Chapter 2:
Program Summaries

The DVRPC FFY 2027 TIP for Pennsylvania contains 344 projects (including the IMP), totaling over $8.2 billion for the phases to be advanced during the next four years, an average of $2.05 billion per year. Programmed funds include over $2.8 billion for projects primarily addressing the non-Interstate FHWA-funded System, and over $1 billion for projects addressing the IMP, resulting in an overall four-year total for the FHWA-funded Program of just under $3.9 billion. Additionally, there is an FTA-funded Program for SEPTA, PART, and PennDOT's BPT that totals over $4.3 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)

	FFY 2027	FFY 2028	FFY 2029	FFY 2030	Four-Year Total (FFY27–FFY30)
Highway Program (See page 1 for more details about the Highway and Transit Programs)					
Bucks County	72,671	109,542	117,780	83,818	**383,811**
Chester County	133,731	132,744	157,664	174,686	**598,825**
Delaware County	55,347	54,511	68,011	66,955	**244,824**
Montgomery County	134,079	65,757	64,632	49,508	**313,976**
Philadelphia County	425,350	171,992	105,691	102,682	**805,715**
Various Counties	105,301	181,674	102,963	90,808	**480,746**
Regional Highway Program Subtotal	**926,479**	**716,220**	**616,741**	**568,457**	**2,827,897**
Interstate—Delaware County	10,171	2,500	40,000	20,000	**72,671**
Interstate—Montgomery County	21,500	25,000	60,000	70,000	**176,500**
Interstate—Philadelphia County	209,346	232,010	179,573	192,657	**813,586**
Interstate Program Subtotal Cost	**241,017**	**259,510**	**279,573**	**282,657**	**1,062,757**
Regional Highway and Interstate Program Subtotal	**1,167,496**	**975,730**	**896,314**	**851,114**	**3,890,654**
Transit Program (See page 1 for more details about the Highway and Transit Programs)					
PennDOT BPT	15,750	0	0	0	**15,750**
PART	3,172	4,304	3,969	3,741	**15,186**
SEPTA	1,167,433	801,942	824,182	1,488,134	**4,281,691**
Transit Program Subtotal	**1,186,355**	**806,246**	**828,151**	**1,491,875**	**4,312,627**
Grand Total Cost of TIP	**2,353,851**	**1,781,976**	**1,724,465**	**2,342,989**	**8,203,281**

Source: DVRPC 2026

Note: Due to rounding project costs and funding sources to the nearest thousand, the total per year costs represented in Tables 2 through 5 may vary slightly when totaled.

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

Fund Type	FFY 2027	FFY 2028	FFY 2029	FFY 2030	Four-Year Total (FFY27–FFY30)	Total LFYs 2031–2038	Total
Bridge State	41,546	40,693	39,566	40,144	161,949	351,607	513,556
Bridge State IMP	4,701	15,280	3,400	5,000	28,381	14,714	43,095
Highway State	79,044	61,767	63,363	67,491	271,665	776,779	1,048,444
Hwy State IMP	17,871	9,572	2,377	0	29,820	8,554	38,374
ATIIP	0	6,503	0	0	6,503	0	6,503
Bridge Off	18,863	18,863	18,863	18,863	75,452	208,760	284,212
BRIP	44,362	44,362	44,362	44,362	177,448	354,896	532,344
BRIP-Interstate	23,636	23,636	0	0	47,272	15,842	63,114
CAQ	43,037	43,037	43,037	43,037	172,148	344,296	516,444
CFI	9,515	0	0	0	9,515	0	9,515
CRP	2,619	2,619	2,619	2,619	10,476	20,952	31,428
CRPU	11,006	11,006	11,006	11,006	44,024	88,048	132,072
FLEX	17,083	17,083	17,083	17,083	68,332	136,664	204,996
HSIP	23,472	23,452	20,408	13,503	80,835	187,776	268,611
HVRU	0	20	3,064	9,969	13,053	0	13,053
LOC	176,473	34,327	25,840	6,862	243,502	43,769	287,271
MEGA	0	78,000	0	0	78,000	0	78,000
NFP-Interstate	0	0	60,360	0	60,360	120,720	181,080
NHPP	85,883	77,602	77,602	77,602	318,689	1,278,099	1,596,788
NHPP-IMP	185,167	211,022	214,283	277,657	888,129	1,856,025	2,744,154
Other	10,000	0	0	0	10,000	0	10,000
Private	25,000	0	0	0	25,000	0	25,000
PRTDG	13,539	0	0	0	13,539	0	13,539
RACP	0	4,425	0	0	4,425	0	4,425
RAISE	51,672	23,300	0	0	74,972	0	74,972
sCRP	0	0	4,585	0	4,585	0	4,585
sHSIP	5,559	12,600	4,610	287	23,056	0	23,056
sHVRU	3,688	11,746	8,074	333	23,841	0	23,841
SPK-FD	0	0	0	0	0	10,000	10,000
SPK-NHPP	36,000	20,000	50,000	60,000	166,000	10,000	176,000
SS4A	49,555	0	0	0	49,555	0	49,555

