	0	0	0	0	0	0	0
Total FY2025-2028				0	Total FY2029-2032				0	Total FY2033-2036	
										0	

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 79929 Bridge Reserve Line Item

LIMITS: Region-wide No Let Date

IMPROVEMENT Other NHPP:

MUNICIPALITIES: Various FC:

PLAN CENTER: AQ Code:S19

PROJECT MANAGER: J. Korus IPD:

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

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 79980STU Reserve Line Item

LIMITS: Region-wideNo Let Date

IMPROVEMENT OtherNHPP:

MUNICIPALITIES: VariousFC:

PLAN CENTER:AQ Code:NRS

PROJECT MANAGER: J. KorusIPD:

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					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	

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 82087

Systemic Intersection Improvement Program

New

LIMITS: Districtwide

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:S6

PLAN CENTER:

IPD:

PROJECT MANAGER: Traffic/A. Patel

CMP: Not Yet Determined

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

TIP Program Years (\$ 000)													
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
PE	sHVRU	1,000											
CON	sHVRU	3,000											
		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

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 82088

Systemic Vulnerable User Improvements

New

LIMITS: Districtwide

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:S2

PLAN CENTER:

IPD:

PROJECT MANAGER: Traffic/A. Patel

CMP: Not SOV Capacity Adding

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

TIP Program Years (\$ 000)													
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
PE	sHVRU	1,000											
CON	sHVRU		3,000										
		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

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 82089

Systemic Improvements: Wrong Way Countermeasures

New

LIMITS:

No Let Date

IMPROVEMENT

Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES:

Various

FC:

AQ Code:S6

PLAN CENTER:

IPD:

PROJECT MANAGER:

Traffic/A. Patel

CMP:

Not SOV Capacity Adding

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

TIP Program Years (\$ 000)													
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
PE	sHSIP	1,000											
CON	sHSIP	3,000											
		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	

Pennsylvania - Highway Program (Status: TIP)

Various

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

LIMITS: No Let Date

IMPROVEMENT Signal/ITS Improvements NHPP:

MUNICIPALITIES: Various FC: AQ Code:S7

PLAN CENTER: IPD:

PROJECT MANAGER: CMP:

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

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

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 82095

Systemic Improvements: High Friction Surface Treatments

New

LIMITS: Districtwide

No Let Date

IMPROVEMENT Intersection/Interchange Improvements

NHPP:

MUNICIPALITIES:

FC:

AQ Code:S14

PLAN CENTER:

IPD:

PROJECT MANAGER: Traffic/A. Patel

CMP: Not SOV Capacity Adding

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

TIP Program Years (\$ 000)											
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
CON	sHSIP	4,000									
		4,000	0	0	0	0	0	0	0	0	0
Total FY2025-2028		4,000		Total FY2029-2032		0		Total FY2033-2036		0	

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 82124PA 100 & Hanover Street ITS Deployment

LIMITS:No Let Date

IMPROVEMENTSignal/ITS ImprovementsNHPP:

MUNICIPALITIES:FC:

PLAN CENTER:AQ Code:S7

PROJECT MANAGER:IPD:

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
CON	sCRP	2,900									
		2,900	0	0	0	0	0	0	0	0	0
		Total FY2025-2028		2,900		Total FY2029-2032		0		Total FY2033-2036	
										0	

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 82216

NHPP Reserve Line Item

LIMITS: Region-wide

IMPROVEMENT Other

MUNICIPALITIES: Various

PLAN CENTER:

PROJECT MANAGER: J. Korus

NHPP:

FC:

CMP: Not SOV Capacity Adding

No Let Date

AQ Code:NRS

IPD:

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
CON	NHPP		585								
		0	585	0	0	0	0	0	0	0	0
Total FY2025-2028		585		Total FY2029-2032		0		Total FY2033-2036		0	

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 83743

ADA Ramps Line Item

LIMITS: Region-wide

NHPP:

No Let Date

IMPROVEMENT Bicycle/Pedestrian Improvement

FC:

AQ Code:A2

MUNICIPALITIES: Various

IPD:

PLAN CENTER:

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	

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 84318CAQ Reserve Line Item

LIMITS: Region-wideNo Let Date

IMPROVEMENT OtherNHPP:

MUNICIPALITIES: VariousFC:

PLAN CENTER:AQ Code:NRS

PROJECT MANAGER: PMIPD:

CMP: Not SOV Capacity Adding

This project number serves as a placeholder for unprogrammed funds and serves as a fiscal constraint balancing mechanism for project actions that occur during TIP Modifications and Amendments after a TIP is adopted.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	CAQ												
CON	CAQ					808							
CON	CAQ							4,345					
CON	CAQ								7,407				
CON	CAQ									9,153			
CON	CAQ										7,765		
CON	CAQ											2,031	
CON	CAQ												38,037
		0	0	0	0	808	0	4,345	7,407	9,153	7,765	2,031	38,037
		Total FY2025-20280				Total FY2029-203212,560				Total FY2033-203656,986			

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 84457

Signal Retiming Program

LIMITS: Region-wide

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: Traff/A. Patel

CMP: Not SOV Capacity Adding

This signal re-timing program provides for the evaluation of existing signals along an identified corridor, with the goal of improving traffic operations along said corridor through revised signal timing plans. The program was implemented first using corridors identified in the City of Philadelphia, with the goal of expanding a successful program to other counties. The selected vendor would collect current traffic data, compare it against the functioning signal timing, and prepare and implement a revised signal timing plan on approval of the PennDOT's District 6.

TIP Program Years (\$ 000)													
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
PRA	CAQ	350											
PRA	TOLL												
PRA	CAQ			350									
PRA	TOLL												
		350	0	350	0	0	0	0	0	0	0	0	0
Total FY2025-2028				700		Total FY2029-2032		0		Total FY2033-2036		0	

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 92182

Expressway Service Patrol 13-16 Suburban Counties

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

IMPROVEMENT Signal/ITS Improvements

MUNICIPALITIES: Various

PLAN CENTER:

PROJECT MANAGER: Gannett/B. Masi

NHPP:

FC:

CMP: Minor SOV Capacity

No Let Date

AQ Code:S7

IPD: 1

This project is a breakout of MPMS# 88616, and will operate in the suburban counties of Bucks, Chester , Delaware, and Montgomery as part of the Expressway Service Patrol contract for an additional two years. The program will provide for the operation of emergency service patrols on congested state highways to detect and clear incidents rapidly by providing emergency assistance to stranded motorists. Approximately half of all delays experienced by highway users in congested areas are caused by traffic accidents, vehicle breakdowns, and other incidents. Prompt incident management programs such as this, can reduce delay's significantly. Service will be provided on 50 linear miles including: I-76 from Philadelphia to PA Turnpike; I-95 from the New Jersey State Line to the Bucks County line; I-476 from I-95 to the PA Turnpike; US Route 202 from I-76 to US 30; US Route 422 from Route 202 to Royersford; PA 309 from PA 63 to Easton Road; and US 30 from Business Route 30 to PA 10.

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

TIP Program Years (\$ 000)													
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	NHPP	3,800											
CON	TOLL												
		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	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 95447 **County Bridge Line Item**

LIMITS: Region-wide

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:S19

PLAN CENTER: Rural Center; Town Center

IPD: 29

PROJECT MANAGER: J. Korus

CMP: Not SOV Capacity Adding

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

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

Anticipated programming and costs of projects include:

Round 1 (fall 2012 selections):

Bucks County

-Clymer Avenue Bridge over Mill Creek (MPMS #92872), West Rockhill Township, FD \$59,000, CON \$1,194,000. Total cost \$1,253,000. This is a retro-reimbursement project. Drawn down in FY14 of the FY2013 TIP.

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

-Quarry Road over Morris Run, (MPMS #102667), Bridge #244, Bridge ID #09700904210244 PE \$5,000, FD \$25,000, Construction \$335,000. The total cost of this project is \$365,000. This is a retro-reimbursement project. Drawn down in FY15 of the FY2015 TIP.

