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May 21, 2026 – June 22, 2026

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TIP Public Comments
c/o DVRPC Office of Communications and Engagement
190 N Independence Mall West, 8th Floor
Philadelphia, PA 19106-1520

DRAFT

FFY 2027 Transportation Improvement Program for Pennsylvania (TIP)

Federal Fiscal Years 2027–2030

Commonwealth of Pennsylvania
Bucks County, Chester County, Delaware County, Montgomery County, City of Philadelphia, City of Chester

Highlights

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

The Delaware Valley Regional Planning Commission (DVRPC) is the federally designated Metropolitan Planning Organization for the Greater Philadelphia region, established by an Interstate Compact between the Commonwealth of Pennsylvania and the State of New Jersey. Members include Bucks, Chester, Delaware, Montgomery, and Philadelphia counties, plus the City of Chester, in Pennsylvania; and Burlington, Camden, Gloucester, and Mercer counties, plus the cities of Camden and Trenton, in New Jersey.

DVRPC serves strictly as an advisory agency. Any planning or design concepts as prepared by DVRPC are conceptual and may require engineering design and feasibility analysis. Actual authority for carrying out any planning proposals rest solely with the governing bodies of the states, local governments or authorities that have the primary responsibility to own, manage or maintain any transportation facility.

DVRPC is funded through a variety of funding sources including federal grants from the U.S. Department of Transportation's Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), the Pennsylvania and New Jersey departments of transportation, as well as by DVRPC's state and local member governments. The authors, however, are solely responsible for the findings and conclusions herein, which may not represent the official views or policies of the funding agencies.

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DVRPC's website, www.dvrpc.org, may be translated into multiple languages. Publications and other public documents can be made available in alternative languages and formats, if requested. DVRPC's public meetings are always held in ADA-accessible facilities, and held in transit-accessible locations whenever possible. DVRPC will work to accommodate all reasonable requests for translation, interpretation, accommodations or other auxiliary services and encourages that requests be made at least seven days prior to a public meeting. Requests can be made by contacting the Commission's ADA and Title VI Compliance Officer Shoshana Akins via email at public_affairs@dvrpc.org, calling 215-592-1800, or while registering for an upcoming meeting.

Any person who believes they have been aggrieved by an unlawful discriminatory practice by DVRPC under Title VI has a right to file a formal complaint. Any such complaint must be in writing and filed with DVRPC's ADA and Title VI Compliance Officer Shoshana Akins and/or the appropriate state or federal agency within 180 days of the alleged discriminatory occurrence. Complaints that a program, service, or activity of DVRPC is not accessible to persons with disabilities should be directed to Shoshana Akins as well. For more information on DVRPC's Title VI program or to obtain a Title VI Complaint Form, please visit: www.dvrpc.org/GetInvolved/TitleVI, call 215-592-1800, or email public_affairs@dvrpc.org.

Last updated: January 2025

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Chapter 1:

General Overview

This document, the Highlights of the Draft FFY 2027 Transportation Improvement Program (TIP) for Pennsylvania, presents a summary overview of the full Draft FFY 2027 TIP for Pennsylvania document (publication number 27002A). Additional information such as appendices can be found in the Draft FFY 2027 TIP for Pennsylvania document.

The Delaware Valley Regional Planning Commission (DVRPC) is pleased to present the Draft DVRPC Federal Fiscal Year (FFY) 2027 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 Draft 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 Draft 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 over $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 the Draft TIP Includes

The Draft 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 (Publication Number 27002A), there are eight appendices: (A) Acknowledgement of 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) Acknowledgment of the Executive Summary of the Draft Documentation of the Conformity Finding, (E) Title VI And Community Impact Analysis, (F) Title VI Policy Statement and Complaint Procedures, and (G) Acknowledgement of Summary of Public Involvement Process, Original Public Comments, Responses to Public Comments, List of Recommended Changes, Public Comment Outreach Documentation, the Highlights of the Draft DVRPC 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 Draft 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 is 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 are available at various public libraries listed within Table 1 of this document and at the DVRPC offices, in the reception area, located on the 8th floor of 190 North Independence Mall West, Philadelphia, PA 19106. A web link to the digital version of the Draft TIP is available at www.dvrpc.org/TIP/Draft.

Table 1: Libraries Displaying the Draft DVRPC 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 the TIP 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 the TIP 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 Draft 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 acknowledgment of the Executive Summary of the Draft Documentation of the Conformity Finding is included as Appendix D in the TIP 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, FTA, and representatives of DVRPC's city and county member governments and Public Participation Task Force. For the Draft 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. DVRPC has opened a 30+-day public comment period, in which the draft document is shared with the public for feedback. The DVRPC Board is the final decision-making body of the Metropolitan Planning Organization (MPO), and DVRPC staff will request the DVRPC Board to adopt the Draft TIP (with the List of Recommended Changes) in July 2026. After the DVRPC Board adoption, DVRPC staff will submit the document to PennDOT for approval and inclusion in the Statewide Transportation Improvement Program (STIP), which will then be submitted to federal partners (e.g., FHWA, FTA) for review and approval. Once the federal partners formally approve the PennDOT 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 have the opportunity to comment on the Draft DVRPC FFY 2027 TIP for Pennsylvania before it is officially adopted by the DVRPC Board. At a minimum, DVRPC will conduct a 30+–day public comment period and hold one virtual public meeting within that period to allow the public an opportunity to present comments about the process and projects to state, county, transit, and DVRPC staff. Copies of the Draft DVRPC FFY 2027 TIP are available online at www.dvrpc.org/TIP/Draft.

After the TIP is adopted and approved, monthly maintenance of the TIP, known as "TIP Actions" (Amendments and/or Modifications), may occur. Despite careful planning, funding and scheduling may need to change during the 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.

Chapter 2:

Program Summaries

The Draft 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 over $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	105,405	181,642	106,027	104,105	**497,179**
Regional Highway Program Subtotal	**926,583**	**716,188**	**619,805**	**581,754**	**2,844,330**
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	**1,167,600**	**975,698**	**899,378**	**864,411**	**3,907,087**
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	**2,353,958**	**1,781,946**	**1,727,526**	**2,356,285**	**8,219,715**

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 Regional TIP and Interstate Management Program 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	2,723	2,619	2,619	2,619	10,580	20,952	31,532
CRPU	11,006	10,955	11,006	11,006	43,973	87,591	131,564
FLEX	17,083	17,083	17,083	17,083	68,332	136,664	204,996
HSIP	23,472	23,471	23,472	26,800	97,215	187,776	284,991
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	**1,167,603**	**975,698**	**899,377**	**864,411**	**3,907,089**	**7,931,961**	**11,839,050**

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

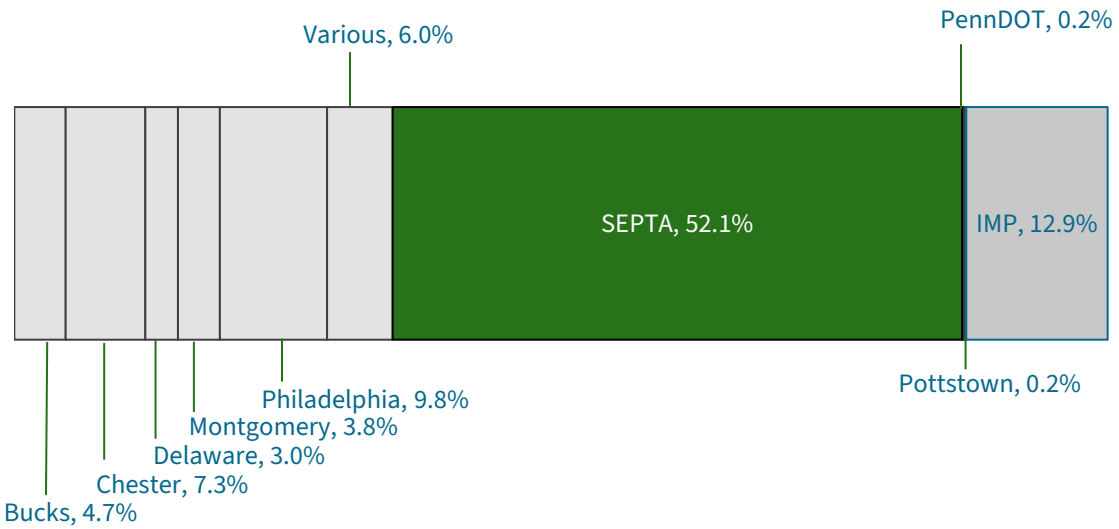
Table 5: Grand Total Highway and Transit Program