sSTP	0	0	1,315	0	1,315	0	1,315
STP	29,488	29,420	29,420	29,420	117,748	259,957	377,705
STU	93,514	93,514	93,514	93,514	374,056	1,774,864	2,148,920
SXF	8,547	3,519	0	0	12,066	0	12,066
TAU	8,762	8,762	8,762	8,762	35,048	70,096	105,144
TPK	47,897	49,600	48,800	23,600	169,897	0	169,897
Highway Subtotal	**1,167,499**	**975,730**	**896,313**	**851,114**	**3,890,656**	**7,932,418**	**11,823,074**

Source: DVRPC 2026

Note: Due to rounding project costs and funding sources to the nearest thousand, the total per year costs represented in Tables 2 through 5 may vary slightly when totaled.

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

Fund Type	FFY 2027	FFY 2028	FFY 2029	FFY 2030	Four-Year Total (FFY27–FFY30)	Total LFYs 2031–2038	Total
1513	2,073	2,370	2,333	2,408	**9,184**	0	**9,184**
1514	501,684	431,983	451,304	469,446	**1,854,417**	4,299,710	**6,154,127**
5307	267,096	141,992	149,665	150,679	**709,432**	1,413,485	**2,122,917**
5337	187,395	192,080	196,882	201,804	**778,161**	1,732,286	**2,510,447**
5337 (PennDOT)	10,600	0	0	0	**10,600**	0	**10,600**
5339	8,562	8,776	8,995	9,220	**35,553**	97,239	**132,792**
5339 (c)	43,000	0	0	0	**43,000**	0	**43,000**
BUILD	25,000	0	0	0	**25,000**	0	**25,000**
CPF	1,332	0	0	0	**1,332**	0	**1,332**
FLEX	78,009	0	0	0	**78,009**	0	**78,009**
sSTP	2,000	0	0	0	**2,000**	0	**2,000**
SXF	500	0	0	0	**500**	0	**500**
LOC	44,227	18,531	16,051	19,502	**98,311**	170,427	**268,738**
Other	0	0	2,919	638,815	**641,734**	3,635,983	**4,277,717**
PTAF 44	11,727	10,516	0	0	**22,243**	0	**22,243**
341	3,150	0	0	0	**3,150**	0	**3,150**
Transit Subtotal	**1,186,355**	**806,248**	**828,149**	**1,491,874**	**4,312,626**	**11,349,130**	**15,661,756**

Source: DVRPC 2026

Note: Due to rounding project costs and funding sources to the nearest thousand, the total per year costs represented in Tables 2 through 5 may vary slightly when totaled.