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

Chester County

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

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

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

Delaware County

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

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

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

Montgomery County

-Butler Pike over Prophecy Creek (MPMS #98225) in Upper Dublin Township, PE \$400,000, FD \$300,000, ROW \$25,000, UTL \$50,000, CON \$1,200,000. The total cost of this project is \$1,975,000

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

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

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

City of Philadelphia

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

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

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

Pennsylvania - Highway Program (Status: TIP)

Various

Round 2 (summer 2016 selections):

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

Bucks County

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

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

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

Chester County

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

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

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

Delaware County

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

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

Mongtomgery County

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

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

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

City of Philadelphia

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

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

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

		TIP Program Years (\$ 000)											
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	183	2,468											
CON	LOC	1,792											
CON	183		3,424										
CON	LOC		741										
CON	183			2,863									
CON	LOC			831									
CON	183				1,206								
CON	LOC				896								
CON	183					3,600							
CON	LOC					896							
CON	183						3,787						
CON	LOC						896						
CON	183							3,585					
CON	LOC							896					
CON	183								3,585				
CON	LOC								896				
CON	183									7,800			
CON	LOC									3,896			
CON	183											532	
		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	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 96069 Bucks and MontCo Bridge Group

New

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

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

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

AQ Code:S19

PLAN CENTER:

IPD:

PROJECT MANAGER: HNTB/N. Velaga

CMP:

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

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

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
FD	185	200											
CON	185		1,750										
CON	185			1,000									
CON	185				750								
		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	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 102105 *Municipal Bridge Line Item*

LIMITS: Region-wide

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:S19

PLAN CENTER:

IPD: 18

PROJECT MANAGER: J. Korus

CMP: Not SOV Capacity Adding

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

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

Bucks County

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

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

Chester County

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

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

Montgomery County

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

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

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

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

(9) Pulaski Drive Bridge (Bridge Key 28142) in Whitpain Township - \$2,150,000 (\$1,720,000 State 183/\$430,000 Local). - MPMS #103330

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

Bucks County

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

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

Chester County

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

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

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

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

Delaware County

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

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

Montgomery County

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

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

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

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 102275 Study Line Item

LIMITS: RegionwideNo Let Date

IMPROVEMENT OtherNHPP:

MUNICIPALITIES: VariousFC:AQ Code:X1

PLAN CENTER:IPD:

PROJECT MANAGER: J. KorusCMP: 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	

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 102665

Signal Upgrade Line Item

LIMITS: Districtwide

No Let Date

IMPROVEMENT Signal/ITS Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:S7

PLAN CENTER:

IPD:

PROJECT MANAGER: J. Korus

CMP: Not SOV Capacity Adding

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

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

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

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 eligible projects to construction. The following projects are included in this line item:

- 1) Delaware - Chester Creek Trail Phase 2 MPMS# 116147;
- 2) Philadelphia - Parkside Cynwyd Trail MPMS# 116126;
- 3) Philadelphia - 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 Coast 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 to the 2016 American Community Survey.

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

- 1) Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847;
- 2) Montgomery - Chester Valley Trail Extension Design Supplement for MPMS #16705.

TIP Program Years (\$ 000)													
Phase	Fund	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>	<u>FY2035</u>	<u>FY2036</u>
CON	CAQ		4,159										
CON	CAQ				841								
CON	CRPU							1,006					
CON	CAQ							720					
CON	CRPU								5,711				
CON	CRP									984			
CON	CRPU									9,102			
CON	CRP										2,668		
CON	CRPU										11,006		
CON	CRPU											6,277	
CON	CRPU											223	
CON	CRP											2,668	
CON	CAQ											11,006	
CON	CRPU												11,006
CON	CRP												2,668
		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	

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 106648

Sink Holes Line Item

LIMITS: District Wide

IMPROVEMENT Roadway Rehabilitation

MUNICIPALITIES: Various

PLAN CENTER:

PROJECT MANAGER: J. Korus

NHPP:

FC:

CMP: Not SOV Capacity Adding

No Let Date

AQ Code:X13

IPD:

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
CON	581	500									
		0	500	0	0	0	0	0	0	0	0
		Total FY2025-2028		500		Total FY2029-2032		0		Total FY2033-2036	
										0	

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 106649 Stormwater Permits/Environmental Mitigation Design

LIMITS: Districtwide No Let Date

IMPROVEMENT Other NHPP:

MUNICIPALITIES: Various FC:

PLAN CENTER: AQ Code:NRS

PROJECT MANAGER: M. Patel IPD:

CMP: Not SOV Capacity Adding

Reserve Line Item for Stormwater Permits

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

Pennsylvania - Highway Program (Status: TIP)

Various

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

LIMITS: Philadelphia

No Let Date

IMPROVEMENT Other

NHPP:

MRPID:65

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/E. Elbich

CMP: Not SOV Capacity Adding

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

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

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

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

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

Tasks:

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

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

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

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 109847 ROW Divestment 6-0

LIMITS: RegionwideNo Let Date

IMPROVEMENT OtherNHPP:

MUNICIPALITIES: VariousFC:AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: Gannett/B. MasiCMP: 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	

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 113257 Outdoor Advertising Control

LIMITS: Districtwide
IMPROVEMENT Other
MUNICIPALITIES: Various
PLAN CENTER:
PROJECT MANAGER: ROW/B. Dicianno CMP: Not SOV Capacity Adding

NHPP:
FC:
No Let Date
AQ Code:NRS
IPD:

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	STU	300											
PRA	TOLL												
PRA	STU		300										
PRA	TOLL												
		300	300	0	0	0	0	0	0	0	0	0	0
Total FY2025-2028				600		Total FY2029-2032		0		Total FY2033-2036		0	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 113416 Concrete Arch Bridges Rehabilitation (US 1)

New

LIMITS:

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Haverford Township; Collegeville Borough; Lower Merion Township; L 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	TOLL												
ROW	STP	100											
UTL	TOLL												
UTL	STP	100											
CON	STP			1,200									
CON	TOLL												
CON	TOLL												
CON	STP				1,200								
		700	0	1,200	1,200	0	0	0	0	0	0	0	0
Total FY2025-2028		3,100			Total FY2029-2032					Total FY2033-2036			
					0					0			

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 113813 **Group HB1 Bridge Rehabilitation**

LIMITS: District Wide

No Let Date

IMPROVEMENT Bridge Repair/Replacement

NHPP:

MUNICIPALITIES: Doylestown Borough; Haycock Township; Lower Southampton Towns **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 Trevoise Road over Poquessing Creek in Bucks County
 SR 2194 New Britain Road over Doylestown Bypass in Bucks County
 SR 1002 Swedesford Road over Chester Valley Trail in Chester County
 SR 1019 Charlestown Road over Pickering Creek in Chester County
 SR 2036 Tyson Avenue over Susquehanna Road in Montgomery County
 SR 2036 Tyson Avenue over Susquehanna Road in Montgomery County

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

		TIP Program Years (\$ 000)											
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
UTL	185	478											
CON	185	1,950											
CON	185		2,125										
CON	185			1,775									
CON	185				1,950								
CON	185					1,950							
CON	185						1,950						
		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	

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 115964 *Transportation Operations 2022-23*

LIMITS: Districtwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES:

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: David Alas

CMP: Minor SOV Capacity

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

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

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

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

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

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

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

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

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

Pennsylvania - Highway Program (Status: TIP)

Various

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

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

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

Tasks

Incident Management Task Forces Tasks

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

Traffic Signal Optimization Tasks

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

Transportation Operation Task Force

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

TSMO Planning Efforts

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

Pennsylvania - Highway Program (Status: TIP)

Various

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

Products

Transportation Operations Task Force Products

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

Incident Management Task Force Products

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

Traffic Signal Optimization Products

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

TSMO Planning Efforts

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

See also MPMS #114967

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

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

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 115965 TAP Project Engineering/Management 2022-23

LIMITS: Districtwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES:

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: David Alas

CMP:

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

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

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

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

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

Tasks

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

See also MPMS #66460

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

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

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 115966 CMAQ Project Engineering/Management 2022-23

LIMITS: Districtwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES:

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: David Alas

CMP:

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

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

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

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

Tasks

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

See also MPMS #66461

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

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

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

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 115968 *Travel Monitoring 2022-23*

LIMITS: Districtwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES:

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: David Alas

CMP:

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

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

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

Tasks

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

See also MPMS #104639

Pennsylvania - Highway Program (Status: TIP)

Various

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

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 115969 Regional GIS Coordination 2022-23

LIMITS: Districtwide
IMPROVEMENT Other
MUNICIPALITIES:
PLAN CENTER:
PROJECT MANAGER: David Alas

NHPP:
FC:
CMP:

No Let Date
AQ Code:X1
IPD:

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
PE	STU	350									
PE	TOLL										
PE	STU		350								
PE	TOLL										
		350	350	0	0	0	0	0	0	0	0
Total FY2025-2028				700		Total FY2029-2032		0		Total FY2033-2036	
										0	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 115970 *Air Quality Action Supplemental Services*

LIMITS: Districtwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: David Alas

CMP:

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

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

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

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

Tasks

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

See also MPMS #17928.