Program	FFY 2027	FFY 2028	FFY 2029	FFY 2030	Four-Year Total (FFY27–FFY30)	Total LFYs 2031–2038	Total
Highway	1,167,603	975,698	899,377	864,411	**3,907,089**	7,931,961	**11,839,050**
Transit	1,186,355	806,248	828,149	1,491,874	**4,312,626**	11,349,130	**15,661,756**
DVRPC Total	**2,353,958**	**1,781,946**	**1,727,526**	**2,356,285**	**8,219,715**	**19,281,091**	**27,500,806**

Source: DVRPC 2026

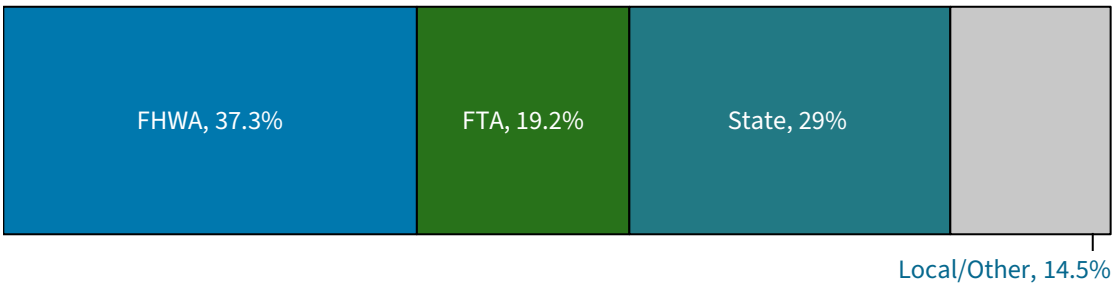
Note: Due to rounding project costs and funding sources to the nearest thousand, the total per year costs represented in Tables 2 through 5 may vary slightly when totaled

Figure 1: FFY27-FFY30 Cost Summary by County and Transit Operator in Pennsylvania ($000)



Source: DVRPC, 2026

Figure 2: FFY27-FFY30 Cost Summary by Funding Source in Pennsylvania ($000)



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 Draft 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.

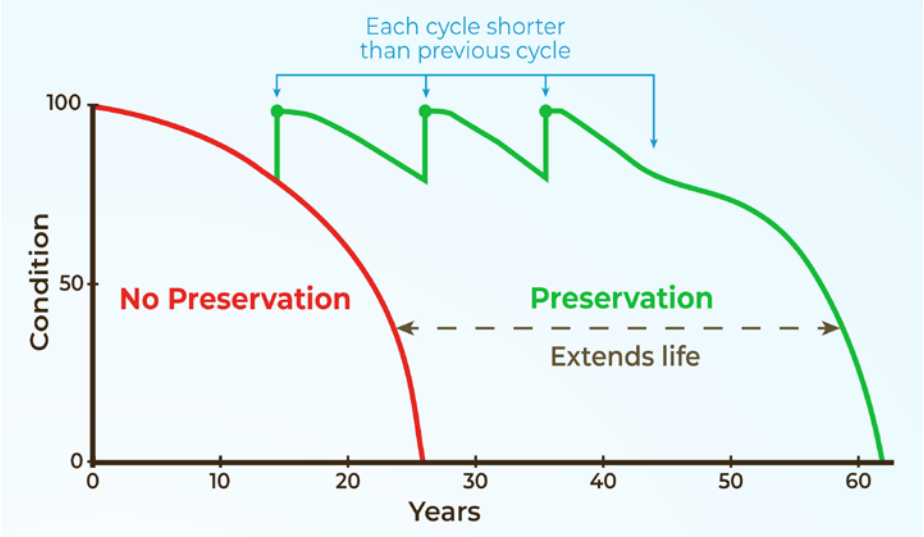
To achieve a more performance-based approach to selecting projects under the statewide Twelve-Year Program, the distribution of regional funding, known as formula funding, continues to focus on a lowest-

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 in the TIP document) 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 Draft IMP over the four years of FFY27 to FFY30.

DVRPC has 19 IMP projects totaling over $1.047 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



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 of the TIP document. 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 of the TIP document for additional details and explanation of the funding formulas for the various categories of funds.

The Draft 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 Draft 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 the Draft FFY 2027 TIP document, publication number 27002A (see Appendix B).

Constraining the Draft 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)

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 Avenue to Passyunk Avenue
MPMS #87784 (IMP) – Aramingo/Harbison: Church Street to Amtrak (Section BS3)

Additional information can be found in the Draft FFY 2027 TIP for Pennsylvania document (publication number 27002A.)

Chapter 3:

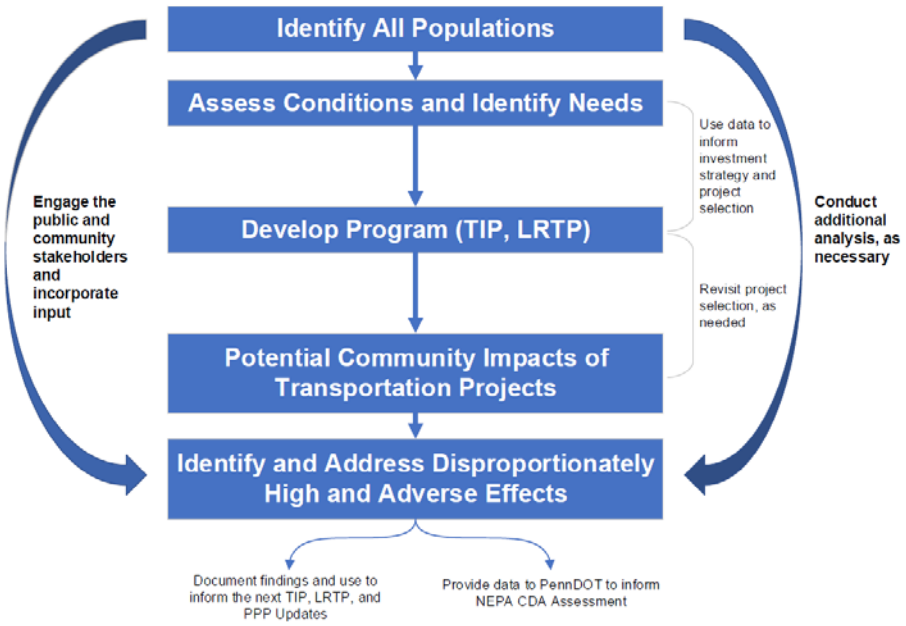
Title VI and Community Impact Analysis

As the region's MPO, DVRPC is mandated to ensure non-discrimination in all its programs and projects, including the TIP. This chapter reviews regional population data, transportation asset conditions, and programmed investments to help ensure all communities have access to transportation benefits and are not negatively affected by projects.