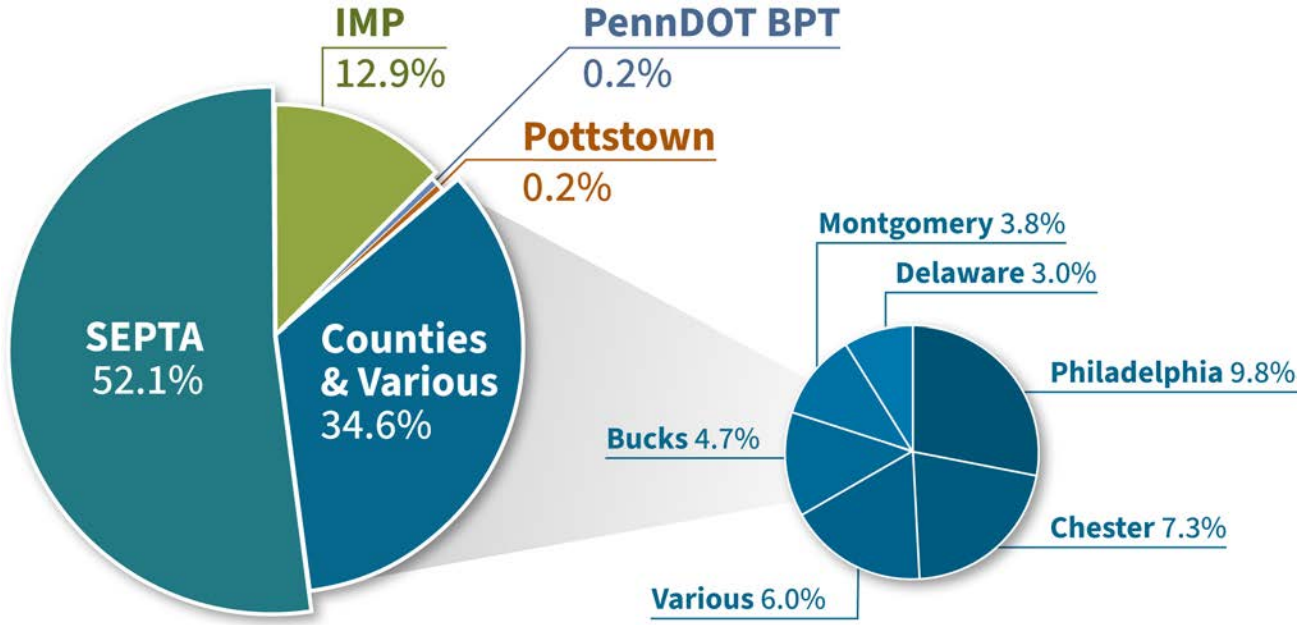
Table 5: Grand Total Highway and Transit Program ($000)

Program	FFY 2027	FFY 2028	FFY 2029	FFY 2030	Four-Year Total (FFY27–FFY30)	Total LFYs 2031–2038	Total
Highway	1,167,499	975,730	896,313	851,114	**3,890,656**	7,932,418	**11,823,074**
Transit	1,186,355	806,248	828,149	1,491,874	**4,312,626**	11,349,130	**15,661,756**
DVRPC Total	**2,353,854**	**1,781,978**	**1,724,462**	**2,342,988**	**8,203,282**	**19,281,548**	**27,484,830**

Source: DVRPC 2026

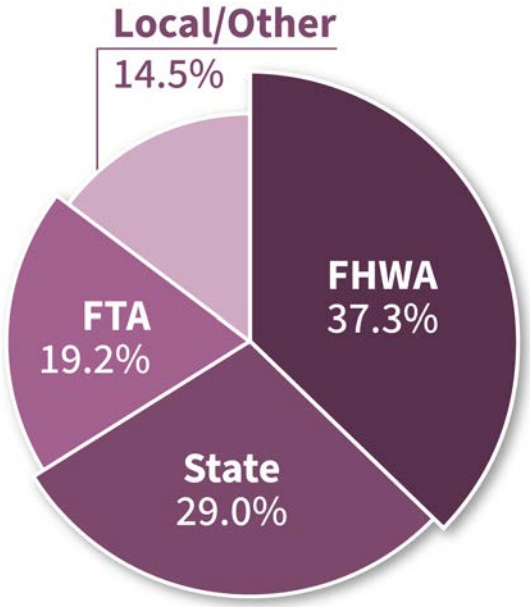
Note: Due to rounding project costs and funding sources to the nearest thousand, the total per year costs represented in Tables 2 through 5 may vary slightly when totaled.

