Chapter 1:

General Overview

The Delaware Valley Regional Planning Commission (DVRPC) is pleased to present the DVRPC Federal Fiscal Year (FFY) 2027 Transportation Improvement Program (TIP) for Pennsylvania (FFY27–FFY30). 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 FFYs of programming as required by federal law. This document, referred to as the FFY 2027 TIP for Pennsylvania, includes the cost, phase, and schedule information for transportation projects in each of the FFYs from 2027 to 2030 for Bucks, Chester, Delaware, Montgomery, and Philadelphia counties.

The DVRPC FFY 2027 TIP for Pennsylvania contains 344 projects (including the Interstate Management Program [IMP]), totaling over $8.2 billion for the phases to be advanced during the next four years, an average of close to $2.05 billion per year. Programmed funds include over $2.8 billion for multimodal projects primarily addressing the non-Interstate Highway System and over $1 billion for projects addressing the IMP, resulting in an overall four-year total for the Highway Program (FHWA-funded) of just under $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 $4.3 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 the Federal Highway Administration (FHWA) and Federal Transit Administration (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 *Update: 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 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 FFY22–FFY26. 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 TIP document has been divided into multiple sections. A general overview of the TIP and the TIP development process is included, 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, an explanation of the mapping application and project listings, and codes and abbreviations included in the document. This reference information is followed by the project listings, and finally, the Major Project Status Report.

At the end of the document, there are 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; (C) Memorandum of Understanding on Procedures to Amend and Modify the TIP; (D) Executive Summary of the Documentation of the Conformity Finding, (E) Title VI And Community Impact Analysis, (F) Title VI Policy Statement and Complaint Procedures, and (G) Summary of Public Involvement Process, Original Public Comments, Responses to Public Comments, List of Recommended Changes, Public Comment Outreach Documentation, the Highlights of the Draft DVRPC FFY 2027 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 Through Various Technologies

The Internet

The TIP is found on the DVRPC website, where it is possible to search for the FFY 2027 TIP for Pennsylvania and 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. To access the DVRPC TIP website, go to www.dvrpc.org/TIP.

QR Code

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

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

DVRPC Office and Public Libraries

Hardcopies of the Draft TIP were 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/. Due to the dynamic nature of the TIP, hardcopies of the final version are no longer being printed, unless specifically requested. To request a hardcopy, please contact the DVRPC Office of Communications and Engagement at 215–238–2929 or public_affairs@dvrpc.org.

Table 1: Libraries Displaying the Draft DVRPC FFY 2027 TIP for Pennsylvania

Bucks County

Bucks County Free Library – Bensalem 3700 Hulmeville Road Bensalem, PA 19020	**Bucks County Free Library – Doylestown** 150 South Pine Street Doylestown, PA 1801	**Indian Valley Public Library** 100 East Church Road Telford, PA 18969
Levittown Regional Library 7311 New Falls Road Levittown, PA 19055	**Margaret R. Grundy Memorial Library** 680 Radcliffe Street Bristol, PA 19007	**Riegelsville Public Library** 615 Easton Road Riegelsville, PA 18077
Warminster Township Library 1076 Emma Lane Warminster, PA 18974		

Chester County

Atglen Public Library 121 Main Street Atglen, PA 19310	**Chester County Public Library – Paoli** 18 Darby Road Paoli, PA 19301	**Coatesville Area Public Library** 501 East Lincoln Highway Coatesville, PA 19328
Honey Brook Community Library 687 Compass Road Honey Brook, PA 19344	**Kennett Library** 320 East State Road Kennett Square, PA 19348	**Parkesburg Library** 105 West Street Parkesburg, PA 19365
West Chester Public Library 415 Church Street West Chester Borough, PA 19380		

Delaware County

Collingdale Public Library 823 Macdade Boulevard Collingdale, PA 19023	**Haverford Township Free Library** 1601 Darby Road Havertown, PA 19083	**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	**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

Swarthmore Public Library 121 Park Avenue Swarthmore, PA 19081	**The Helen Kate Furness Free 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	

Montgomery County

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
Cheltenham Township Library - 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
Springfield Township Library 8900 Hawthorne Lane Wyndmoor, PA 19038		