The primary federal guidelines DVRPC follows in its planning efforts are dictated by Title VI of the Civil Rights Act of 1964, a federal 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 FHWA encourages transportation agencies to follow nondiscrimination guidelines based on sex, age, and disability, according to Section 162 (a) of the Federal-Aid Highway Act of 1973 (23 USC 324) (sex), Age Discrimination Act of 1975 (age), and Section 504 of the Rehabilitation Act of 1973/Americans With Disabilities Act of 1990 (disability).

In addition to federal guidance, DVRPC also follows guidance from PennDOT and the Commonwealth of Pennsylvania, which helps to identify and evaluate transportation impacts on all communities. Figure 4 outlines the key steps of the Community Demographic Assessment Framework according to this guidance.

Figure 4: PennDOT Community Demographic Assessment Framework in Transportation Planning



Source: PennDOT, 2025

The programming process that DVRPC facilitates during TIP updates seeks to meaningfully address regional needs and legal requirements, ensuring all communities benefit from transportation projects and that adverse impacts are avoided or mitigated as feasible. In addition to Title VI, TIP programming considers:

- Ensuring consistency with DVRPC's Long-Range Plan vision, goals, and objectives
- Distributing resources to different geographic areas
- Supporting federal performance-based planning and programming measures
- Balancing different transportation modes and project types
- Satisfying eligibility requirements of various funding sources (e.g., HSIP versus CMAQ)
- Staying within the constraints of the level of transportation funding that the region expects to receive

Program Investment and Community Impact Analysis

Evaluation of Geographic Allocation of Investments

Although many projects were excluded from the analysis due to their inability to be geographically mapped, conducting Geographic Information Systems (GIS) analysis is a best practice for evaluating the spatial distribution of TIP investments. A 50-foot buffer was applied to the mapped projects (points and lines) to help determine which communities are included or excluded from TIP investments.

To understand the geographic distribution of TIP projects and assess Title VI compliance, DVRPC uses the Title VI Compliance Tool for the Greater Philadelphia Region. This tool identifies populations covered under Title VI using American Community Survey (ACS) 2020-2024 five-year estimates data, maps these populations in each of the census tracts in the region, and generates a score, which is then used to ensure plans meet Title VI nondiscrimination requirements.

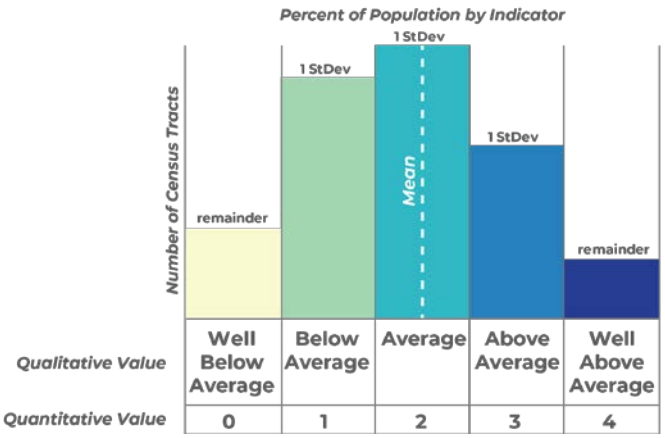
Based on the legal statute referenced at the beginning of this chapter, the Title VI analysis currently includes nine protected population groups:

- People of Color
- Ethnic Minority
- Low-Income
- Foreign-Born
- Limited English Proficiency
- Disabled
- Older Adults
- Female
- Youth

The score calculation is determined by standard deviations relative to an indicator's regional average. This score classifies the concentration of the populations covered under Title VI and are present in every census tract in the region. The data for each of the indicators in this analysis are split into five bins: 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). See Figure 5 below. A summary score of all nine indicators for each census tract (ranging from 0-36) is used to show regional concentrations of populations of interest under Title VI.

Figure 5: Title VI Compliance Tool Scoring Methodology



Source: DVRPC, 2026

Please visit www.dvrpc.org/webmaps/titlevi/ for further details about the Title VI Compliance Tool for the Greater Philadelphia Region.

Table 6 illustrates the investment distribution of 255 mappable projects with funding totaling slightly more than $12 billion over a 12-year period (FY27-FY38) for the Draft DVRPC FFY 2027 TIP for Pennsylvania. The mappable projects are organized by individual indicator scores for concentrations of low-income and Title VI protected classes.

Table 6: TIP Economic Investment Distribution (FFY27-FFY38)

Population	Cost (In Thousands)	Percentage of Investment (mappable projects only)*
Low-Income (Score)		
Well below average (0)	$ -	0.0%
Below Average (1)	$ 2,429,867	19.7%
Average (2)	$ 4,803,659	38.9%
Above Average (3)	$ 1,543,789	12.5%
Well Above Average (4)	$ 3,462,284	28.0%
All Indicators (Score)		
Well below average (0-7)	$ -	0.0%
Below Average (8-14)	$ 504,742	4.1%
Average (15-21)	$ 8,060,074	65.3%
Above Average (22-28)	$ 3,196,822	25.9%
Well Above Average (29-36)	$ 477,962	3.9%

Total Number of Mappable Projects	Total 12-Year Cost (FY27 – FY38) ($000)	Percentage of Total Investment
255	$ 12,350,410	44.9%
Total Number of Unmappable Projects	**Total 12-Year Cost (FY27 – FY38) ($000)**	**Percentage of Total Investment**
89	$ 15,150,394	55.1%
Total Number of Projects (mappable and unmappable)	**Total 12-Year Cost (FY27 – FY38) ($000)**	**Percentage of Total Investment (mappable and unmappable)**
344	$ 27,500,804	100%

Source: DVRPC, 2026
** Note that the percentage of investment for mappable projects in the five bins used in the Title VI Compliance Tool do not add up to 100% due to four mapped projects located in census tracts without any measurable Title VI indicators.*

Potential Impacts Based on Project Type

According to the United States Department of Transportation (U.S. DOT), "adverse impacts" from transportation projects may include, but are not limited to, noise, water pollution, soil contamination, a denial of or a reduction in transportation services, increased difficulty in raising children in a safe and stable environment, and destruction of community cohesion, safety, or economic vitality.

The U.S. DOT also encourages transportation agencies to maximize benefits afforded by transportation investments, including "economic opportunities, such as increased access to jobs, healthcare facilities, recreational activities, commercial activity, or any actions or project components that will help alleviate poverty, enhance safety, and primarily benefit families and communities by improving the quality of their lives, raising their standard of living, or enabling them to participate more fully in our economy" (Duffy 2025, p. 2).

DVRPC assigns a primary project type for each TIP project based on its project description and assigns project types into three levels of potential impact: high, medium, and low, as shown in Table 7.

Table 7: TIP Project Type and Potential Impacts

Project Type	Potential Impact Level
• New Right-of-Way Roadway • Roadway Expansion	• Projects of concern: High potential for adverse impacts
• Roadway and Bridge Maintenance • Bridge Repair or Replacement • Roadway New Capacity (minor) • Roadway Rehabilitation	• Low potential for adverse impacts or is potentially beneficial
• Transit Improvements • Bike/Pedestrian Improvements • Signal/ITS Improvements • Streetscape • Intersection/Interchange improvements • Local County & Municipal Aid • Safety • Studies	• Lowest potential for adverse impacts or is inherently beneficial

Source: DVRPC, adapted from the Alan M. Voorhees Transportation Center at Rutgers University, 2025

Community Impact Analysis Results

The impact analysis results in Table 8 indicate that the majority of funds programmed in the Draft FFY 2027 TIP for Pennsylvania support projects that do not have a high potential for adverse impacts on nearby communities. The 19 projects categorized in the analysis as "Projects of Concern" represent 5.2% of total projects and 4.6% of total programmed investment in this TIP, along with any projects in the "Other" category where impact is unknown.