Figure 1: FFY27-FFY30 Cost Summary by County and Transit Operator in Pennsylvania



Source: DVRPC 2026

Figure 2: FFY27-FFY30 Cost Summary by Funding Source in Pennsylvania



Source: DVRPC 2026

Funding to the Region

The IIJA/BIL is the most recent federal transportation legislation, signed into law on November 15, 2021. The IIJA/BIL expanded eligibility for, and changed some policy requirements in, legacy programs, and established several new formula-funded and discretionary programs.

The IIJA/BIL included a five-year, $351 billion authorization of highway and bridge programs nationally, with transit programs receiving $91 billion. 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. 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 FFY 2027 TIP, includes funding for the Transportation Alternatives Set-Aside (TASA) that has increased to 10 percent of the overall STBG authorization. The Highway Safety Improvement Program (HSIP) was amended to restore 10 percent flexibility for non-infrastructure activities and behavioral projects, and to include additional eligible improvements that enhance pedestrian safety.

Statewide IMP and Asset Management

Statewide, federal, state highway, and state bridge funding has continued to be directed to the IMP, as was the case with the previous three TIPs. Prior to the FFY 2021 TIP, IMP funding had been stagnant for over 10 years, since originally being established at $370 million annually. The identified need for Pennsylvania's Interstates that necessitated the shift in funding was $1.2 billion per year. Federal

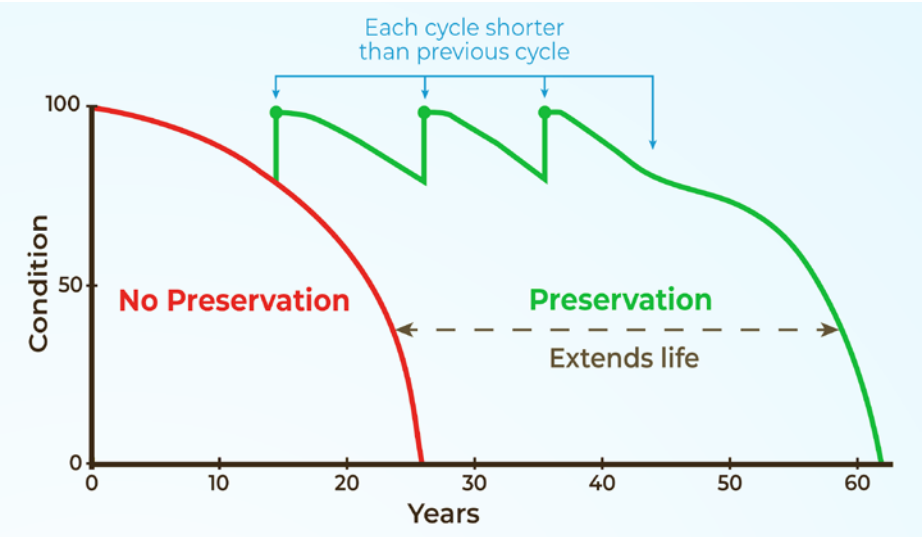
performance measures and the Pennsylvania Transportation Asset Management Plan (TAMP), which are required by the FHWA, led PennDOT and its planning partners to agree to increase the IMP funding over time. Agreement to focus on the Interstates was decided by PennDOT and its planning partners prior to the IIJA/BIL becoming law.

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. Figure 3 provides a conceptual illustration of the LLCC process.

The IMP seeks to proactively address the maintenance and reconstruction of the state's aging Interstate infrastructure. Funding for the IMP is managed statewide. PennDOT's Financial Guidance (Appendix B) indicates that $4.354 billion would be distributed (statewide) to projects in the IMP over the four years of FFY27 to FFY30 for an average of approximately $1.088 billion per year. This includes $241 million 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 $4.833 billion programmed in the IMP over the four years of FFY27 to FFY30.

DVRPC has 19 IMP projects totaling over $1.062 billion programmed during the FFY27–FFY30 time period, accounting for 24% of programmed statewide IMP funds. 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.