Philadelphia

Free Library of Philadelphia – Parkway Central 1901 Vine Street Philadelphia, PA 19103	**Joseph E. Coleman Northwest Regional Library** 68 West Chelten Avenue Philadelphia, PA 19144	**Library for the Blind and Physically Handicapped** 1500 Spring Garden Street #230 Philadelphia, PA 19130
Northeast Regional Library 2228 Cottman Avenue Philadelphia, PA 19149	**Philadelphia City Institute Library** 1905 Locust Street Philadelphia, PA 19103	**Philadelphia Free Library – Independence Branch Library** 18 South 7th Street Philadelphia, PA 19106

Philadelphia Free Library – Lucien E. Blackwell Branch 5543 Haverford Avenue Philadelphia, PA 19139	**Ramonita G. De Rodriguez Library** 600 West Girard Avenue Philadelphia, PA 19123	

Source: DVRPC 2026

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 also includes bicycle, pedestrian, and freight-related projects.

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 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 FFY 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 need or priorities, and additional financial constraints. These problems can slow a project and cause it to be postponed or even dropped from further consideration. These challenges can also increase the project's overall cost.

Regional Consensus

The production of the TIP is the culmination of the region's transportation planning process and represents a consensus among state and regional officials as to what near-term improvements to pursue. Consensus is crucial because the federal and state funding agencies 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, *Update: 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 FFY 2027 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 Executive Summary of the Documentation of the Conformity Finding is included as Appendix D 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 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, FTA, and representatives of DVRPC's city and county member governments and Public Participation Task Force. For the DVRPC FFY 2027 TIP, the process commenced during the late summer of 2025 with a review of current conditions of the transportation network. The review of costs and schedules of FFY 2027 TIP projects commenced in the fall of 2025, as well as a review of new project candidates to be considered for addition to the TIP, should there be financial capacity. By the end of March 2026, the result was a constrained, preliminary draft program ("preliminary Draft TIP") based on reasonable, anticipated revenue projections for the next 12 years (FFY27–FFY38), performance-based planning and programming metrics, Title VI and Community Analysis of all candidate projects for the Draft TIP, and feedback from the PA TIP Subcommittee. At the end of March 2026, 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 87) 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 23, 2026. After the DVRPC Board adoption, DVRPC staff submitted the document to PennDOT for approval and inclusion in the Statewide Transportation Improvement Program (STIP), which will then be submitted to federal partners (e.g., FHWA, FTA) for review and approval. Once the federal partners formally approve the PennDOT FFY 2027 STIP, the new DVRPC TIP and the PennDOT STIP will become effective on October 1, 2026, and will replace the DVRPC FFY 2025 TIP and PennDOT FFY 2025 STIP.

How Does a Project Get on the TIP?

Many TIP projects originate from asset management systems to help meet federal performance measure targets. Some are identified through state or regional competitive programs, or projects may come from additional discretionary 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 that 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.

FTA-funded transit projects are developed through each transit operator's Transit Asset Management (TAM) Plan, which identifies state-of-good-repair needs and capital priorities over a multiyear horizon. These TAM-driven projects form the basis of the agency's capital program.

Each TIP update, transit agencies submit their proposed capital projects to the Pennsylvania TIP Subcommittee as part of the TIP development process. The Subcommittee reviews transit submissions to ensure consistency with the TAM plan, available federal funding, and regional planning priorities. Once approved, the projects are incorporated into the Draft Regional Transportation Improvement Program (TIP).

For SEPTA specifically, the transit projects shown on the TIP are the same projects identified in SEPTA's annual Capital Budget. This ensures alignment between federal funding programs, regional planning requirements, and the agency's internal capital investment planning.

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. 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, and 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, financial constraints, and community concerns. Tracking each project's progress is important 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. Residents 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. DVRPC'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 FFY 2027 TIP for Pennsylvania before it was officially adopted by the DVRPC Board. DVRPC conducted a 30+–day public comment period and held one hybrid in-person/virtual meeting and one virtual public meeting within that period to allow the public an opportunity to present comments about the process and projects to state, county, transit, and DVRPC staff. Copies of the Draft DVRPC FFY 2027 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 FFY. 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, PART, SEPTA and/or federal approvals. All TIP documents (Adopted/Current, and Prior-Year TIPs) 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.