There are 19 projects classified in the "Projects of Concern" category, which consists of "Roadway New Capacity" projects. Projects within this category, while they may also provide benefits in terms of reduced travel time and increased access to opportunities, are considered to have a higher potential for adverse impacts such as noise, pollution, and destruction of community cohesion. Therefore, DVRPC works with regional planning partners to ensure that such impacts are addressed. For example, one project falling under this category is the U.S. 322 project from Featherbed Lane to Chelsea Parkway. This project involves widening and improving U.S. 322 to a four-lane typical section with a grass median in Delaware County. Due to the project's expansion of single-occupancy vehicle facilities, DVRPC continues to work with PennDOT, SEPTA, The Delaware County Transportation Management Association (DCTMA), and local stakeholders to implement strategies to complement the additional roadway capacity and mitigate community impacts as a part of the Congestion Management Process (CMP). These strategies include reconstructing the intersection of U.S. 322 and Creek Parkway/Bethel Commercial Road to implement new adaptive traffic signals, adding sidewalks along U.S. 322 northbound from Creek Parkway to Chelsea Parkway to enhance pedestrian accommodations, and coordinating with SEPTA on access and placement of bus stops at various intersections to increase transit access.

Over 80% of the programmed funds have a "low" or "lower" potential for adverse impacts, with over 60% of those funds supporting "inherently beneficial" projects. "Inherently beneficial" projects provide benefits such as safety improvements, community enhancement, and congestion relief with low potential for the adverse impacts noted above.

There are 308 projects in the "Lower" and "Low" potential for adverse impact/inherently beneficial categories. The following are examples of inherently beneficial projects:

- 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 U.S. 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) will restore the roadway and provide street lighting, intersection improvements, and bicycle infrastructure to improve roadway conditions and safety.

- 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 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.

TIP projects categorized as "Other" are often programs that set aside funding for a subset of projects without specific geographic locations or that include funding not yet committed to specific projects at the time of TIP development. Some examples of projects categorized as "Other" include Regional GIS Coordination, Travel Monitoring, Transportation Systems Management and Operations, and the Travel Options Program.

Table 8: TIP Project Type and Potential Impacts to Communities

Project Type	Potential Impact Level	Number of Projects in PA FFY 2027 TIP	Percentage of Projects in FFY 2027 TIP	Percentage of Total FFY 2027 TIP Investment
• Roadway New Capacity	Projects of concern: High potential for adverse impacts	19	5.5%	4.7%
• Bridge Repair/Replacement • Roadway Rehabilitation	Lower potential for adverse impacts/potentially beneficial	119	34.6%	15.6%
• Bicycle/Pedestrian Improvement • Intersection/Interchange Improvements • Signal/ITS Improvements • Streetscape • Transit Improvements	Low potential for adverse impact/inherently beneficial	157	45.7%	78.1%
• Other	Unknown or little-to-no potential for adverse impact/inherently beneficial	49	14.2%	1.6%
	TOTAL	**344**	**100%**	**100%**

Source: DVRPC, 2026

Additional information can be found in the Draft FFY 2027 TIP for Pennsylvania document (publication number 27002A.)

Chapter 4:

Performance-Based Planning and Programming (PBPP)

The IIJA/BIL continues the requirements established in MAP-21 and FAST Act for state DOTs and MPOs to establish and use a performance-based approach in transportation decision making. This includes tracking performance measures, setting data-driven targets for each measure, and selecting projects to help meet those targets. The IIJA/BIL also requires that the TIP include a description of its anticipated effect toward achieving the established performance targets and linking investment priorities to those performance targets.

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 USDOT to establish specific performance measures that address these national goal areas. The regulations for the national performance management measures are found in 23 CFR 490. The goal of PBPP is to ensure targeted investment of federal transportation funds by increasing accountability and transparency and providing for better investment decisions that focus on key outcomes related to seven national goal areas:

- Safety
- Infrastructure Preservation
- Congestion Reduction
- System Reliability
- Freight Movement and Economic Vitality
- Environmental Sustainability
- Reduced Project Delivery Delays

The FHWA has established three performance measure regulations that cover roadway safety (PM1), bridge and pavement condition (PM2), and system performance (PM3). PM 3 addresses system reliability, freight reliability, and air quality. The FTA has established performance measures for Transit Asset Management (TAM) and Transit Safety.

State DOTs and transit agencies are required to establish targets for each performance measure and report progress toward the target, except for the Urban Area (UA) measures (PM 3 air quality) for which DOTs and MPOs both contribute to establishing a unified target for the UA. MPOs may either choose to support the respective state DOT and transit operator targets and the agencies' efforts to achieve the targets, or may choose to develop their own regional targets. DVRPC has memoranda of agreements 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.

As a bi-state MPO, DVRPC must plan and program projects to contribute toward separate sets of targets: one set for each state in which the Planning Area boundary extends. DVRPC has agreed to support the PM2

and PM3 targets set by PennDOT and NJDOT, respectively, as well as the respective transit agencies' Transit Asset and Transit Safety targets. For PM1, Roadway Safety, DVRPC has set its own target based on DVRPC's Regional Vision Zero 2050 goal. If an MPO adopts regional targets, they must adopt a single target that covers the entire MPO region.

There are multiple performance measures established within the three FHWA performance measure areas. Each performance measure grouping has different requirements for reporting and updating performance targets. Table 9 summarizes these measures, the geography for which they are being reported, the facilities included, and the update frequency.

Table 9: FHWA Performance Measures Summary

Goal Area	Performance Measure	Geography	Network	Reporting Frequency
Roadway Safety (PM1)	Number of Fatalities	Statewide or Regional	All Roads	Annual
	Fatality Rate (per 100 million VMT)			
	Number of Serious Injuries			
	Serious Injury Rate (per 100 million VMT)			
	Number of Non-Motorized Fatalities and Serious Injuries			
Bridge and Pavement Condition (PM2)	Good Pavement Lane Miles	Statewide or Regional	Interstates and National Highway System (NHS)	Two-Year Interim Target, Four-Year Target
	Poor Pavement Lane Miles			
	Good Bridge Deck Area		NHS	
	Poor Bridge Deck Area			
System Performance (PM3)	Person Miles Traveled with Reliable Travel Times (%)	Statewide or Regional	Interstates and NHS	Two-Year Interim Target, Four-Year Target
	Truck Travel Time Reliability Index		Interstates	
	Percentage Non-SOV Travel	UA with a population over 200,000	All UAs (via ACS)	
	Annual Hours of Peak Hour Excessive Delay (PHED) per Capita		All NHS roads within UAs, AM	

			and PM Peak Periods	
	CMAQ Emissions Reductions	Statewide and Regional	CMAQ Projects	

Source: DVRPC, 2026

On the transit side, the FTA has established performance measures for Transit Asset Management and Transit Safety. Table 10 has a summary of these measures. FTA regulations establish a strategic and systematic process of operating, maintaining, and improving public capital assets effectively through their life cycle. The performance management requirements are a minimum standard for transit operators.