Figure 3: LLCC



Source: PennDOT 2020

SEPTA Capital Financing

The transit portion of the DVRPC FFY 2027 TIP for Pennsylvania includes over $4.3 billion of capital financing designated by fund code “OTH” or “Other” for SEPTA. To meet cashflow needs of critical rail fleet replacement and major infrastructure projects, SEPTA anticipates issuing approximately $4.3 billion in new debt between FFY 2030 and FFY 2036 to support its Capital Program. These issuances are based on PennDOT’s prior approval for SEPTA to issue debt pursuant to Section 1514(f) of Title 74 of the Pennsylvania Consolidated Statutes and assume the continued tax-exempt status of municipal bonds. Any change to tax-exempt status of municipal debt would change financing assumptions and could impact program capacity. In addition to long-term bonds, SEPTA anticipates utilizing short- and medium-term borrowings to advance capital projects. Overall, financing tools may include the Pennsylvania Motor Vehicle Sales Tax Asset Improvement Program, the federal TIFIA program, Grant Anticipation Notes (GANs), or other short-term financing instruments.

For the FFY 2027 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.

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 that are 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.

Financial Guidance formulas for core transportation funds distributed statewide remain the same as in the FFY 2025 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 to repair different types of assets (e.g. surfaced treatment milling costs less than a full-depth reconstruction, and a low-level asset has a different repair cost than a limited access highway). 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.

The DVRPC FFY 2027 TIP for Pennsylvania makes information available for project costs beyond the formal federally required four-year (FFY27–FFY30) 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 (FFY30–FFY38) do not technically have available or committed funding and cannot be federally authorized per federal regulation since they fall outside of the four-year TIP period. 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 FFY 2027 TIP does show a financially constrained 12-year program from FFY27–FFY38, using assumptions of funding levels that are currently available.

Federal regulations also require transit operators that receive federal funds for new capital facilities to prepare a transit Financial Capacity Analysis, showing the agency can maintain its existing operations, as well as take 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, FTA conducts triennial reviews of SEPTA's compliance in 23 different areas, including Financial Management and Capacity. The final report for the 2024 Triennial Review for SEPTA identified several deficiencies, but they have since been addressed by SEPTA. The next Triennial Review will be in 2027. SEPTA is in good/fundable standing with FTA requirements for Financial Management and Capacity. This documentation is on file with the transit operator and with 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. DVRPC's data-informed project evaluation tool helps ensure that transportation investments in the TIP align with

the vision and goals of the DVRPC region's long-range plan. The process also helps achieve FHWA and FTA Transportation Performance Management (TPM) targets and related safety, asset management, and Congestion Mitigation and Air Quality (CMAQ) performance plans. TIP program development occurs through a TIP Subcommittee composed of regional stakeholders. It 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 (FFY 2027–FFY 2038) in Pennsylvania.

The Pennsylvania (PA) TIP Subcommittee reached consensus on a portfolio of bridge and highway projects, including those carrying over from the FFY 2025 TIP and a limited number of new projects focused on system preservation, sponsored by PennDOT District 6. These new PennDOT bridge and ITS infrastructure preservation projects are regional in nature. Since specific locations for improvements had not been identified for these projects at the time of FFY 2027 PA TIP development, these projects could not be evaluated with the DVRPC project evaluation criteria. However, these projects tend to be low-cost, high benefit projects that align with the *Update: Connections 2050* Long-Range Plan's vision for the region and are expected to help make progress towards federal asset management and system performance TPM targets. Bridge projects will be informed by PennDOT's Bridge Asset Management System (BAMs) and input from appropriate regional stakeholders, including the PA TIP Subcommittee. Due to significant cost increases throughout the program, largely related to inflation and increased costs of construction materials, it was determined that there was not sufficient funding to solicit other new candidate projects for the FFY 2027 TIP.

PA TIP Subcommittee Meetings

A series of Subcommittee meetings were held from July 2025 to December 2025 that included city, county, state, and federal partners and PennDOT, PART, SEPTA, and DRPA/PATCO staff. In these meetings, the Subcommittee discussed PennDOT's candidate preservation projects for the TIP, vetted concerns, and negotiated final programming. Project managers and stakeholder Subcommittee members provided updated project costs and schedules.

