

Bucks County | Chester County | Delaware County | Montgomery County | City of Philadelphia

Transportation Improvement Program **(TIP)** **for Pennsylvania**

FFY 2027

[F F Y 2 7 – F F Y 3 0]

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

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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.

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Chapter 1:

General Overview

The Delaware Valley Regional Planning Commission (DVRPC) is pleased to present the DVRPC Federal Fiscal Year (FFY) 2027 Transportation Improvement Program (TIP) for Pennsylvania (FFY27–FFY30). DVRPC and its Pennsylvania member governments have worked diligently to prepare a program of projects that responds to the needs of the region and complies with federal and state policies. The TIP is the regionally agreed-upon list of priority transportation projects and shows at least four FFYs of programming as required by federal law. This document, referred to as the FFY 2027 TIP for Pennsylvania, includes the cost, phase, and schedule information for transportation projects in each of the FFYs from 2027 to 2030 for Bucks, Chester, Delaware, Montgomery, and Philadelphia counties.

The DVRPC FFY 2027 TIP for Pennsylvania contains 344 projects (including the Interstate Management Program [IMP]), totaling over $8.2 billion for the phases to be advanced during the next four years, an average of close to $2.05 billion per year. Programmed funds include over $2.8 billion for multimodal projects primarily addressing the non-Interstate Highway System and over $1 billion for projects addressing the IMP, resulting in an overall four-year total for the Highway Program (FHWA-funded) of just under $3.9 billion. Additionally, there is a Transit Program (FTA-funded) for the Southeastern Pennsylvania Transportation Authority (SEPTA), Pottstown Area Rapid Transit (PART), and the Pennsylvania Department of Transportation's Bureau of Public Transit (PennDOT BPT) that totals over $4.3 billion. Chapter 2 presents financial summaries of these programs.

It is important to note that there are different federal funding sources and eligibility requirements for projects overseen by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). FTA-funded projects focus on improvements to local public transit systems, including buses, subways, light rail, commuter rail, trolleys, and ferries. While FHWA-funded projects include highway and other road improvements, they also include bicycle and pedestrian projects, bridge repairs and replacements, projects to enhance access to public transportation or freight movements, and more. To emphasize the multimodal nature of these projects, this document will refer to them as "FHWA-funded" and will refer to transit projects as "FTA-funded." While there are projects listed in this document that are partially or entirely state-funded, for the sake of simplicity, this document will also refer to those projects as FHWA-funded or FTA-funded based on the classification of the state funding source as either "highway" or "transit" by PennDOT. To remain consistent with guidance from PennDOT, FHWA, and FTA, the Program Listings chapter of this document will continue to refer to "Highway" and "Transit" projects.

TIP Highlights

Projects listed in the TIP are intended to align with and advance the Vision and goals of the *Update: Connections 2050* Long-Range Plan for Greater Philadelphia, and to help achieve FHWA and FTA Transportation Performance Management (TPM) performance measure targets. New projects are evaluated with the Plan-TIP Project Evaluation Criteria, as described later in this document.

The TIP and Federal Requirements

The TIP is a requirement of federal transportation legislation, which is currently the Infrastructure Investment and Jobs Act (IIJA), or Public Law 117–58, also known as the "Bipartisan Infrastructure Law" (BIL). The IIJA or BIL was signed into law on November 15, 2021, and is set to expire on September 30, 2026. It provides funding for investment in infrastructure over FFY22–FFY26. Prior to the IIJA/BIL, the TIP was a requirement of legislation under the Fixing America's Surface Transportation (FAST) Act, or Public Law 114–94. The IIJA/BIL built on the initiatives established in previous legislation: the FAST Act; Moving Ahead for Progress in the 21st Century Act (MAP-21); the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU); the Transportation Equity Act for the 21st Century (TEA-21); and the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). Transportation investment has been prescribed in a balanced approach through a guaranteed commitment to roads and bridges, public transit, safety, bicycle and pedestrian, freight and intermodal projects, advanced technologies, and operational improvements like Transportation Systems Management and Operations.