Table 10: FTA Performance Measures Summary

Goal Area	Performance Measure	Assets/ Geography	Reporting Frequency
Transit Assets	Percentage of Rolling Stock Meeting or Exceeding the Useful Life Benchmark	Revenue Vehicles	Annual
	Percentage of Support Equipment Meeting or Exceeding the Useful Life Benchmark	Non-Revenue Vehicles	
	Percent of Facilities Rated Below 3 on the TERM Scale	Passenger, Administrative, and Maintenance Facilities	
	Percent of Track Segments with Performance Restrictions	Rail Track	
Transit Safety	Fatalities (Total and Number per Vehicle Revenue Mile)	Entire Transit Agency Service Area	Annual
	Injuries (Total and Number per Vehicle Revenue Mile)		
	Safety Events (Total and Number per Vehicle Revenue Mile)		
	System Reliability (Mean Distance in Miles between Major Service Failures)		
	Assaults on Transit Workers (Total and Number per Vehicle Revenue Mile)		

Source: DVRPC, 2026

Historic data for the metrics tracked through TPM are included in DVRPC's Tracking Progress website: www.dvrpc.org/trackingprogress/. Tracking Progress is an interactive dashboard tracking several metrics

to gauge progress towards achieving the vision established in DVRPC's long-range plan. Each metric includes a time series analysis to track data trends at different scales, including the regional level, county level, and by UA or transit agency, depending on the metric. The dashboard tracks actual performance for each of the performance measures via the following metrics:

- Roadway Safety
- Bridge and Pavement Conditions
- System Performance
- Transit Asset Conditions
- Transit Safety

For more information about the development and implementation of TPM policy and rulemaking, see www.fhwa.dot.gov/tpm. To view the latest TPM targets and performance for DVRPC, visit www.dvrpc.org/tpm.

Additional information can be found in the Draft FFY 2027 TIP for Pennsylvania document (publication number 27002A.)

Chapter 5:

Mapping Applications and Listings Overview

Mapping Applications and Geographic Information Systems (GIS)

The TIP document does not contain printed static maps, except those in Appendix E: Title VI and Community Impact Analysis. 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, via Eco-Interactive, at 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 County, Project Type, Sponsor Agency, and Funding Source. Many of the GIS data layers used in the TIP Web Search Tool are available to download from DVRPC's Data Center.

DVRPC Regional Highway and Transit Project Listings

The TIP document includes various project listings. The project listings include the Pennsylvania Highway, Transit (PART, PennDOT BPT, 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, Montgomery, and Philadelphia counties, and; a listing of projects that apply to various counties; and Transit projects for PART, PennDOT BPT, and SEPTA.

Within each county grouping, individual FHWA-funded and FTA-funded projects are listed numerically by PennDOT ID number (MPMS). Each project listing provides information on total program period cost, cost by FFY, phase of work, and funding source. Costs are shown in whole dollars. Also included are project location, project description, and air quality code.

Note that all projects within the First-Four Years (FFY27–FFY30) 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 (FFY27–FFY30) also have phases (such as Construction) that may be between LFY31 and LFY38. This 12–year constrained programming horizon is illustrated on the project listings within the TIP document.

Projects **bolded** are "**NEW**" to the TIP. **Projects bolded with an asterisk (*)** are "**NEW-B**" projects that have been "broken out of," or derived from, an existing TIP project. ***Projects bolded and italicized*** are projects indicated as "***RETURN***," which were previously programmed in a prior TIP but through a variety of circumstances have returned to the FFY 2027 TIP.

Table 11: Regional FHWA-Funded TIP Program List

MPMS#	Project Title	MPMS#	Project Title
Highway Program – Bucks County			
12923	Bristol Road Extension	90550	Creamery Road and Tohickon Creek (Bridge)
12965	Lawn Avenue Reconstruction	92641	Dublin Pike Bridge over Morgan Creek
13233	Randall Avenue over Amtrak	93446	Route 1 Improvements Frontage Corridor (Section RC3)
13240	Old Bethlehem Road Bridge over Kimples Creek	99431	Route 663 (John Fries Highway) Widening
13635	Oxford Valley Road/Lincoln Highway Intersection Improvements	102272	Holland Road at Buck Road and Route 532
17918	I-95, Transit Improvements/FLEX (Cornwells Heights)	102309	PA 309 over Morgan Creek
57619	Route 313 Corridor Improvements	102664	PA 309 over Beaver Run (Bridge)
64778	State Road Reconstruction	104746	West Bridge Street over Tributary to Delaware River
64781	Swamp Road/Pennswood Road Bridge over Branch of Neshaminy Creek	110309	I-95/US 13/PA 132 Slip Ramp Operation Improvement
69823	Rosedale Road Bridge over Unami Creek	110310	Almshouse at Jacksonville Road
74827	Delaware Canal Enhancement	110763	Cold Spring Creamery Road over Branch Pine Run
81294	South Easton Road Township to Borough Connector Trail	115418	Route 113 & Minsi Trail Road Roundabout
81295	Hulmeville Road/Brown Avenue Intersection Improvements	115419	US 202 & York Road Roundabout
82028	Bucks County Electric Vehicle Charging Program	116061	Rockhill Drive and Neshaminy Boulevard Intersection Improvements

82079	Bucks County Bridge Preservation	116893	Edison Furlong Road over Pebble Creek
82140	**PA 313 ITS and Signal Interconnect**	118020	Bustleton Pike/Second Street Pike Roundabout
82144	**SR 413 Veterans Highway & Wharton Road/Old Rogers Road Intersection**	118022	Route 202/179 Roundabout
84256	Old Street Road Bridge over SEPTA	118425	Fleecy Dale Road Reconstruction
84258	Pennsylvania Avenue/Delaware Canal	119730	I-95, I-295, PA Turnpike Interchange Stage 2
86244	River Road at Golden Pheasant over Delaware Canal	119977	I-95, I-295, PA Turnpike Interchange Stage 3- Delaware River Bridge Replacement
86939	US 202/PA 611 (Doylestown Bypass) Preventative Maintenance	120912	Trumbauersville Road Bridge over Unami Creek
Highway Program – Chester County			
14134	West Bridge Street Bridge over Amtrak	98039	Ship Road over Valley Creek (Bridge)
14532	US 30, Coatesville Downingtown Bypass Reconstruction Design	98041	Birchrun Road over Birch Run (Bridge)
14580	US 1 Expressway Reconstruction: PA 472 to PA 896	98042	Conestoga Road over Branch of Pickering Creek
14581	US 1 Expressway Reconstruction: PA 896 to PA 41	102708	PA 41 at PA 841 Improvements
14652	Dutton Mill over Ridley Creek (CB #157)	102709	PA 41 and SR 926 Improvements
14698	US 422, Reconstruction (M2B)	103589	County Bridge #38 Pusey Mill Road over Big Elk Creek
47979	North Valley Road over Amtrak	107551	SR30/SR10 to Business 30 Interchange Improvement
64220	US 422 Expressway Reconstruction (M03)	107553	SR30 and Airport Rd Interchange Improvement
78530	Forrest Manor Road over Branch Elk Creek (CB #38)	107554	US30 and PA82 Interchange Improvement
78617	PA 41 over White Clay Creek	110301	PA 41 at State Road Intersection
81744	Chester Valley Trail: P&T Phase 1	110312	Baltimore Pike/Newark Road Intersection Improvements
81794	Route 100 Trail: Graphite Mine Road – Fellowship Road	110765	Pickering Dam Road over Branch of Pickering Creek
82018	Harmony Hill Road over Valley Creek (CB #278)	***111761***	***Lincoln Highway Streetscape Improvements***