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

- PennDOT HSIP Funding Presentation
- General and Procedural Guidance and Financial Guidance
- Municipal Bridge Retro Reimbursement Program, County Bridge Line Item, and CMAQ Program updates
- Bridge and Pavement Condition and Safety Maps with Title VI and Community Impact Analysis, including Findings from the FFY 2025 TIP Title VI Analysis
- Presentation on regional bridge preservation project proposal
- Presentation on regional ITS maintenance project proposal
- Update on the I-95 CAP project

Other 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, ability to leverage investments, and variety in project types.

Screening TIP Projects

New and existing projects in the TIP are consistent with, and have been drawn from, DVRPC's Long-Range Plan—*Update: Connections 2050.* Transit agencies screen projects internally before submitting them for evaluation.

Highway-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 were addressed. For more details about PennDOT Connects, please visit this link.

Constraining the FFY 2027 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 260 highway and bridge projects were carried over from the FFY 2025 TIP. One hundred-sixty projects that were on the FFY 2025 TIP have been let for construction, are expected to obligate funds, or were removed for other reasons. This information was provided in working meetings of the PA TIP Subcommittee, verifying the accuracy of milestones recorded in PennDOT's Multimodal Project Management System (MPMS).

In general, all projects have had cost increases related to inflation and increased costs of construction materials. The following projects represent some of the largest cost increases in the draft TIP, compared to the FFY 2025 TIP:

- MPMS #86939 - US 202/PA 611 (Doylestown Bypass) Preventative Maintenance - $20M increase
- MPMS #93446 - US 1 Corridor Improvement Frontage Road (RC3) - $22M increase
- MPMS #14580 - US 1 Expressway Reconstruction: PA 472 to PA 896 - $54M increase
- MPMS #14581 - US 1 Expressway Reconstruction: PA 896 to PA41 - $101M increase
- MPMS #15251 - US 1 and PA 352 Interchange, Intersection, and Roadway Improvements - $96M ($76M ROW/ $20M CON) increase

After carrying projects from the FFY 2025 TIP and accounting for increased project costs, the PA TIP Subcommittee conducted several meetings in November and December 2025 to assess the new bridge and ITS preservation projects proposed by PennDOT District 6 and reached consensus on a portfolio of

projects within the budgetary constraint. This included the need to defer or partially defer over $2 billion of construction costs to the Long-Range Plan for several large projects to maintain fiscal constraint.

The following projects have had their construction phase fully or partially deferred to the Long-Range Plan:

Bucks County:
MPMS #93446 – US 1 Improvements Frontage Corridor Road (RC3)
MPMS #13233 – Randall Avenue over Amtrak
Chester County:
MPMS #11307 – US 1 Expressway Reconstruction: PA/MD Line to PA 472
MPMS #87781 – US 30 Eastern (CER)
Delaware County:
MPMS #15251 – US 1 and PA 352 Interchange, Intersection, and Roadway Improvements (Note: ROW phase has also been deferred)
Montgomery County:
MPMS #82074 – Belmont Railroad
MPMS #48187 – Henderson Gulph Road Widening
City of Philadelphia:
MPMS #57902 – Citywide 3 R Betterments (Contract 113)
MPMS #81219 – 25th Street: Washington Ave to Passyunk Ave
MPMS #87784 (IMP) – Aramingo/Harbison: Church Street to Amtrak (Section BS3)
MPMS #17595 – Margie Street over Amtrak

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

The Greater Philadelphia region is a mosaic of 350 townships, boroughs, and cities, each making its own land use decisions.