What This Document Includes

The TIP document has been divided into multiple sections. A general overview of the TIP and the TIP development process is included, which is intended to clarify what the TIP is and is not, how it was developed, and what can be expected for projects in the TIP. The document also contains various summaries of the Pennsylvania programs, a description of the TIP public involvement process, an explanation of the mapping application and project listings, and codes and abbreviations included in the document. This reference information is followed by the project listings, and finally, the Major Project Status Report.

At the end of the document, there are eight appendices: (A) Board Resolutions; (B) State DOT Financial, and General and Procedural Guidance used in Developing the Program, and SEPTA's Financial Capacity Analysis and TAM Plan; (C) Memorandum of Understanding on Procedures to Amend and Modify the TIP; (D) Executive Summary of the Documentation of the Conformity Finding, (E) Title VI And Community Impact Analysis, (F) Title VI Policy Statement and Complaint Procedures, and (G) Summary of Public Involvement Process, Original Public Comments, Responses to Public Comments, List of Recommended Changes, Public Comment Outreach Documentation, the Highlights of the Draft DVRPC FFY 2027 TIP for Pennsylvania, Public Notice, a copy of a letter sent to the Tribal Nations notifying the Nations of DVRPC's Core Planning Activities, and Proof of Publication.

Accessing the TIP Through Various Technologies

The Internet

The TIP is found on the DVRPC website, where it is possible to search for the FFY 2027 TIP for Pennsylvania and previous TIPs from the DVRPC homepage or the TIP website. The website includes an interactive method for displaying maps and project listings. During the public comment period for the Draft TIP there was also a way to submit comments on projects or the program. To access the DVRPC TIP website, go to www.dvrpc.org/TIP.

QR Code



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

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

DVRPC Office and Public Libraries

Hardcopies of the Draft TIP were available at various public libraries listed within Table 1 of this document and at the DVRPC offices, in the reception area, located on the 8th floor of 190 North Independence Mall West, Philadelphia, PA 19106. A web link to the digital version of the TIP is available at www.dvrpc.org/tip/. Due to the dynamic nature of the TIP, hardcopies of the final version are no longer being printed, unless specifically requested. To request a hardcopy, please contact the DVRPC Office of Communications and Engagement at 215–238–2929 or public_affairs@dvrpc.org.

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

Bucks County

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

Chester County

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

Delaware County

Collingdale Public Library 823 Macdade Boulevard Collingdale, PA 19023	**Haverford Township Free Library** 1601 Darby Road Havertown, PA 19083	**J. Lewis Crozer Library** 620 Engle Street Chester, PA 19013
Marple Public Library 2599 Sproul Road Broomall, PA 19008	**Middletown Free Library** 464 South Old Middletown Road Media, PA 19063	**Newtown Public Library** 201 Bishop Hollow Road Newtown Square, PA 19073
Norwood Public Library 513 Welcome Avenue Norwood, PA 19074	**Prospect Park Free Library** 720 Maryland Avenue Prospect Park, PA 19076	**Rachel Kohl Community Library** 687 Smithbridge Road Glen Mills, PA 19342
Radnor Memorial Library 114 West Wayne Avenue Wayne, PA 19087	**Ridley Park Public Library** 107 East Ward Street Ridley Park, PA 19078	**Sharon Hill Public Library** 246 Sharon Avenue Sharon Hill, PA 19079

Swarthmore Public Library 121 Park Avenue Swarthmore, PA 19081	**The Helen Kate Furness Free Library** 121 Park Avenue Swarthmore, PA 19081	**Tinicum Memorial Public Library** 620 Seneca Street Essington, PA 19029
Upper Darby Township/Sellers Library 76 South State Road Upper Darby, PA 19082	**Yeadon Public Library** 809 Longacre Boulevard Yeadon, PA 19050	

Montgomery County

Ardmore Library 108 Ardmore Avenue Ardmore, PA 19003	**Cheltenham Township Library – Elkins Park** 563 Church Road Elkins Park, PA 19027	**Cheltenham Township Library – Glenside** 215 South Keswick Avenue Glenside, PA 19038
Cheltenham Township Library - La Mott Free Library 7420 Sycamore Avenue La Mott, PA 19027	**Norristown Public Library** 1001 Powell Street Norristown, PA 19401	**Pottstown Regional Public Library** 500 East High Street Pottstown, PA 19464
Springfield Township Library 8900 Hawthorne Lane Wyndmoor, PA 19038		

Philadelphia

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

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

Source: DVRPC 2026

What is the TIP?