82075	Pocopson Road at Street Road	113307	US 1 Expressway Reconstruction: PA/MD Line to PA 472
82080	Chester County Bridge Preservation	113312	US 1 Expressway Reconstruction: PA 41 to Schoolhouse Road
82146	**Lincoln Highway Safety: Veterans Drive – Toth Avenue**	114166	PA 401 and Valley Hill Road Improvement (Competitive CMAQ)
82148	**High Street Safety: Market Street to Chestnut Street**	117999	Thomas Road over Trout Creek (CB #300)
84284	Doe Run Road over Buck Run (Bridge)	118024	US 202 and High Street Interchange
86272	Coventryville Road over French Creek (CB #198)	118025	PA 100 Northbound at Exton Station
86301	Lancaster Avenue over Brandywine Creek	118552	Harvey's Road Bridge over West Bridge Brandywine Creek (CB #92)
86302	Ewing Road over White Clay Creek Bridge	120062	Bondsville Road Retaining Wall
87781	US 30, Coatesville Downingtown Bypass (CER-Eastern Section)	120957	North Caln Road/Olive Street and Lincoln Highway
98035	Water Works Road over Rock Run		
Highway Program – Delaware County			
15183	Station Road Bridge over Chester Creek (CB #234)	103528	Mattson Road over the West Branch of the Chester Creek
15251	US 1 and PA 352 Interchange, Intersection, and Roadway Improvements	103546	Pine Street over Darby Creek
15278	Chester Pike/9th Street Bridge over Darby Creek (CB #146)	104343	US 322 over CSX (Bridge)
47147	3rd Street Dam over Broomall Lake	107642	Smithbridge Road Corridor
57773	Lloyd Street Bridge over Amtrak/SEPTA Wilmington Newark Rail Line (CB)	108910	I-95 Noise Abatement (CAN)
69817	US 322, Featherbed Lane to Chelsea Parkway (Section 102)	110951	Macdade Boulevard Corridor Safety Improvements
79329	Bridgewater Road Extension	111022	Chichester Avenue Corridor Safety Improvements
81734	Chester City Noise Abatement Phase 1	114034	US 322: Chelsea Parkway to Market Street Interchange (Section 103)
82050	6th Street Bridge over Chester Creek	114102	West Chester Pike and 476 (Competitive CMAQ)
82069	PA 291 Complete Streets: Irving Street to Ridley Creek	114112	Media Bypass ITS (Competitive CMAQ)

82081	Delaware County Bridge Preservation	115426	Haverford Road Corridor Safety Improvements
82149	**US 13 Safety: Calcon Hook Road to Main Street**	115427	Lansdowne Avenue Corridor Safety Improvements
82151	**69th Street/Church Lane Safety Improvements**	118005	Black Roack Road over Tributary of Schuylkill River
82152	**West Chester Pike Safety: State Road to Chatham Road**	118006	Ridley Creek Road over Branch of Ridley Creek
82153	**Industrial Highway/Saville Avenue Intersection Improvements**	118029	Bethel Roundabout
84269	Victory Avenue over SEPTA Norristown High Speed Line	118030	Newtown Trail
92324	Gov Printz Boulevard over Conrail (Bridge)	118494	Eastern Delaware County Bikeway Implementation Plan (TOP)
95429	US 202 and US 1 Intersection Area Improvements	**119435**	**SR 452/I-95 Improvements***
98217	Hilldale Road over Darby Creek (CB #149) (Bridge)	**119917**	**Concord Road/Bethel Road/Engle Street Intersection Improvement (Sec DBE)***
99668	PA 291 Drainage Improvement	**120374**	**Concord Road/Bridgewater Road Intersection Improvements (Sec BWI)***
103217	Main Street, 6th Street, and CSX Crossing Improvement	**120688**	**SR 3007 Sec DMB Preliminary Design for Concord Road/Mcdonald Boulevard and Concord Road/Sunfield Drive Intersection Improvements***
103521	Reed Road over Whetstone Run (CB #36)	120910	Kedron Avenue over Bridge Stony Creek
Highway Program – Montgomery County			
16150	Tookany Creek Parkway Bridge over Tookany Creek	82084	Cross County Trail East – Section B
16292	Washington Street over Norfolk Southern Railroad	**82156**	**High Street Safety: Hanover Street to Washington Street**
16408	Fruitville Road Bridge over Perkiomen Creek (CB #232)	**82157**	**Cheltenham Avenue Safety: Broad Street to North 15th Street**
16483	Washington Lane Bridge	102273	Ridge/Germantown Intersection Realignment – Phase 1, Perkiomen Crossing
16577	Ridge Pike: Harmon Road to Crescent Avenue	103371	Woodmont Road Bridge Replacement (CB #10)
16665	US 202, Markley Street Southbound (Section 500)	103440	Penllyn Pike Bridge Replacement (CB #289)
16738	US 422 Expressway Section M1B	105803	PA 309 Connector: Souderton Pike to PA 309 (HT3)

48172	PA 23 Moore to Allendale and Trout Creek Bridge	**109368**	**Airy Street over Markley Street/SEPTA***
48174	PA 63, PA 152, Norristown Road at Maple Glen Triangle	110315	Philmont Avenue/Tomlinson Road/Pine Road Improvements – 6 Point Intersection
48175	Ridge Pike: Belvoir Road to Chemical Road	110444	Ridge Pike – School Lane to Belvoir Road/Interchange Area Bridges
48187	Henderson Road/Gulph Road Widen near I-76 Ramps	110761	Gilbertsville Road Over Minsters Creek
57176	PA 611 Bridge over PA Turnpike Willow Grove Interchange Ramps	110762	Perkiomenville Road over Sciota Creek Bridge Replacement
63486	US 202, Township Line Road to Morris Road (61N)	110971	Main Street Safety Improvements: Egypt to Forrest Airy
63490	US 202, Township Line Road to Morris Road (61S)	114948	Lancaster Avenue and Remington Road Intersection Improvements
64795	Belmont Road/Rock Hill Road Widening: I-76 Ramps to Rock Hill Road	115428	Sumneytown Pike Intersections Safety Improvements
64798	North Narberth Avenue Bridge over Amtrak/SEPTA (CB)	115429	Belmont Avenue and St. Asaphs Road Intersection
66952	PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)	116843	I-76 Overhead Bridges
72355	Valley Green Road Bridge over Wissahickon Creek	118031	PA 29 and PA 113
81226	Montgomery County 3R Betterments Line Item	118032	Dekalb Street Two-Way Reconstruction
81785	Cross County Trail East – Section A	118033	PA 309 Connector HT4
82074	**Belmont Avenue Railroad Crossing***	119481	Cross Valley Trail Extension
82082	Montgomery County Bridge Preservation	120281	South Collegeville Road (PA 29) at Perkiomen Boulevard
82083	Cross County Trail: Wissahickon Trail – SEPTA's Fort Washington Station	120911	Dreshertown Road over Bridge. Sandy Run
Highway Program – Philadelphia County			
16827	Eakins Oval Transformation RAISE (BUILD)	91490	Expressway Service Patrol - Philadelphia
17215	70th, 71st, 72nd Streets over Amtrak	92554	Ridge Avenue over Amtrak (Bridge)
17595	Margie Street over Amtrak	96223	Philadelphia Signal Retiming
17678	Spring Garden over Amtrak	98229	59th Street over Amtrak (Bridge)