TIP Program Years (\$ 000)													
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
PRA	CAQ	100											
PRA	LOC	25											
PRA	CAQ		100										
PRA	LOC		25										
		125	125	0	0	0	0	0	0	0	0	0	0
		Total FY2025-2028		250		Total FY2029-2032		0		Total FY2033-2036		0	

Pennsylvania - Highway Program (Status: TIP)

Various

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

LIMITS: Districtwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: David Alas

CMP:

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

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

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

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

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

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

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

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

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

Tasks

RIMIS Software Vendor Tasks

Pennsylvania - Highway Program (Status: TIP)

Various

1. Software vendor will perform software operations and maintenance functions.
2. Software vendor will function as the system administrator, adding additional ITS devices to the RIMIS database and modifying the highway and transit network as required.
3. Software vendor will make enhancements to RIMIS software as directed.
4. Software vendor will assist RIMIS agencies in developing data interfaces with legacy software systems as required.
5. Software vendor will periodically meet with DVRPC and the users to review RIMIS 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	64											
CON	sCRP	16											
		468	388	0	0	0	0	0	0	0	0	0	0
		Total FY2025-2028		856		Total FY2029-2032		0		Total FY2033-2036		0	

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 115972 I-95 Planning Assistance 2022-23

LIMITS: Philadelphia

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES:

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/E. Elbich

CMP:

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

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

Tasks

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

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

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

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

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

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

LIMITS: Districtwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES:

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: David Alas

CMP:

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

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

See also MPMS #86077

TIP Program Years (\$ 000)													
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
PRA	TOLL												
PRA	STU	454											
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	

Pennsylvania - Highway Program (Status: TIP)

Various

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

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

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: EE/E. Elbich

CMP:

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

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

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

Tasks

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

See also MPMS #110127

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

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

Pennsylvania - Highway Program (Status: TIP)

Various

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

LIMITS: District wideNo Let Date

IMPROVEMENT OtherNHPP:

MUNICIPALITIES: Philadelphia CityFC:

PLAN CENTER:AQ Code:X2

PROJECT MANAGER: David AlasIPD:

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
PE	STU		1,200								
		0	1,200	0	0	0	0	0	0	0	0
Total FY2025-2028		1,200				Total FY2029-2032		0		Total FY2033-2036	
				1,200						0	

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 117912PA SHRPP

LIMITS: District WideNo Let Date

IMPROVEMENT OtherNHPP:

MUNICIPALITIES: VariousFC:

PLAN CENTER:AQ Code:X1

PROJECT MANAGER: David AlasIPD:

CMP:

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

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

See also MPMS #115962

TIP Program Years (\$ 000)											
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034
PRA	STU	798									
PRA	STU		798								
		798	798	0	0	0	0	0	0	0	0
Total FY2025-2028		1,596		Total FY2029-2032		0		Total FY2033-2036		0	

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 117928 *Travel Options Program(TOP)*

LIMITS: Districtwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES:

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: David Alas

CMP:

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

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

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

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

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

Tasks

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

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

See also, MPMS #114939

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

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

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

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

LIMITS: Districtwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES:

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: David Alas

CMP:

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

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

Tasks

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

See also, MPMS #111424

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

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

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

LIMITS: Districtwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES:

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: David Alas

CMP:

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

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

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

Tasks

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

TIP Program Years (\$ 000)

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

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Pennsylvania - Highway Program (Status: TIP)

Various

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

LIMITS: Districtwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES:

FC:

AQ Code:X1

PLAN CENTER:

IPD:

PROJECT MANAGER: David Alas

CMP:

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

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

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

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

Tasks

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

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway Program (Status: TIP)

Various

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

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 117997 Bridge Investment Program Line Item

LIMITS: Districtwide
IMPROVEMENT Other
MUNICIPALITIES: Various
PLAN CENTER:
PROJECT MANAGER: J. Korus

NHPP:
FC:
CMP: Not SOV Capacity Adding

No Let Date
AQ Code:S19
IPD:

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

Pennsylvania - Highway Program (Status: TIP)

Various

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

LIMITS: System-wide
IMPROVEMENT Transit Improvements
MUNICIPALITIES: Various
PLAN CENTER:
PROJECT MANAGER: David Alas

NHPP:
FC:
CMP: Not SOV Capacity Adding

No Let Date
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	

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 118036 *HSIP Supportive Line Item*

LIMITS: Districtwide

No Let Date

IMPROVEMENT Other

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:NRS

PLAN CENTER:

IPD:

PROJECT MANAGER: L. Guarini

CMP: Not SOV Capacity Adding

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

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

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 119299Carbon Reduction Program Line Item

LIMITS: DistrictwideNo Let Date

IMPROVEMENT OtherNHPP:

MUNICIPALITIES: VariousFC:

PLAN CENTER:AQ Code:NRS

PROJECT MANAGER: J. KorusIPD:

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	CRP	2,029											
CON	CRPU	8,890											
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	

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 120934

Bucks and Montgomery Counties ADA Ramps

New

LIMITS:

Various Locations in Bucks & Montgomery County

No Let Date

IMPROVEMENT

Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES:

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

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

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

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 120938

Chester and Delaware Counties ADA Ramps

New

LIMITS:

Various locations in Chester & Delaware Counties

No Let Date

IMPROVEMENT

Bicycle/Pedestrian Improvement

NHPP:

MUNICIPALITIES:

FC:

AQ Code:A2

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

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

TIP Program Years (\$ 000)													
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
PE	TOLL												
PE	CRPU		230										
FD	TOLL												
FD	CRPU			130									
CON	TOLL												
CON	CRPU				2,050								
		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	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Various

MPMS# 120942 MS4 and 105 Remediation

New

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

No Let Date

IMPROVEMENT Streetscape

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:X13

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

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

Anticipated locations below:

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

TIP Program Years (\$ 000)

Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036	
PE	TOLL													
PE	581	300												
FD	TOLL													
FD	STP		300											
CON	TOLL													
CON	STP			1,500										
		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

Pennsylvania - Highway Program (Status: TIP)

Various

Total For Various	2025	2026	2027	2028	2025-2028	2029-2032	2033-2036
	\$112,875	\$108,387	\$94,740	\$104,322	\$420,324	\$420,854	\$576,119

FTA-funded Projects for the FY2025 TIP for Pennsylvania

Pennsylvania - Transit Program (Status: TIP)

PennDOT

MPMS# 87534

Coatesville Train Station SR:0030

Return

No Let Date

MRPID:AF

AQ Code:2035M

IPD:

LIMITS: North Third Avenue and Fleetwood Street

NHPP:

IMPROVEMENT Transit Improvements

FC:

MUNICIPALITIES: Coatesville City

PLAN CENTER:

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

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

Pottstown

MPMS# 59935 Capital Operating Assistance - Pottstown Area Rapid Transit (PART)

LIMITS: Pottstown Borough

No Let Date

IMPROVEMENT Transit Improvements

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

Final Version

Pennsylvania - Transit Program (Status: TIP)

Pottstown

MPMS# 95739 *Transportation Capital Improvements*

LIMITS:

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Pottstown Borough

FC:

AQ Code:M7

PLAN CENTER:

IPD:

PROJECT MANAGER: K. High

CMP: Not SOV Capacity Adding

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	2025	2026	2027	2028	2025-2028	2029-2032	2033-2036
Pottstown	\$3,603	\$3,496	\$3,172	\$3,404	\$13,675	\$0	\$0

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

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

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 59966 Capital Asset Lease Program

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

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

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

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

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 59973 Utility Fleet Renewal Program - Non Revenue Vehicles

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MUNICIPALITIES: Various

FC:

AQ Code:M2

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

The Utility Fleet Renewal Program is a comprehensive effort to upgrade and replace the Authority's utility fleet and automotive service fleet. SEPTA utility vehicles support transit and railroad operations. 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	

Pennsylvania - Transit Program (Status: TIP)

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

Final Version

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	5337	12,374											
DS	5307	8,786											
DS	PTAF 44	11,724											
DS	1514	39,922											
DS	LOC	1,734											
DS	5337		12,377										
DS	5307		7,028										
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	