The TIP is the agreed-upon list of priority transportation projects in the DVRPC-PA region. The TIP lists all projects that intend to use federal funds, along with non-federally funded projects that are regionally significant. The TIP represents the transportation improvement priorities of the region and is required by federal law, currently the IIJA/BIL. The projects cover all modes of transportation; in addition to FHWA-funded and FTA-funded projects, the TIP also includes bicycle, pedestrian, and freight-related projects.

The TIP shows estimated costs and schedules by project phase. The TIP not only lists the specific projects but also documents the anticipated schedule and cost for each project phase (Preliminary Engineering, Final Design, Right-of-Way Acquisition, and Construction). Inclusion of a project phase in the TIP means that it is expected to be implemented during the TIP time period.

The TIP covers a four-year period by regulation, follows the federal FY schedule, and is updated every other year. Federal regulation requires that the TIP cover a minimum of four federal FYs of programming. DVRPC TIP documents for both Pennsylvania and New Jersey demonstrate a longer planning and programming horizon (12 years for Pennsylvania; 10 years for New Jersey) in order to better understand expected resources and to provide the region with a more realistic timeframe for advancement of TIP projects, as well as more realistic project costs. The funding presented in both TIP documents after the first four years is considered "Later Fiscal Year" (LFY) funding and per regulation is not technically available or able to be committed or authorized. The TIP operates on a federal FY schedule that begins on October 1, of a given year and ends on September 30, of the following year. The Pennsylvania and New Jersey TIPs are updated every other year, in alternate years.

The TIP may be changed after it is adopted. Under the provisions of federal law and regulation, the approved TIP can be modified or amended in various ways to add new projects, delete projects, advance projects into the first year, and accommodate cost and phase-of-work changes or major scope changes to a project. The criteria and procedures for changing the TIP are outlined in a Memorandum of Understanding (MOU) included as Appendix C in this document.

The TIP is financially constrained. The list of projects in the TIP must be financially constrained to the amount of funds that are expected to be available. In order to add projects to the TIP, others must be deferred, or additional funding to the region must be identified. As a result, the TIP is not a wish list; competition between projects for funding on the TIP clearly exists. The Financial Guidance used to develop each of the programs is included as Appendix B in this document.

The TIP is authorization to seek funding. A project's presence in the TIP represents a critical step in the authorization of funding for a project. It does not, however, represent a commitment of funds, an obligation to fund, or a grant of funds.

The TIP is not a final schedule of project implementation. The timeframe shown in the TIP is the best estimate at the time of TIP development, which ranges from nine to 12 months prior to the beginning of the first FFY of the TIP period. Projects sometimes cannot maintain that schedule and are reprogrammed to later years.

The TIP does not guarantee project implementation. Unforeseen problems may arise, such as engineering obstacles, environmental permit conflicts, changes in need or priorities, and additional financial constraints. These problems can slow a project and cause it to be postponed or even dropped from further consideration. These challenges can also increase the project's overall cost.

Regional Consensus

The production of the TIP is the culmination of the region's transportation planning process and represents a consensus among state and regional officials as to what near-term improvements to pursue. Consensus is crucial because the federal and state funding agencies want assurance that all interested parties have participated in developing the priorities prior to committing significant sums of money. A project's inclusion in the TIP signifies regional agreement on the priority of the project and establishes its eligibility for federal funding.

How Does the TIP Relate to the Long-Range Plan?

Regionally significant projects must be drawn from the region's Long-Range Plan, and all projects in the TIP must help implement the goals of the Plan. The Long-Range Plan, required by federal law, is the document that helps direct transportation and land use decisions over a minimum 20-year horizon. The Plan presents an extensive list of policies and strategies, as well as the actions required to carry them out.