57902	City Wide 3R Betterments Line Item	98230	Tabor Road over Tacony Creek (Bridge)
69828	Market Street Bridges (3) over Schuylkill River and CSX Railroad (MSB)	103563	I-95: Delaware Avenue Extension (BS5)
69909	Willits Road Bridge over Wooden Bridge Run	104991	Cobbs Creek Parkway Safety Phase 2
70230	Bells Mill Road and Valley Green Road over Wissahickon Creek	106264	I-95 Central Access Philadelphia (CAP)/Waterfront Access
70231	Swanson Street Reconstruction	108099	Falls Road Bridge
72597	Benjamin Franklin Bridge Preservation	110314	30th Street Viaduct over 30th Street Lower (Bridge)
78757	JFK Boulevard @ 32nd Street. over SEPTA (30th Street Station) (Bridge)	111194	Castor Avenue Corridor Safety Improvements
79832	North Delaware Riverfront Greenway project, Section 3	112525	Citywide 3R 111
81219	25th Street: Washington Avenue to Passyunk Avenue	112527	Citywide ADA Ramps 3
81230	Better Bus Stops – South 7th and 8th Streets	115434	Frankford Avenue Corridor Safety Improvements
81292	Frankford Avenue/Frankford Creek (Bridge)	115435	63rd Street Corridor Safety Improvements
81729	Navy Yard Lift Bridge Rehabilitation	115440	Washington Lane Corridor Safety Improvements
81930	Philadelphia Vision Zero Capital Plan Implementation project	116807	Citywide ADA Ramps 4
81936	Complete & Safe Streets Philadelphia: Vision Zero High Injury Network Corridors	117341	Penn's Landing Project Development – Local Development
81939	Philadelphia Interconnected Solutions to Accelerate Alternative Fuel Transportation	118014	2023 Bridge Painting Package
81942	Philadelphia Interconnected Solutions to Accelerate Alternative Fuel Transportation	118034	Spring Garden Connector
82005	Honor Square at 5 Points Streetscape and Traffic Improvements	118035	5th Street Improvements
82012	Philadelphia Community Charging Stations	118496	The Woodland Avenue Trolley Portal Complete Streets Project (TOP)
82025	63rd/Cobbs Creek Phase 3	119437	Great Streets Philadelphia RAISE 22
82077	Philadelphia Bridge Preservation	119822	US 1: Broad Street – Adams Avenue
82163	**Lincoln Drive/Emlen Street Intersection Safety Improvements**	120298	Schuylkill Banks: Bartram-Passyunk Phase 2

82164	**SR 13/2007 Frankford Avenue Phase 3**	120762	Cobbs Creek Parkway: Market – Woodland
82168	**Wissahickon Avenue Safety: Hunting Park Avenue – Clapier Street**	120993	North Philadelphia School Zones RAISE 23
87784	Aramingo Avenue/Harbison: Church Street to Amtrak (Section BS3)	121096	City Wide 112
Highway Program – Various Counties			
16178	Construction Management Tasks	102275	Study Line Item
48201	DVRPC Competitive CMAQ Program	102665	Signal Upgrade Line Item
51095	ITS Program Integrator	105291	The Circuit Line Item
57927	Regional Safety Initiatives (HSIP) Line Item	106648	Sink Holes Line Item
63406	Complete Streets Resurfacing Program	106649	Stormwater Permits/Environmental Mitigation Design
64984	Transportation Alternatives – Urban (TAU) Line Item	106654	I-95 Transportation Demand Mgt (TMA)
65109	Transit Flex – SEPTA	109847	ROW Divestment 6-0
75854	District Program Management Services “A”	110313	Belmont Avenue Bridge over Schuylkill River
75855	District Program Management Services “B”	113257	Outdoor Advertising Control
79927	Highway Reserve Line Item - STP	113416	Concrete Arch Bridges Rehabilitation (US 1)
79929	Bridge Reserve Line Item	115965	TAP Project Engineering/Management
79980	STU Reserve Line Item	115966	CMAQ Project Engineering/Management
81232	Transportation Operations	115968	Travel Monitoring
81237	2025 On-Board & Household Travel Surveys	115969	Regional GIS Coordination
82062	**ITS Maintenance**	115971	Transportation Systems Management and Operations (TSMO)
82091	ITS Network Arch Tech Refresh Phase 1 – PA 309 Hubs	115972	I-95 Planning Assistance
82124	PA 100 & Hanover Street ITS Deployment	115973	Enhance and Maintain Travel Forecasting Tools

82154	**Dynamic Ramp Signing and Safety Improvements**	115974	District Modeling Assistance
82155	**Systemic Vulnerable Road User Safety**	117904	PA Transportation and Community Development Initiative (TCDI)
82158	**Systemic Lane Departure Improvements**	117912	PA SHRPP
82159	**Systemic Wrong Way Improvements**	117928	Travel Options Program (TOP)
82161	**Systemic Intersection Safety Improvements**	117929	TripSmart PA Program
82216	NHPP Reserve Line Item	117930	PA Transportation Demand Management (TDM) Base Program Administration and Commuter Services
83743	ADA Ramps Line Item	117931	Regional TOP Competitive Administration
84318	CAQ Reserve Line Item	117997	Bridge Investment Program Line Item
84457	Signal Retiming Program	118015	CMAQ Flex for SEPTA Projects of Significance Line Item
92182	Expressway Service Patrol	118036	HSIP Supportive Line Item
92808	Marshall Road over Cobbs Creek (Bridge)	119299	Carbon Reduction Program Line Item
95447	County Bridge Line Item	119836	US 1: Adams Avenue – Old Lincoln Highway
102105	Municipal Bridge Line Item	120942	MS4 and 105 Remediation

Source: DVRPC, 2026

Table 12: FTA-Funded TIP Program List

MPMS#	Project Title
Southeastern Pennsylvania Transportation Authority - SEPTA	
15407	Villanova Intermodal Station
59966	Capital Asset Lease Program
60275	Debt Service
60317	Federal Preventative Maintenance
60335	City Hall / 15th Street Stations
60540	Parking Improvements
60582	Vehicle Overhaul Program
60599	Paratransit and SEPTA GO Vehicle Acquisition
60611	SEPTA Key (Fare Collection System/New Payment Technologies)
60638	Regional Rail Car and Locomotive Acquisition
60651	Substations and Power Improvements
73214	Ardmore Transportation Center
77183	Transit and Regional Rail Station Program
90497	Infrastructure Safety and Renewal Program
90512	SEPTA Bus Purchase Program
95402	Bridge Program
102565	Track and Right-of-Way Improvement Program
102567	Roof Program
102569	Maintenance & Transportation Facilities
102571	Communications, Signals, & Technology Improvements
121366	**Resiliency and Sustainability Program***
121367	**Safe, Clean, and Secure Program***

MPMS#	Project Title
Pottstown Area Rapid Transit	
59935	Capital Operating Assistance - Pottstown Area Rapid Transit (PART)
95739	Transportation Capital Improvements
PennDOT BPT	
93586	***Downingtown Train Station Rehabilitation***

122325	North Broad Bus-Subway Transfer Improvement Project
123961	**Trolley Modernization Program***
123962	**Bus Network Program***
123964	**Market Frankford Line (L) Vehicle and Infrastructure***
123965	**Broad Street Line (B) Vehicle and Infrastructure***
123966	**Regional Rail Silverliner IV Vehicle Replacement and Infrastructure***
123969	**Mainline Schuylkill Bridge and Interlockings***

Source: DVRPC, 2026

Table 13: IMP-Funded Program List

MPMS#	Project Title	MPMS #	Project Title
Interstate Management Program - Delaware County			
15477	I-95/322/Conchester Highway Interchange/Improvements (322)		
104821	I-476 Travel Management		
112298	I-476: I-76 Interchange to MacDade Boulevard		
Interstate Management Program – Montgomery County			
116838	**I-76 Flex Lanes: US 202 to I-476***		
116839	**I-76 Flex Lane Westbound: US 1 – Belmont Avenue***		
Interstate Management Program – Philadelphia County			
46959	I-95 Design Review Manager	103557	I-95 Northbound: Ann St to Wheatsheaf Lane (AF3)
79828	I-95 Northbound: Race to Shackamaxon (GR5)	103558	I-95 Southbound: Ann St to Wheatsheaf Lane (AF4)
79905	I-95: Betsy Ross Mainline Northbound(BR3)	103559	I-95: Betsy Ross Mainline Southbound (BR4)
81225	Girard Point Bridge Rehab - Phase 1	103560	I-95: Betsy Ross Section Conrail Bridges (BR5)
82183	7th Street On-Ramp to I-76 Westbound	103561	I-95: Betsy Ross Interchange Drainage (BR6)
103553	I-95: Race to Shackamaxon 2 (GR6)	115805	I-95: Bridge Rehabilitation: Island Ave to Philadelphia Navy Yard
103556	I-95 ATMS (GR9)	117934	I-95 Traffic Forecasts

Source: DVRPC, 2026

Additional information can be found in the Draft FFY 2027 TIP for Pennsylvania document (publication number 27002A.)