Pennsylvania - Transit Program (Status: TIP)

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:

CMP: Not SOV Capacity Adding

NHPP:

FC:

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 the 15th 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

Final Version

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	

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60540 *Parking Improvements*

LIMITS: System-wideNo Let Date

IMPROVEMENT Transit ImprovementsNHPP:

MUNICIPALITIES: VariousFC:

PLAN CENTER: Town CenterAQ Code:2035M

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	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

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:

CMP: Not SOV Capacity Adding

NHPP:

FC:

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

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60582 *Vehicle Overhaul Program*

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

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	5307	15,384											
CAP	5337	23,076											
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	5337				44,406								
CAP	5307				29,604								
CAP	1514				17,906								
CAP	LOC				597								
CAP	5307					29,440							
CAP	5337					44,160							
CAP	1514					17,807							
CAP	LOC					593							
CAP	5337						44,640						
CAP	5307						29,760						
CAP	1514						18,000						
CAP	LOC						600						
CAP	5307							30,080					

Pennsylvania - Transit Program (Status: TIP)

SEPTA													
CAP	5337						45,120						
CAP	1514						18,194						
CAP	LOC						606						
CAP	5307							30,400					
CAP	5337							45,600					
CAP	1514							18,387					
CAP	LOC							613					
CAP	5307								30,720				
CAP	5337								46,080				
CAP	1514								18,581				
CAP	LOC								619				
CAP	5337									46,560			
CAP	5307									31,040			
CAP	1514									18,774			
CAP	LOC									626			
CAP	5307										31,840		
CAP	5337										46,560		
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	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

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

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

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	

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 60611 **SEPTA Key (Fare Collection System/New Payment Technologies)**

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

NHPP:

MRPID:B

MUNICIPALITIES: Various

FC:

AQ Code:M5

PLAN CENTER:

IPD:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

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

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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	

Pennsylvania - Transit Program (Status: TIP)

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	

Pennsylvania - Transit Program (Status: TIP)

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, Loudon, 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

Final Version

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	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

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

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

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

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

Subway.

		TIP Program Years (\$ 000)											
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
ERC	5337	16,000											
ERC	ASAP	44,400											
ERC	5307	7,354											
ERC	1514	41,113											
ERC	LOC	1,370											
ERC	OTH	7,845											
ERC	5307		32,000										
ERC	5337		9,651										
ERC	DISFUND		17,680										
ERC	1514		39,109										
ERC	LOC		2,996										
ERC	DISFUND			42,800									
ERC	5307			20,000									
ERC	5337			29,644									
ERC	1514			31,366									
ERC	LOC			1,045									
ERC	5307				15,469								
ERC	5337				49,469								
ERC	1514				56,366								
ERC	LOC				1,878								
ERC	5307					16,000							
ERC	5337					23,724							
ERC	1514					24,243							
ERC	LOC					808							
ERC	5307						16,000						
ERC	5337						25,879						
ERC	1514						10,356						
ERC	LOC						345						
ERC	5307							16,000					
ERC	5337							29,926					
ERC	1514							11,342					
ERC	LOC							378					
ERC	5307								16,000				
ERC	5337								17,949				
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

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA												
ERC	LOC											
		118,082	101,436	124,855	123,182	64,775	52,580	57,646	42,683	42,733	33,113	32,356
		Total FY2025-2028		467,555		Total FY2029-2032		217,684		Total FY2033-2036		151,462

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 90497 Infrastructure Safety and Renewal Program

LIMITS: System-wide

No Let Date

IMPROVEMENT Transit Improvements

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	

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Pennsylvania - Transit Program (Status: TIP)

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 experiment 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

Final Version

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	5339				9,577								
PUR	5307				13,340								
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	5339							10,465					
PUR	5307							80,808					
PUR	1514							26,215					
PUR	LOC							874					
PUR	5339								10,779				
PUR	5307								82,097				
PUR	1514								26,603				
PUR	LOC								887				
PUR	5307									85,072			
PUR	5339									11,102			
PUR	1514									27,401			
PUR	LOC									913			
PUR	5339										11,435		
PUR	5307										65,687		
PUR	1514										49,949		
PUR	LOC										1,665		
PUR	5307											91,293	
PUR	5339											11,778	
PUR	1514											29,070	
PUR	LOC											969	
PUR	5307												92,552
PUR	5339												12,132
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	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 93588 *Exton Station*

LIMITS: Exton Station in Chester County

IMPROVEMENT Transit Improvements

MUNICIPALITIES: West Whiteland Township

PLAN CENTER:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

NHPP:

FC:

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	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

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			

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA													
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	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

SEPTA

MPMS# 102565 Track Improvement Program

LIMITS: System-wide

IMPROVEMENT Transit Improvements

MUNICIPALITIES:

PLAN CENTER:

PROJECT MANAGER:

CMP: Not SOV Capacity Adding

NHPP:

FC:

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		

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Transit Program (Status: TIP)

SEPTA													
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

Final Version

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	

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DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

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

Final Version

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	2,400											
ERC	5339(C)	50,000											
ERC	1514	51,809											
ERC	LOC	1,727											
ERC	5339(C)		47,720										
ERC	DISFUND		36,241										
ERC	5307		2,400										
ERC	1514		16,913										
ERC	LOC		1,558										
ERC	DISFUND			27,691									
ERC	5307			2,400									
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	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

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)

DVRPC FY2025-2028 TIP for PA

Final Version

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	5337	36,893											
CAP	5307	11,200											
CAP	1514	39,545											
CAP	LOC	1,318											
CAP	5307		15,621										
CAP	5337		39,017										
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	5307					10,556							
CAP	5337					36,000							
CAP	1514					49,596							
CAP	LOC					1,653							
CAP	5307						4,000						
CAP	5337						45,920						
CAP	1514						41,113						
CAP	LOC						1,370						
CAP	5307							4,000					
CAP	5337							50,568					
CAP	1514							23,774					
CAP	LOC							792					
CAP	5307								4,000				
CAP	5337								44,504				
CAP	1514								11,735				
CAP	LOC								391				
CAP	5307									4,000			
CAP	5337									45,671			
CAP	1514									12,017			
CAP	LOC									400			
CAP	5337										64,480		
CAP	5307										4,000		
CAP	1514										16,568		
CAP	LOC										552		
CAP	5337											50,511	
CAP	5307											4,000	
CAP	1514											13,188	
CAP	LOC											439	
CAP	5337												46,481
CAP	5307												4,000
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	

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Pennsylvania - Transit Program (Status: TIP)

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)

Pennsylvania - Transit Program (Status: TIP)

SEPTA

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

Final Version

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	RVR	134,757											
ERC	5339	1,760											
ERC	5337	51,847											
ERC	5307	59,920											
ERC	1514	35,166											
ERC	LOC	3,854											
ERC	OTH	92,155											
ERC	5339		1,805										
ERC	5337		24,565										
ERC	RVR		133,950										
ERC	5307		36,203										
ERC	DISFUND		96,079										
ERC	1514		45,529										
ERC	LOC		1,596										
ERC	5339			5,790									
ERC	5337			11,254									
ERC	DISFUND			79,509									
ERC	5307			33,481									
ERC	1514			57,015									
ERC	LOC			4,287									
ERC	DISFUND				150,000								
ERC	5307				35,096								
ERC	1514				20,851								
ERC	LOC				3,691								
ERC	DISFUND					50,000							
ERC	5307					58,390							
ERC	5337					20,937							
ERC	1514					104,476							
ERC	LOC					6,580							
ERC	5337						29,905						
ERC	5307						4,603						
ERC	DISFUND						50,000						
ERC	1514						100,222						
ERC	LOC						6,503						
ERC	OTH						265,000						
ERC	5307							2,097					
ERC	DISFUND							50,000					
ERC	5337							30,374					
ERC	1514							99,549					
ERC	LOC							6,556					
ERC	OTH							320,000					
ERC	5337								52,029				
ERC	DISFUND								50,000				
ERC	5307								6,811				
ERC	1514								125,963				
ERC	LOC								7,521				
ERC	OTH								285,000				
ERC	5337									44,058			
ERC	DISFUND									50,000			
ERC	5307									14,333			
ERC	1514									117,932			
ERC	OTH									225,000			

Pennsylvania - Transit Program (Status: TIP)