Although all projects included in the TIP must be consistent with the Long-Range Plan, projects that add capacity for single-occupancy vehicles (SOVs) must meet further federal requirements in an air quality non-attainment region, such as the Delaware Valley. These projects must result from the region's Congestion Management Process (CMP), which attempts to meet increasing travel demand through non-capacity-adding strategies, where practical. All projects included in the TIP have met this requirement.

The TIP represents the translation of recommendations from DVRPC's latest Long-Range Plan into a short-term program of improvements. For further information about the policies and strategies of the currently adopted Long-Range Plan, *Update: Connections 2050*, visit www.dvrpc.org/Plan.

How Does the TIP Relate to the Clean Air Act

The Clean Air Act Amendments of 1990 require that all transportation plans, programs, and projects conform to the purpose of state implementation plans to attain national air quality standards. A TIP is said to conform if it is drawn from a conforming plan, as determined by an emissions analysis. Long-Range Plan projects in the DVRPC FFY 2027 TIP for Pennsylvania are a subset of the regionally significant projects contained in the Long-Range Plan.

The TIP and the Plan are tested for conformity and meet all requirements, including the critical test that volatile organic compounds (VOCs), oxides of nitrogen (NOx), and fine particulate matter ($PM_{2.5}$) emissions are less than any applicable budgets or baseline established for all analysis years. An Executive Summary of the Documentation of the Conformity Finding is included as Appendix D in this document. A complete description of the conformity procedures can be found on DVRPC's website, www.dvrpc.org/AirQuality/Conformity.

How is the TIP Funded?

The major funding source for the projects in the TIP is the IIJA/BIL, which is administered through the U.S. Department of Transportation's (USDOT's) Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). In addition, funds are made available by the states of Pennsylvania and New Jersey to match federal funding in varying ratios and to provide 100 percent financing for selected projects. Local counties, municipalities, and private developers or toll authorities, as well as transit operators, may also participate in providing matching funds for federal aid. New funding sources and innovative funding approaches are constantly being sought.

Who Are the Players?

Various agencies directly participate in the TIP development process. They include member governments, operating agencies, and state and federal agencies comprising the "Pennsylvania Subcommittee of the Regional Technical Committee (RTC)," which is commonly referred to as the "PA TIP Subcommittee." Municipalities within the region participate through their respective county governments. Countless other groups, the business community, and the public become involved through the DVRPC public participation process, in addition to their involvement at the municipal and county level. The multiplicity of jurisdictions and agencies in the region necessitates a high degree of coordination during the TIP development process by DVRPC.

What is the Timeline to Develop the TIP?

The TIP development (or update) begins approximately 10 months prior to adoption, and involves intensive staff work and negotiations by the DVRPC PA TIP Subcommittee. The subcommittee consists of representatives from PennDOT, SEPTA, PART, Delaware River Port Authority (DRPA)/Port Authority Transit Corporation (PATCO), DVRPC staff, FHWA, FTA, and representatives of DVRPC's city and county member governments and Public Participation Task Force. For the DVRPC FFY 2027 TIP, the process commenced during the late summer of 2025 with a review of current conditions of the transportation network. The review of costs and schedules of FFY 2027 TIP projects commenced in the fall of 2025, as well as a review of new project candidates to be considered for addition to the TIP, should there be financial capacity. By the end of March 2026, the result was a constrained, preliminary draft program ("preliminary Draft TIP") based on reasonable, anticipated revenue projections for the next 12 years (FFY27–FFY38), performance-based planning and programming metrics, Title VI and Community Analysis of all candidate projects for the Draft TIP, and feedback from the PA TIP Subcommittee. At the end of March 2026, the Subcommittee arrived at a final list of projects for the Draft TIP ("final Draft TIP") that could be evaluated for impacts on air quality conformity (see page 87) for further explanation of the conformity process). DVRPC opened a 30+-day public comment period, in which the draft document was shared with the public for feedback. The DVRPC Board is the final decision-making body of the Metropolitan Planning Organization (MPO), and the DVRPC Board adopted the Draft TIP (with the List of Recommended Changes) on July 23, 2026. After the DVRPC Board adoption, DVRPC staff submitted the document to PennDOT for approval and inclusion in the Statewide Transportation Improvement Program (STIP), which will then be submitted to federal partners (e.g., FHWA, FTA) for review and approval. Once the federal partners formally approve the PennDOT FFY 2027 STIP, the new DVRPC TIP and the PennDOT STIP will become effective on October 1, 2026, and will replace the DVRPC FFY 2025 TIP and PennDOT FFY 2025 STIP.