238 of them are in the five counties of southeastern Pennsylvania, where the Long-Range Plan identifies over 130 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 six categories— Regional Core, City Centers, Town Centers, Suburban Centers, TOD Opportunity Centers, and Village Centers. 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. A more complete discussion and illustration of Plan Centers is found in the *Update: 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 federally required ongoing program to systematically measure and address congestion in the Greater Philadelphia region. The CMP is guided by its objectives to improve mobility and reliability for people and goods, enhance accessibility and connectivity to multimodal options, and to develop safe, context-sensitive transportation projects that align with the Long-Range Plan vision and goals. The CMP considers a variety of traffic data and 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 assesses the underlying causes of congestion, and then recommends operational, travel demand reduction, 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, 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 considered 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 beneficial 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 and Plan update to help identify where the most appropriate congested locations and CMP Corridor and Subcorridor Areas are to invest, given limited available dollars.
- It provides a range of multimodal supplemental strategies for reducing travel demand and getting the most value from an investment.
- It helps with reviewing and prioritizing regional study and development proposals, and selecting DVRPC corridor study locations.
- It supports competitive grant programs such as the Congestion Mitigation and Air Quality (CMAQ) grant program.
- It supports National Performance Management System Performance Measures (known as PM3 Measures) by measuring performance to establish targets to achieve quantifiable goals to reduce excessive delay, increase percent non-SOV travel, and improve mobility and reliability on the National Highway System. See Chapter 4: Performance-Based Planning and Programming for further details.

The CMP evaluates all new or amended TIP projects proposed for federal funding and, where Major SOV capacity is consistent with the CMP, the CMP includes the required table of supplemental strategies to reduce travel demand and get the most value from the investment. Project managers are encouraged to contact DVRPC to check whether project alternatives are consistent early in the planning phase 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 it 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 conducts project before-and-after performance evaluations to evaluate the effectiveness of transportation improvements to help inform future strategy development. The CMP is updated on approximately a four-year cycle and 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 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 Greater Philadelphia 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 bring its unique perspectives on regional plans and specific projects. The task force provides opportunity for 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 FFY 2026 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. 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. An update to the state’s freight movement plan is currently underway.

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, with approximately 460 miles in Pennsylvania.
- Critical Rural Freight Corridors: These are public roads not in an Urban 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 Urban 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 FFY 2025-2026, the INFRA program awarded over $2.7 billion 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 6 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.

Table 6: 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		
Main Street, 6th Street, and CSX Crossing Improvement	103217	Delaware
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	Philadelphia
Improves Distribution Patterns and Supply Chains and Modernizes Interchanges and Ramps		
Bridgewater Road Extension	79329	Delaware
SR 452/I-95 Improvements	119435	Delaware
Concord Road/Bethel Road/Engle Street Intersection Improvement	119917	Delaware
Concord Road/Bridgewater Road Intersection Improvement	120374	Delaware
SR 3007 Sec DMB Preliminary Design for Concord Road/McDonald Blvd and Concord/Sunfield	120688	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 2026

Toll Authority Highway, Transit, and Port-Related Projects

The toll authorities with facilities in the Pennsylvania portion of this region (Pennsylvania Turnpike Commission, DRPA/PATCO, Delaware River Joint Toll Bridge Commission, etc.) undertake numerous significant highway and port-related projects utilizing their own funds. Although not included in the project listings or funding summaries, it is important to identify toll authority projects in order to provide a more complete picture of the transportation issues being addressed throughout the region. Such projects are also evaluated and included, as appropriate, in the region's transportation conformity determination. The projects are listed, along with their associated costs, in Table 7.

Table 7: Toll Authority Projects

Project	Schedule (Years)	Cost (in millions)
Delaware River Joint Toll Bridge Commission		
Trenton-Morrisville Toll Bridge All Electronic Tolling and PA Ave Interchange Improvements	2025-2027	$34.45
Trenton-Morrisville Toll Bridge Route 1 over Route 29 Superstructure Replacement	2025-2027	$11.68
Lower Trenton Toll-Supported Bridge Rehabilitation	2032-2033	$58.34
New Hope-Lambertville Toll Bridge All Electronic Tolling and PA Abutment Backwall Rehabilitation	2024-2026	$17.91
New Hope-Lambertville Toll Bridge Deck Replacement and Rehabilitation	2027-2030	$77.44
Calhoun Street Toll-Supported Bridge Rehabilitation	2031-2032	$60.75
Centre Bridge Stockton Toll-Supported Bridge Rehabilitation	2028-2029	$28.77
Washington Crossing Bridge Replacement	2024-2034	$175.87
Riegelsville Toll-Supported Bridge Rehabilitation	2031-2032	$51.37
Upper Black Eddy-Milford Toll-Supported Bridge Rehabilitation	2034-2035	$43.73