SEPTA													
ERC	LOC								7,370				
ERC	5337									35,590			
ERC	5307									40,872			
ERC	DISFUND									50,000			
ERC	1514									72,676			
ERC	LOC									5,923			
ERC	OTH									210,000			
ERC	5337										53,308		
ERC	5307										41,554		
ERC	DISFUND										50,000		
ERC	1514										93,738		
ERC	OTH										175,000		
ERC	LOC										6,716		
ERC	5307											46,089	
ERC	5337											50,827	
ERC	DISFUND											50,000	
ERC	1514											82,664	
ERC	LOC											6,202	
ERC	OTH												100,000
		379,459	339,727	191,336	209,638	240,383	156,233	508,576	527,324	458,693	115,061	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

Final Version

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

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

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	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Transit Program (Status: TIP)

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					

Pennsylvania - Transit Program (Status: TIP)

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 FY2025 STIP for the DVRPC Pennsylvania Subregion

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 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 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 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 Wheatshaeaf 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 Wheatshaeaf 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 Wheatshaeaf 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 Wheatshaeaf Ln., Allegheny Ave. South of Frankford Cr.	146,000	81,000		227,000
		AF4	103558	I-95 SB Ann St. to Wheatshaeaf 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)				

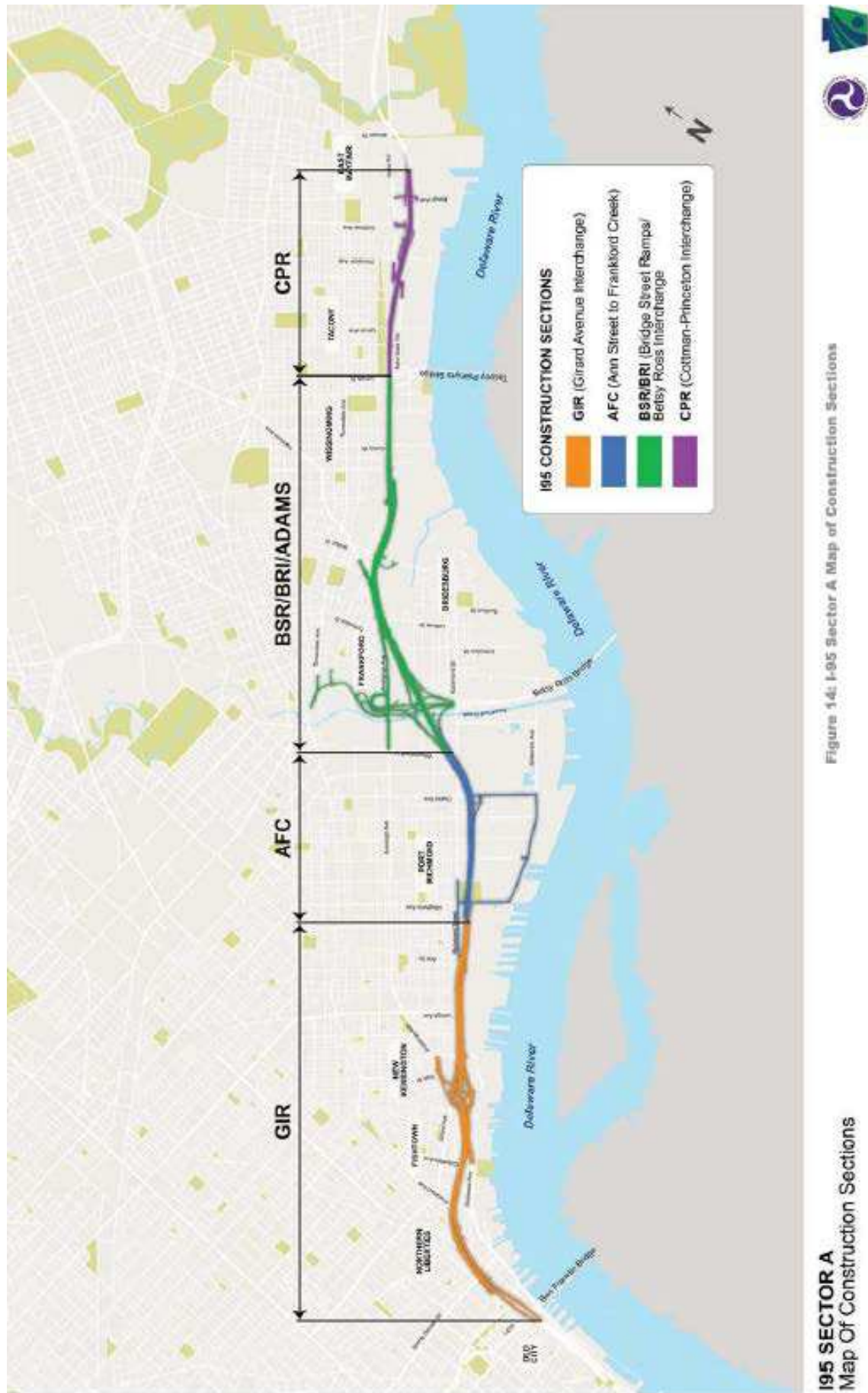
Table 26: I-95 FY2025-2036 STIP/TIP Funding Continued

Sections	Subsections	MPMS #	Limits (Project Title)	Amount of Funds Programmed in the 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 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

Figure 14: I-95 Sector A Map of Construction Section



DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Interstate Management Program

Delaware

MPMS# 15477 I-95/322/Conchester Hwy. Interchange/Impvts. (322) SR:0095

LIMITS: I-95 at Rt. 322

No Let Date

MUNICIPALITIES: Chester City; Chester Township; Upper Chichester 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

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Interstate Management Program

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

:MP 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				Total FY2033-2036			
						0				0			

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Interstate Management Program

Delaware

MPMS# 112298 SR 476: I-76 Interchange to MacDade SR:0476

LIMITS: I-76 Interchange to MacDade Blvd

No Let Date

MUNICIPALITIES: Haverford Township; Marple Township; Nether Providence Township; Radnor Township; Ridley

IMPROVEMENT: Roadway Rehabilitation

FC:

AQ Code:S6

PLAN CENTER:

IPD:

PROJECT MANAGER: Plans/S. Hasan

CMP: Not SOV Capacity Adding

I-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 its 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	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>	<u>FY2035</u>	<u>FY2036</u>
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

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Interstate Management Program

Montgomery

MPMS# 106662 I-76 Integrated Corridor Management SR:0076

LIMITS: PA Turnpike to US 1

No Let Date

MUNICIPALITIES: Lower Merion Township; Upper 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

Corridor(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				Total FY2033-2036			
						0				0			

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Interstate Management Program

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	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Interstate Management Program

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	2025	2026	2027	2028	2025-2028	2029-2032	2033-2036
Montgomery	\$35,500	\$27,500	\$36,000	\$60,000	\$159,000	\$220,000	\$110,000

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Interstate Management Program

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								

Pennsylvania - Interstate Management Program

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	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Interstate Management Program

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	

Pennsylvania - Interstate Management Program

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 Wheatshaeaf 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 Wheatshaeaf 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.

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Interstate Management Program

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		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				Total FY2033-2036			
						0				0			

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 47812 I-95: Betsy Ross Interchange (BRI) - Design (IMP) SR:0095

LIMITS: Wheatsheaf Lane to Orthodox Street

No Let Date

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	

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 47813 I-95: Ann Street to Wearsheaf Lane (AFC) SR:0095

LIMITS: Ann St. to Wearsheaf 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 Wearsheaf 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	581-IM		2,000										
FD	185-IM		6,000										

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	8,000	8,000	0	0	0	0	0	0	0	0	0
Total FY2025-2028			16,000		Total FY2029-2032		0		Total FY2033-2036		0

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Pennsylvania - Interstate Management Program

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	BRIP-IM		22,931										
CON	NHPP-IM		5,069										
CON	BRIP-IM			12,000									
CON	NFP-IM			60,360									
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	

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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/distributor 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	581-IM	1,000											
ROW	185-IM	3,000											
ROW	581-IM		1,000										
ROW	185-IM		1,500										
ROW	581-IM			2,500									
CON	NHPP-IM	22,105											
CON	BRIP-IM	9,895											
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	NHPP-IM									29,200			
CON	BRIP-IM									10,000			
		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	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Interstate Management Program

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	BRIP-IM		1,972										
CON	NHPP-IM		34,560										
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	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Interstate Management Program

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	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Interstate Management Program