How Does a Project Get on the TIP?

Many TIP projects originate from asset management systems to help meet federal performance measure targets. Some are identified through state or regional competitive programs, or projects may come from additional discretionary funds to the region. Securing funding on the TIP is not a simple task. Sometimes years of pre-implementation research and public input precede a project's inclusion on the TIP. Although there are several ways that a project can get on the TIP, the most typical course is described here. First, a particular transportation need is identified. In many cases, municipal planners and engineers generate lists of potential improvements based on their needs, analyses, previous studies, and resident complaints and inquiries. Since only DVRPC member agencies may formally submit candidate TIP projects as part of the major TIP "Update," the local proposals are, in turn, reviewed at the county or major city level, often in consultation with locally based state engineers. If the county agrees that a particular idea has merit, it may decide to act as the project sponsor and work toward refining the initial idea and developing clear project specifications. Project proposals are also generated at the county and state levels in much the same way.

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

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

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

Once each county and operating agency has developed its own lists of projects and priorities, they are brought to DVRPC, where the PA TIP Subcommittee reviews them. The PA TIP Subcommittee seeks to ensure that the highest priorities of the region are being addressed within the limits of available resources and to ensure consistency among projects and with the region's goals. The RTC, which is composed of state, county, and city planners; transit operators; citizen representatives from the Public Participation Task Force; and transportation-related interest groups, makes recommendations to the DVRPC Board.

Finally, the DVRPC Board provides the forum through which the elected officials of the region's counties and major cities and representatives of the states and operating agencies determine the TIP projects. After considering the recommendations of the RTC and the comments received from the public, the Board determines the final list of projects to be included in the TIP and adopts it as its selection of projects to be advanced.

What Happens to a Project Once It Is on the TIP?

Once a project is on the TIP, a considerable amount of work remains to be done to bring it to completion. The designated lead agency is responsible for ensuring that its project moves forward. The lead agency, in most cases, is the state department of transportation (DOT) or transit operator and, in some cases, a county or city.

FHWA-funded projects typically proceed in phases (Preliminary Engineering, Final Design, Right-of-Way Acquisition, and Construction). Each phase is included in the TIP, showing funding and anticipated schedule. Transit projects are programmed in the TIP according to the annual grant application cycle under which the funds will be sought. Ideally, a project will advance according to its programmed schedule. In reality, however, projects are often delayed due to unforeseen obstacles, such as environmental issues, engineering obstacles, financial constraints, and community concerns. Tracking each project's progress is important to identify and resolve delays as soon as possible and to reallocate resources as necessary.

Once federal funds have been made available (termed federally "authorized" or "obligated") for a project's final construction phase, it will no longer appear in future TIP documents (even though the project may not yet be constructed or completed).

Why Is Municipal and Interest Group Involvement Important?

DVRPC believes that a collaborative process between all levels of government and the public and business communities will ensure that the best transportation program is produced. This type of process is one in which state, county, and local governments and transportation providers become partners in the planning and programming process, and interest groups and community leaders have a voice. For this reason, planning efforts for the region's capital improvements exhibit a "bottom-up" approach within the context of a regional plan that gives a top-down perspective.

How Can the Public Participate?

Public participation occurs during all stages of a project's development. Letters of concern to municipal and county officials and transit agency managers are one of the most effective starting points. As local investigations begin, public input may be provided at formal meetings or informal sessions with local and county planning boards and staff. Residents are also asked to participate in special task forces to review transportation improvement concepts at the corridor, county, and regional levels. Finally, once a project is on the TIP and it enters the Preliminary Engineering phase, the PennDOT Connects and detailed environmental review processes afford further opportunities for the public to offer input.