DRPA/PATCO		
Benjamin Franklin Bridge – Deck Resurfacing and Finger Joint Rehabilitation	2026–2029	$75.00
Benjamin Franklin Bridge – Approach Spans Rehabilitation	2028–2031	$100.00
Benjamin Franklin Bridge – Masonry Rehabilitation PA Anchorage	2028–2030	$27.00
Benjamin Franklin Bridge – Fender and Pier W1 Rehabilitation	2029–2031	$80.00
Betsy Ross Bridge – Deleading and Repainting	2024–2027	$80.00
Commodore Barry Bridge – Deleading and Repainting	2025–2028	$228.00
Commodore Barry Bridge – Deck Replacement	2030–2033	$300.00
Walt Whitman Bridge – PA Substation Rehabilitation	2025–2027	$6.00
Walt Whitman Bridge – Tower Link Rehabilitation	2025–2028	$10.00
Walt Whitman Bridge – Fender and Pier W1 Rehabilitation	2027–2030	$150.00
Walt Whitman Bridge – Suspension Cable Dehumidification	2028–2030	$35.00
Walt Whitman Bridge – PA Approach De-Leading and Painting	2029-2030	$25.00
PATCO – Interlocking and Track Rehabilitation Phase II	2026-2029	$85.00
PATCO – Station Modernizations	2027-2028	$5.00
PATCO – Replace Electrical Cables in Subways and Subway Structure Rehabilitation	2029–2031	$50.00
Pennsylvania Turnpike Commission		
I-476, MP A20-A26 Asphalt Resurfacing	Construction Ends 2028	$20.90
I-476, Quakertown Interchange	Construction Ends 2033	$200.00
I-476, MP A44 – A48 Total Reconstruction	Construction Ends 2035	$264.00
I-76, Delaware River Bridge Replacement	Construction Ends 2035	$1,200.00
I-76, MP 319-322, Asphalt Resurfacing	Construction Ends 2026	$5.40
I-76, MP 340-345 Asphalt Resurfacing and I/C	Construction Ends 2027	$7.95
I-76, MP T334-T342 Bridge Rehabilitation	Construction Ends 2027	$7.30

I-76, MP T342-T350 Bridge Rehabilitation	Construction Ends 2029	$20.88
I-76, 346.82 DB-203 Overhead Bridge Replacement	Construction Ends 2038	$8.00
I-76, MP 348.25 DB-210 Overhead Replacement	Construction Ends 2027	$10.00
I-76, MP 298 – 302 Total Reconstruction	Construction Ends 2045	$356.30
I-76, MP 302 – 308 Total Reconstruction	Construction Ends 2041	$346.70
I-76, MP 308 – 312 Total Reconstruction	Construction Ends 2037	$343.10
I-76, MP 312 – 316 Total Reconstruction	Construction Ends 2027	$450.00
I-76, MP 316 – 319 Total Reconstruction	Construction Ends 2034	$304.00
I-76, MP 320 – 324 Total Reconstruction	Construction Ends 2031	$684.00
I-276, Lafayette Street Interchange at MP 331.60	Construction Ends 2033	$96.00
I-276, I-95 I/C – D - 30	Construction Ends 2026	$599.00
I-276, I-95 I/C – Stage A	Construction Ends 2035	$360.00
I-276, I-95 I/C – Stage C	Construction Ends 2030	$360.00

Source: DVRPC 2026

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

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 Urban 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 apportioned $8,266,000 in FFY 2025, and $8,438,000 annually after FFY 2025, 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 2025, with final project selections in the winter of 2026.

Even though the IIJA/BIL expires on September 30, 2026, 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 850-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
- 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
    - 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 8: shows the regional estimated total of state transportation funding not included in the TIP.

Table 8: State Transportation Funding Not Included in the TIP

Pennsylvania Transportation Funding Not Included in the TIP					
PLANNING PARTNER	SFY26–SFY27	SFY27–SFY28	SFY28–SFY29	SFY29–SFY30	SFY30–SFY31
DVRPC	**$309,641,675**	**$306,285,867**	**$303,497,427**	**$303,912,427**	**$302,625,427**

Source: PennDOT 2026

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