Chapter 6:

Learn More and Share Your Ideas!

DVRPC encourages the public to provide comments about the Draft TIP and specific projects to state, county, transit, and DVRPC staff through its ongoing public involvement process.

The public comment period for the Draft DVRPC FFY 2027 TIP for Pennsylvania is open as of May 21, 2026, and will close on June 22, 2026, at 5:00 p.m. (local time)

Comments can be submitted online via the TIP comment/search/map application at www.dvrpc.org/TIP/Draft/

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 community members, public officials, and the private sector, to provide comments on and stay informed about transportation planning and programming decisions. By incorporating stakeholders' local insights, residents' lived experiences, and subject matter expertise, plans are more implementable and beneficial.

The public comment period for the Draft DVRPC FFY 2027 TIP for Pennsylvania opens on May 21, 2026, at 5:00 PM (local time), and will close on June 22, 2026, at 5:00 PM (local time). A hybrid in-person meeting at the DVRPC offices with an online option, and an online only meeting will be held for the purpose of informing interested parties on how to make public comments on the Draft DVRPC FFY 2027 TIP:

HYBRID IN-PERSON/ONLINE MEETING:
Tuesday, June 9, 2026, from 6:00 PM to 7:30 PM
DVRPC Conference Room
190 North Independence Mall West, 8th Floor
Philadelphia, PA 19106

Registration for in-person and online attendees via: https://bit.ly/4lQ2ZJP
or by visiting DVRPC's events calendar: www.dvrpc.org/calendar/

After registering, you will receive a confirmation email containing information about joining the webinar.
Directions: www.dvrpc.org/directions/
Dinner will be served for in-person attendees.
An online option will be available to give public comment.
Interpretation can be provided if requested. Please reach out to public_affairs@dvrpc.org or 215.592.1800.

ONLINE ONLY MEETING:
Thursday, June 11, 2026, from 6:00 PM to 7:30 PM
Registration via:
https://bit.ly/4sTVEMl
or by visiting DVRPC's events calendar: www.dvrpc.org/calendar/

While not required, for the in-person meeting, those interested in joining the meeting are encouraged to RSVP by contacting 215–238–2929 or public_affairs@dvrpc.org. For the online meeting, registration information is available on DVRPC's events calendar at www.dvrpc.org/calendar/2026/6. While participants will need to register beforehand, they will be approved automatically and can register and join the meeting up until the meeting ends. Additionally, people who want to participate but do not have internet access or smart phones can call in. Anyone who needs accommodations, such as closed captioning or interpretation for either meeting, are directed to contact DVRPC's Office of Communications & Engagement at public_affairs@dvrpc.org or 215–238–2929. DVRPC's website (www.dvrpc.org) is a vital tool in public outreach and serves a useful purpose during the TIP update cycle. The entire Draft TIP document is available on the DVRPC website, including the date and location of the in-person and virtual public meetings and other general information. Individuals can download or access current TIP materials at any time. Public comments can also be submitted three ways: online, by email, or through U.S. mail. The quickest and most direct way to submit comments is online as part of an enhanced interactive mapping and public comment web-based tool located at www.dvrpc.org/TIP/Draft.

In addition, the public can submit comments via email to tip@dvrpc.org, or through U.S. mail addressed:

TIP Comments
Office of Communications and Engagement
Delaware Valley Regional Planning Commission
190 N. Independence Mall West, 8th Floor
Philadelphia, PA 19106

Comments received via mail must be postmarked by June 22, 2026. If a person needs assistance in providing a written comment, they should contact the DVRPC Office of Communications and Engagement at 215–238–2929 or public_affairs@dvrpc.org. Legal notices explaining the public comment process were published by the following newspapers: the Philadelphia Inquirer—including the Spanish language version, El Inquirer, Philadelphia Tribune, and Impacto Latin Newspaper. DVRPC frequently employs social media (Facebook, Instagram, and LinkedIn) during the public comment period to garner the public's interest and attention. For example, DVRPC will highlight different projects and facts via social media posts. For those without internet access, draft documents are available at the DVRPC office in the American College of Physicians Building in downtown Philadelphia. The public is asked to call (215) 592–1800 to make this request. Hardcopies of the Draft TIP documents are also available at certain public libraries across the region that are listed in Table 1: "Libraries Displaying the DVRPC FFY 2027 TIP for Pennsylvania." After the public comment period ends, DVRPC staff will gather responses to each public comment from the appropriate agency. Responses are only provided to comments submitted in writing during the public comment period.

Additional information can be found in the Draft FFY 2027 TIP for Pennsylvania document (publication number 27002A.)

Publication Title Highlights: Draft DVRPC FFY 2027 Transportation Improvement Program (TIP) for Pennsylvania (FFY27–FFY30)

Publication Number 27004A

Date Published May 2026

Geographic Area Covered Southeastern Pennsylvania (Bucks, Chester, Delaware, Montgomery, and Philadelphia) counties

Key Words Air Quality, Bike and Pedestrian, Bipartisan Infrastructure Law, BIL, BOF, Bridge Investment Program, Bridge Off System, Bridges, BRIP, CMAQ, CMP, Conformity, Congestion Management Process, Congestion Mitigation and Air Quality, DRPA/PATCO, FAST Act, Federally Funded Projects, Fixing America's Surface Transportation Act, Goods Movement, Highway Safety Improvement Program, Highways, HSIP, IIJA, Infrastructure Investment and Jobs Act, IPD, MAP-21, Moving Ahead for Progress in the 21st Century, National Freight Program, National Highway Freight Program, National Highway Performance Program, NFP, NHFP, NHPP, PART, PennDOT, PennDOT's Bureau of Public Transit, Pennsylvania Department of Transportation, Pottstown Area Rapid Transit, Public Involvement, Railway-Highway Grade Crossing, Safe Routes to School, SAFETEA-LU, SEPTA, Southeastern Pennsylvania Transportation Authority, STBGP, STP, STU, Surface Transportation Block Grant Program, Surface Transportation Program, TASA, TEA-21, TIP, Title VI of the 1964 Civil Rights Act, Transit, Transportation, Transportation Alternatives, Transportation Equity Act for the 21st Century, Transportation Improvement Program

Abstract Highlights for the Draft DVRPC FFY 2027 Transportation Improvement Program (TIP) for Pennsylvania briefly describes the region's TIP, a federally required, multimodal, four-year constrained program of planned transportation infrastructure investments. It also contains a summary listing of all transit, highway, bridge, bicycle, pedestrian, and freight-related projects in DVRPC's Pennsylvania region which will seek federal funding in fiscal years (FFY) 2027 to 2030. The Highlights document includes a financial summary of funding by county and by operator, as well as a section on how, when, and where to comment on the Draft DVRPC FFY 2027 TIP for Pennsylvania.

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Vision

A Greater Philadelphia region that provides:

- A safe, modern, multimodal **transportation** network for all
- An innovative and connected **economy** with opportunity and shared prosperity
- Healthy, walkable, and vibrant **communities**
- A preserved and restored natural **environment** with thriving ecological systems
- Clean, reliable, and affordable **infrastructure and utility services** resilient to the effects of extreme weather

Mission

As the Metropolitan Planning Organization (MPO) for Greater Philadelphia, the Delaware Valley Regional Planning Commission (DVRPC) builds consensus for a shared regional vision; enables data-based, community-centered solutions; and helps put plans into action.

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