DVRPC provides various opportunities for the public to review its planning and programming activities. Representatives from the private sector, social service entities, advocacy organizations, partnering agencies, and residents are encouraged to comment on DVRPC's policies and plans. To this end, an online commenting feature is available for Board action items or any other general questions or concerns. DVRPC's website provides a wide array of information and interactive mapping. Materials are available as hardcopies at DVRPC's office, as well as at various libraries throughout the region. Project-specific open houses and listening sessions are held to inform the public and gather input.

Specifically, the public and other interest groups had the opportunity to comment on the Draft DVRPC FFY 2027 TIP for Pennsylvania before it was officially adopted by the DVRPC Board. DVRPC conducted a 30+–day public comment period and held one hybrid in-person/virtual meeting and one virtual public meeting within that period to allow the public an opportunity to present comments about the process and projects to state, county, transit, and DVRPC staff. Copies of the Draft DVRPC FFY 2027 TIP were made available online at www.dvrpc.org/TIP/Draft and in public libraries listed in Table 1.

After the TIP is adopted and approved, monthly maintenance of the TIP, known as "TIP Actions" (Amendments and/or Modifications), may occur. Despite careful planning, funding and scheduling may need to change during the FFY. The modification process is in place to assist this effort to provide necessary funding for projects that are in the TIP. The MOU in Appendix C of the TIP specifies different types of Amendments and Modifications that would require DVRPC, PennDOT, PART, SEPTA and/or federal approvals. All TIP documents (Adopted/Current, and Prior-Year TIPs) are viewable on DVRPC's website at www.dvrpc.org/TIP. Past and upcoming TIP Actions for Board approval are available at www.dvrpc.org/Committees/Board.

Chapter 2:

Program Summaries

The DVRPC FFY 2027 TIP for Pennsylvania contains 344 projects (including the IMP), totaling over $8.2 billion for the phases to be advanced during the next four years, an average of $2.05 billion per year. Programmed funds include over $2.8 billion for projects primarily addressing the non-Interstate FHWA-funded System, and over $1 billion for projects addressing the IMP, resulting in an overall four-year total for the FHWA-funded Program of just under $3.9 billion. Additionally, there is an FTA-funded Program for SEPTA, PART, and PennDOT's BPT that totals over $4.3 billion. Table 2 presents a funding summary for the DVRPC region by county and transit operator for each of the four TIP years in Pennsylvania, which includes federal, state, local, and the Pennsylvania statewide IMP funding for the DVRPC region. Table 3 and Table 4 provide a breakdown of various state and federal funding sources and their distributions, including local matches, while Table 5 shows the grand total of the FHWA-funded and FTA-funded program.

Table 2: Cost Summary by County and Transit Operator in Pennsylvania ($000)