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	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>	<u>FY2035</u>	<u>FY2036</u>
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	

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Pennsylvania - Interstate Management Program

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

Pennsylvania - Interstate Management Program

Philadelphia

MPMS# 103557 I-95 Northbound and Southbound: Tioga Street to W heatsheaf 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 W heatsheaf 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 W heatsheaf 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 W heatsheaf 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	<u>FY2025</u>	<u>FY2026</u>	<u>FY2027</u>	<u>FY2028</u>	<u>FY2029</u>	<u>FY2030</u>	<u>FY2031</u>	<u>FY2032</u>	<u>FY2033</u>	<u>FY2034</u>	<u>FY2035</u>	<u>FY2036</u>
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	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Interstate Management Program

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

Final Version

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 Wheatshaf 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	NFP-IM					60,360							
CON	NHPP-IM					15,000							
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	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Interstate Management Program

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	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Interstate Management Program

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
CON	NHPP-IM				8,100						
		0	0	0	8,100	0	0	0	0	0	0
		Total FY2025-2028		8,100		Total FY2029-2032		0		Total FY2033-2036	
										0	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Interstate Management Program

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	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Interstate Management Program

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 clearance 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	

DVRPC FY2025-2028 TIP for PA

Final Version

Pennsylvania - Interstate Management Program

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

CHAPTER 9: Major Project Status Report

State Transportation Improvement Program (STIP) for Pennsylvania (FY2023-FY2026)

Federal regulations require that the STIP list major projects from the previous STIP and identify any significant delays in the planned implementation. Tables 27 and 28 are a list of major projects from the FY2023-FY2026 STIP.

Table 27: Major Project Status Report – Transit

Operator	MPMS ID	Road Name	Project Status
SEPTA	73214	Ardmore Transportation Center	This is an active project currently in construction.
SEPTA	60599	Paratransit Vehicle Purchase	This is an active and annual program.
SEPTA	60540	Parking Improvements	This is an active and annual program.
SEPTA	95402	Bridge Program	This is an active and annual program.
SEPTA	102569	Maintenance & Transportation Facilities	This is an active and annual program.
SEPTA	102571	Communications, Signals, & Technology Improvements	This is an active and annual program.
SEPTA	60611	SEPTA Key (Fare Collection System/New Payment Technologies)	<p>This is an active and ongoing project that will be completed in phases. SEPTA Key deployment is complete for Transit services (Bus, Trolley, Trackless Trolley and High-Speed Lines). Regional Rail launch is complete with Center City station fare lines, outer station platform validators and on-board conductor handheld sales devices accepting credit/debit cards. Parking Payments and CCT functionality are partially deployed. Upcoming Key features include upgraded Key Card readers, mobile ticketing, and open payment/mobile wallets.</p> <p>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.</p>
SEPTA	115472	Projects of Significance	This is an active and annual program.
SEPTA	90512	SEPTA Bus Purchase Program	This is an active and annual program.
SEPTA	60651	Substations and Power Improvements	This is an active and annual program.
SEPTA	15407	Villanova Intermodal Station	This is an active and ongoing project that is being advanced in phases. Phase 1 is completed. Phase 2 is underway.

Table 27: Major Project Status Report – Transit (cont.)

SEPTA	59973	Utility Fleet Renewal Program – Non Revenue Vehicles	This is an active and annual program.
SEPTA	60275	Debt Service	This is an active and annual program.
SEPTA	60335	City Hall / 15 th Street Stations	This is an active and ongoing project that is being advanced in phases. Phase 1 (Dilworth Plaza) is complete. Phase 2 (15th Street Station) is complete. Phase 3 (Interlocking Reconfiguration) design complete; in procurement. Phase 4 (City Hall Under Pinning) is in design. Phase 5 (City Hall Station) is in design.
SEPTA	102565	Track Improvement Program	This is an active and annual program.
SEPTA	102567	Roof Program	This is an active and annual program.
SEPTA	77183	Transit and Regional Rail Station	This is an active and annual program.
SEPTA	90497	Infrastructure Safety and Renewal Program	This is an active and annual program.
SEPTA	121367	Safe, Clean, and Secure Program	This is an active and annual program.
SEPTA	121366	Resiliency and Sustainability Program	This is an active and annual program.
SEPTA	60574	Paoli Transportation Center	This is an active and ongoing project that will be completed in phases. Phase 1 is complete. Phase 2 (additional high-level platform & station amenities) is scheduled to begin 2029. Phase 3 (parking structure) is currently deferred.
SEPTA	59966	Capital Asset Lease Program	This is an active and annual program.
SEPTA	60317	Federal Preventative Maintenance	This is an active and annual program.
SEPTA	60582	Vehicle Overhaul Program	This is an active and annual program.
SEPTA	93588	Exton Station	This is an active and ongoing project that will be completed in phases. Phase 1 (station rehabilitation with ADA accessibility) is completed. Phase 2 (bus loop) is in design. Phase 3 (parking structure) is deferred.
PennDOT	93586	Downingtown Train Station Rehabilitation	This project will be completed in two phases. The Early Action will retire the track interlocking, relocate utilities, and install catenary structure foundations. It is expected to be constructed in late 2024 through 2025. Construction of the Bridge and Station is in final design and is expected to be constructed from 2026 through late 2029. The start of the Bridge and Station construction is dependent on completion of the new Coatesville Station and completion of the Downingtown Early Action Project.

Source: DVRPC, 2024

Table 28: Major Project Status Report – Highway

County	MPMS ID	Road Name	Project Status
Bucks	93446	Route 1 Improvement Frontage Corridor (Section RC3)	Active in Final Design
Bucks	78516	Bridge Replacement Brownsville Road	Active in Final Design. Estimated let date: Fall 2024
Bucks	64778	State Road	Active in Final Design
Bucks	93445	Route 1 Improvement-North (Section RC2)	Active in Construction. Physical work complete: August 2026
Bucks	119977	I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement	Active in Preliminary Engineering
Bucks	12923	Bristol Road Extension	Active in Preliminary Engineering
Bucks	86244	River Road at Golden Pheasant over Delaware Canal	Active in Preliminary Engineering
Bucks	110309	I-95/US 13/PA 132 Slip Ramp Operation Improvement	Active in Preliminary Engineering
Bucks	107794	Langhorne Yardley Road at Woodbourne Road and Bridgetown Pike Intersection Improvements	Active in Construction. Physical work complete: May 2026
Bucks	118022	Route 202/179 Roundabout	Active in Preliminary Engineering
Bucks	119730	I-95, I-295, PA Turnpike Interchange Stage 2	Active in Construction
Bucks	13440	Allentown Road and PA 663 Bridges (2) Over Licking Creek	Active in Final Design. Estimated let date: Winter 2024-25
Bucks	57619	Route 313 Corridor Improvements	Active in Final Design
Bucks	13635	Oxford Valley Road/Lincoln Highway Intersection Improvements	Active in Final Design. Estimated let date: Winter 2024-25
Bucks	102272	Holland Road at Buck Road and Route 532	Active in Final Design
Chester	87781	US 30, Coatesville Downingtown Bypass (CER-Eastern Section)	Active in Preliminary Engineering
Chester	107553	SR30 & Airport Rd Interchange Improvement	Active in Preliminary Engineering
Chester	110312	Baltimore Pike/Newark Road Intersection Improvements	Active in Final Design

Table 28: Major Project Status Report – Highway (cont.)

Chester	90612	Boot Road o/ Amtrak (Bridge)	Active in Construction. Physical work complete: July 2025
Chester	113307	US 1 Expressway Reconstruction: PA/MD Line to PA 472	Active in Preliminary Engineering
Chester	47979	North Valley Road over Amtrak	Final Design phase is wrapping up. Estimated let date: Summer 2025
Chester	118552	Harvey's Bridge Road over West Bridge Brandywine Creek (CB#92)	Active in Preliminary Engineering
Chester	14134	West Bridge Street Bridge Over Amtrak	Active in Final Design. Estimated let date: Spring 2025
Chester	107551	SR30/SR10 to Business 30 Interchange Improvement	Active in Preliminary Engineering
Chester	107554	US30 & PA82 Interchange Improvement	Active in Preliminary Engineering
Chester	14580	US 1 Expressway Reconstruction: PA 472 to PA 896	Active in Final Design
Chester	113312	US 1 Expressway Reconstruction: PA 41 to Schoolhouse Road	Active in Preliminary Engineering
Chester	14532	US 30, Coatesville Downingtown Bypass Reconstruction Design	Design parent
Chester	64220	US 422 Expressway Reconstruction (M03)	Active in Final Design
Chester	85949	SR 896 Safety Improvement	Active in Final Design. Estimated let date: Fall 2024
Chester	86301	LancasterAve/BrandywineCk	Active in Final Design
Chester	14581	US 1 Expressway Reconstruction: PA 896 to PA 41	Active in Preliminary Engineering
Chester	14698	US 422, Reconstruction (M2B)	Active in Final Design
Delaware	15251	US 1 and PA 352 Interchange, Intersection, and Roadway Improvements	Active in Preliminary Engineering
Delaware	99668	PA 291 Drainage Improvement	Active in Preliminary Engineering. Estimated let date: Fall 2025
Delaware	92324	Gov Printz Blvd o/ Conrail (Bridge)	Final Design phase is wrapping up. Estimated let date: Summer 2024
Delaware	112298	SR 476: I-76 Interchange to MacDade (IMP)	Active in Construction. Physical work complete: November 2025
Delaware	116225	I-476 Advance Travel Management (IMP)	Active in Construction. Physical work complete: September 2028
Delaware	69665	South Creek Road Bridge Over Brandywine Creek	Active in Construction. Physical work complete: November 2025
Delaware	114034	US 322: Chelsea Parkway to Market St. Interchange (Section 103)	Project has been advertised. Letting scheduled for 8/22/24
Delaware	79329	Bridgewater Road Extension	Active in Preliminary Engineering
Delaware	69817	US 322, Featherbed Lane to Chelsea Parkway (Section 102)	Active in Final Design

Table 28: Major Project Status Report – Highway (cont.)

Delaware	15278	Chester Pike/9th Street Bridge over Darby Creek (CB #146)	Active in Preliminary Engineering
Delaware	92808	Marshall Rd o/ Cobbs Crk (Bridge)	Active in Preliminary Engineering
Delaware	104343	US 322 over CSX (Bridge)	Active in Final Design. Estimated let date: Fall 2024
Delaware	104821	I-476 Travel Management (IMP)	Active in Preliminary Engineering
Delaware	15306	Sellers Avenue Bridge Over Amtrak and SEPTA Wilmington Newark Rail Line	Active in Construction. Physical work complete: June 2027
Delaware	108910	I-95 Noise Abatement	Active in Final Design
Delaware	15477	I-95/322/Conchester Hwy. Interchange/Impvts. (322) (IMP)	Active in Preliminary Engineering
Delaware	93105	State Rd o/Darby Creek (Bridge)	Active in Final Design. Estimated let date: Winter 2025-26
Delaware	92323	Wanamaker Ave o/ Darby Ck (Bridge)	Active in Construction. Physical work complete: July 2027
Montgomery	110313	Belmont Avenue Bridge over Schuylkill River	Active in Preliminary Engineering
Montgomery	77211	PA 309 Connector: Allentown Road to Souderton Pike (HT2)	Active in Construction. Physical work complete: October 2027
Montgomery	66952	PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)	Active in Final Design. Estimated let date: Spring 2025
Montgomery	16577	Ridge Pike: Harmon Road to Crescent Avenue	Active in Final Design
Montgomery	16334	PA 73, Church Road Intersection and Signal Improvements	Active in Construction. Physical work complete: September 2027
Montgomery	63493	PA 309, 5-Points Intersection Improvements (71A) (Old US 202, 5-Points Intersection Improvements (71A))	Active in Construction. Physical work complete: May 2027
Montgomery	102273	Ridge/Germantown Intersection Realignment - Phase 1, Perkiomen Crossing	Active in Final Design. Estimated let date: Winter 2024-25
Montgomery	106662	I-76 Integrated Corridor Management (IMP)	Active in Preliminary Engineering
Montgomery	63486	US 202, Johnson Highway to Township Line Road (61S)	Active in Construction. Physical work complete: December 2029
Montgomery	16408	Fruitville Road Bridge Over Perkiomen Creek (CB #232)	Active in Preliminary Engineering

Table 28: Major Project Status Report – Highway (cont.)

Montgomery	48172	PA 23 Moore to Allendale and Trout Crk Rd Bridge	Active in Final Design
Montgomery	92839	Ridge Pike over Norfolk Southern RR bridge (CB: #257)	Active in Construction. Physical work complete: January 2030
Montgomery	105803	PA 309 Connector: Souderton Pike to PA 309 (HT3)	Active in Final Design
Montgomery	118032	Dekalb Street Two-Way Reconstruction	Active in Preliminary Engineering
Montgomery	110315	Philmont Avenue/Tomlinson Road/Pine Road Improvements - 6 Point Intersection	Active in Final Design
Montgomery	118237	Markley and Elm Street over Stony Creek	Active in Construction. Physical work complete: October 2025
Montgomery	64795	Belmont Rd/Rock Hill Rd Widening: I-76 Ramps to Rock Hill Road	Active in Final Design
Montgomery	16214	PA 611, Old York Road Over SEPTA West Trenton Line (Bridge)	Active in Final Design. Estimated let date: Fall 2024
Montgomery	48174	PA 63, Welsh Rd.	Active in Final Design
Montgomery	110444	Ridge Pike - School Lane to Belvoir Road (CB #0 and TPK Bridge DB-116)/Interchange Area Bridges	Active in Final Design. Estimated let date: Winter 2024-25
Montgomery	83742	Keim Street Bridge Over Schuylkill River	Final Design phase is wrapping up. Estimated let date: Fall 2024
Montgomery	111005	Conshohocken Garage (I-76 ICM)	SEPTA project. PennDOT has flexed some funds (\$8M) to SEPTA for the project
Montgomery	16738	US 422 Expressway Section M1B	Active in Construction. Physical work complete: January 2029
Montgomery	119476	I-76 Parallel Arterials Phase 2	Active in Construction. Physical work complete: September 2029
Montgomery	48175	Ridge Pike: Belvoir Road to Chemical Road	Active in Construction. Physical work complete: May 2028
Philadelphia	112525	Citywide 3R 111	Active in Preliminary Engineering. Estimated let date: Winter 2024-25
Philadelphia	110314	30th Street Viaduct over 30th Street Lower (Bridge)	Active in Preliminary Engineering
Philadelphia	103553	I-95 Southbound: Race to Shackamaxon (GR6) (IMP)	Active in Final Design. Estimated let date: Fall 2025
Philadelphia	103557	I-95 Northbound: Ann Street to Wheatsheaf Lane (AF3) (IMP)	Active in Final Design. Estimated let date: Spring 2025

Table 28: Major Project Status Report – Highway (cont.)

Philadelphia	17678	Spring Garden over Amtrak	Active in Preliminary Engineering
Philadelphia	103559	I-95: Betsy Ross Mainline Southbound (BR4) (IMP)	Active in Final Design
Philadelphia	116391	I-95 Bridge Rehabilitations (IMP)	Active in Construction. Physical work complete: December 2027
Philadelphia	117341	Penn's Landing Project Development - Local	Locally funded amenity project once the CAP project (currently in CON) is completed
Philadelphia	17511	City Ave o/ SEPTA (Bridge)	Final Design phase is wrapping up. Estimated let date: Fall 2024
Philadelphia	46959	I-95 Design Review Manager (IMP)	
Philadelphia	112500	Citywide 3R 110	Active in Construction. Physical work complete: December 2025
Philadelphia	108099	Falls Road Bridge	Active in Preliminary Engineering. Estimated let date: Winter 2024-5
Philadelphia	112299	I-76: Rte 1- I 676 Paving/Guiderail (IMP)	Active in Construction. Physical work complete: October 2024
Philadelphia	98207	I-95 Congestion Management (IMP)	Project is funds flex for transit improvements that contribute to addressing 95 mainline congestion during and after construction. Status and list of particular improvements (rolling stock, barracks yards, rail station capacity, station parking) is currently under review with SEPTA and being re-evaluated in response to documented changes in transit use patterns of facilities within the 95 corridor. Breakout of funds into phases is not anticipated.
Philadelphia	105290	Ben Franklin Bridge Eastbound Operational Improvements	Active in Preliminary Engineering
Philadelphia	79828	I-95 Northbound: Race - Shackamaxon (GR5) (IMP)	Active in Final Design
Philadelphia	79905	I-95: Betsy Ross Mainline Northbound (BR3) (IMP)	Active in Final Design. Estimated let date: Fall 2024
Philadelphia	79908	I-95: Kennedy to Levick (Section BS1) (IMP)	Active in Construction. Physical work complete: November 2024
Philadelphia	79910	I-95: Margaret to Kennedy (Section BS2) (IMP)	Active in Construction. Physical work complete: April 2029
Philadelphia	80014	I-95: Cottman On-Ramp (C) (IMP)	Active in Construction. Physical work complete: April 2025
Philadelphia	120993	North Philadelphia School Zones	Active in Preliminary Engineering
Philadelphia	103556	I-95 ATMS (GR9) (IMP)	Scope of work is Active Traffic Management and necessary ITS infrastructure for the 95 mainline. PE and FD are to be done under GIR parent like GR7 and GR8 ITS projects were. Will need to break out ROW, UTL and CON for ITS system.
Philadelphia	69909	Willits Road Bridge Over Wooden Bridge Run	Active in Preliminary Engineering
Philadelphia	47811	Bridge Street Design (Section BSR)(IMP)	Design parent

Table 28: Major Project Status Report – Highway (cont.)

Philadelphia	115434	Frankford Avenue Corridor Safety Improvements	Active in Preliminary Engineering. Estimated let date: Spring 2025
Philadelphia	115435	63rd Street Corridor Safety Improvements	Design parent
Philadelphia	115805	I-95 Brdg Rehab: Island Ave-Phila Navy Yard (IMP)	Active in Preliminary Engineering
Philadelphia	116807	Citywide ADA Ramps 4	Active in Preliminary Engineering
Philadelphia	103558	I-95 Southbound: Ann Street to Wheatstheaf Lane (AF4) (IMP)	Active in Final Design
Philadelphia	102274	Schuylkill River Swing Bridge (TIGER)	Active in Construction. Physical work complete: July 2025
Philadelphia	119822	US 1: Broad Street - Adams Avenue	Active in Preliminary Engineering
Philadelphia	17821	I-95: Shackamaxon Street to Ann Street (GIR) – Design (IMP)	Design parent
Philadelphia	106264	I-95 Central Access Philadelphia (CAP) / Waterfront Access	Active in Construction. Physical work complete: March 2030
Philadelphia	103563	I-95: Delaware Avenue Extension (BS5)	Active in Final Design
Philadelphia	114876	Studies Line Item (IMP)	Funding collector for savings and cost increases over the course of the TIP
Philadelphia	115687	I-95: Allegheny & Castor Ave Int. (IMP)	Active in Right of Way Phase
Philadelphia	118035	5th Street Improvements	Active in Preliminary Engineering
Philadelphia	119836	US 1: Adams Avenue - Old Lincoln Highway	Active in Preliminary Engineering
Philadelphia	98229	59th Street over AMTRAK (Bridge)	Active in Final Design. Estimated let date: Fall 2025
Philadelphia	78757	JFK Blvd @ 32nd St. o/ SEPTA (30th Street Station) (Bridge)	Active in Final Design
Philadelphia	81292	Frankford Av/Frankford Ck (Bridge)	Active in Final Design. Estimated let date: Fall 2024
Philadelphia	87784	Aramingo/Harbison: Church Street to Amtrak (Section BS3)	Active in Final Design
Philadelphia	92554	Ridge Ave Over Amtrak (Bridge)	Active in Preliminary Engineering
Philadelphia	112527	Citywide ADA Ramps 3	Active in Preliminary Engineering
Philadelphia	108129	MLK Drive over Schuylkill River (Bridge)	Active in Construction. Physical work complete: January 2025
Philadelphia	107709	I-95 Bridge Repairs (95/MB4) (IMP)	Active in Construction. Physical work is complete
Philadelphia	118034	Spring Garden Connector - Phase 1	Active in Preliminary Engineering
Philadelphia	103560	I-95: Betsy Ross Section Conrail Bridges (BR5) (IMP)	Active in Final Design
Philadelphia	70231	Swanson Street Reconstruction	Active in Final Design
Philadelphia	98230	Tabor Road over Tacony Creek (Bridge)	Active in Final Design. Estimated let date: Spring 2025

Table 28: Major Project Status Report – Highway (cont.)

Philadelphia	47812	I-95: Betsy Ross Interchange (BRI) - Design (IMP)	Design parent
Philadelphia	88085	Byberry Road Bridge Replacement	Active in Final Design. Estimated let date: Fall 2024
Philadelphia	17215	70th, 71st, 72nd Streets over Amtrak	Active in Preliminary Engineering
Philadelphia	47813	I-95: Ann Street to Wheatsheaf Lane (AFC) (IMP)	Design parent
Philadelphia	103561	I-95: Betsy Ross Interchange Drainage (BR6) (IMP)	Active in Final Design
Philadelphia	118386	Roosevelt Boulevard at Southampton Road (Statewide "MTF")	Active in Preliminary Engineering. Estimated let date: Fall 2024
Philadelphia	120993	I-95: Tioga St to Wheatsheaf Lane (IMP)	Active in Right of Way Phase
Philadelphia	69828	Market Street Bridges (3) Over Schuylkill River and CSX Railroad (MSB)	Active in Final Design. Estimated let date: Fall 2024
Philadelphia	79912	I-95: Allegheny Ave and Castor Ave Interchanges connection (AF2) (IMP)	Active in Construction. Physical work complete: February 2025
Philadelphia	83736	Roosevelt Blvd over Wayne Junction (WAV) (Bridge)	Active in Construction. Physical work complete: August 2024
Philadelphia	119437	Great Streets Philadelphia RAISE 22	Active in Preliminary Engineering
Various	48201	DVRPC Competitive CMAQ Program	Funding collector for savings and cost increases over the course of the TIP
Various	57927	Regional Safety Initiatives (HSIP)	Funding collector for savings and cost increases over the course of the TIP
Various	119483	CARSI 2 - SEPTA	Active in Preliminary Engineering
Various	65109	Transit Flex - SEPTA	
Various	102105	Municipal Bridge Line Item	Funding collector to be used for rehabilitation or replacement of municipal bridges
Various	92182	Expressway Service Patrol - Suburban Counties (2022-2026)	Ongoing contract
Various	113813	Group HB1 Bridge Rehabilitation	Active in Final Design. Estimated let date: Winter 2024-25
Various	84318	CAQ Reserve Line Item	Funding collector for savings and cost increases over the course of the TIP
Various	110494	Regional Traffic Management Center (RTMC) General Contract	Project is complete
Various	79929	Bridge Reserve Line Item	Funding collector for savings and cost increases over the course of the TIP
Various	118015	CMAQ Flex for SEPTA Projects of Significance Line Item	Funding collector for savings and cost increases over the course of the TIP
Various	119299	Carbon Reduction Program Line Item	Funding collector for savings and cost increases over the course of the TIP
Various	95447	County Bridge Line Item	Funding collector for savings and cost increases over the course of the TIP

Table 28: Major Project Status Report – Highway (cont.)

Various	82216	NHPP Reserve Line Item	Funding collector for savings and cost increases over the course of the TIP
Various	79980	STU Reserve Line Item	Funding collector for savings and cost increases over the course of the TIP
Various	107175	US 202 and PA 29 Sinkhole Remediation	Project has been advertised. Letting scheduled for 7/25/24
Various	102320	District Wide Bridge Rehab Group P	Active in Construction. Physical work complete: December 2026
Various	64984	Transportation Alternatives - Urban (TAU) Line Item	Funding collector for savings and cost increases over the course of the TIP
Various	79927	Highway Reserve Line Item-STP	Funding collector for savings and cost increases over the course of the TIP
Various	119558	Chester and Delaware Counties ADA Ramps	Project has been advertised. Letting scheduled for 8/8/24

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Abstract	The complete 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. There is also an Appendices document (Publication #25004), which contains eight appendices: (A) 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, and PART's Financial Capacity Analysis; (C) Memorandum of Understanding on Procedures to Amend and Modify the TIP; (D) DVRPC Plan-TIP Project Evaluation Criteria. (E) Executive Summary of the Documentation of the Conformity Finding, (F) Title VI And Environmental Justice (EJ) Supporting Data And Mapping, (G) Title VI Policy Statement and Complaint Procedures, and (H) Summary of Public Involvement Process, Original Public Comments, Responses to Public Comments, List of Recommended Changes, Public Comment Outreach Documentation, the Highlights of the 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.



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

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



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