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

Source: DVRPC 2026

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

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

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

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

Source: DVRPC 2026

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

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

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

Source: DVRPC 2026

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

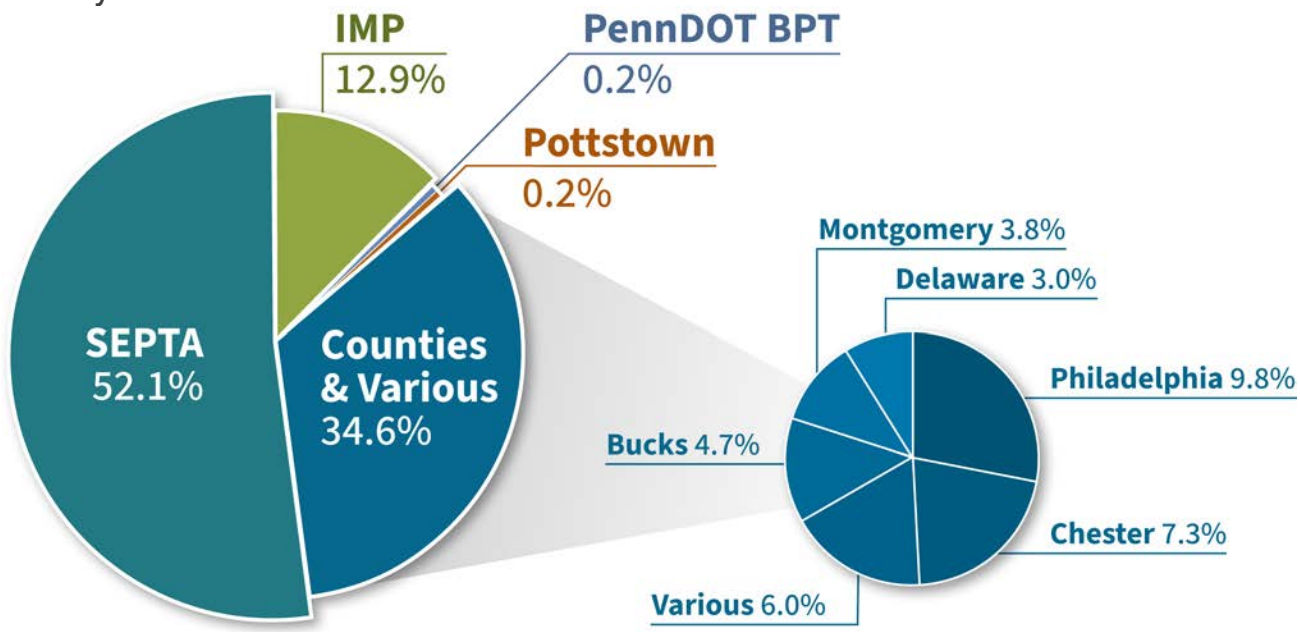
Table 5: Grand Total Highway and Transit Program ($000)

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

Source: DVRPC 2026

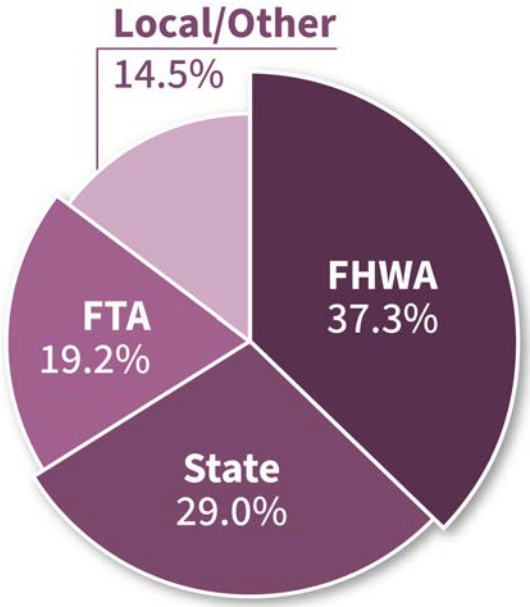
Note: Due to rounding project costs and funding sources to the nearest thousand, the total per year costs represented in Tables 2 through 5 may vary slightly when totaled.

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



Source: DVRPC 2026

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



Source: DVRPC 2026

Funding to the Region

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

The IIJA/BIL included a five-year, $351 billion authorization of highway and bridge programs nationally, with transit programs receiving $91 billion. It also included $110 billion in new spending from the General Fund for highways and bridges, primarily for a special bridge investment program (BRIP), electric vehicle charging, and several discretionary programs. Another $118 billion was transferred from the General Fund to ensure the solvency of the Highway Trust Fund. The National Highway Performance Program (NHPP), National Highway Freight Program (NHFP), and Congestion Management and Air Quality Program (CMAQ) were all continued with some new eligibility and increased funding levels. The legislation also expanded and amended several existing core federal funding programs. The Surface Transportation Block Grant Programs (STBG), known as STP and STU (Urban) in the FFY 2027 TIP, includes funding for the Transportation Alternatives Set-Aside (TASA) that has increased to 10 percent of the overall STBG authorization. The Highway Safety Improvement Program (HSIP) was amended to restore 10 percent flexibility for non-infrastructure activities and behavioral projects, and to include additional eligible improvements that enhance pedestrian safety.

Statewide IMP and Asset Management

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

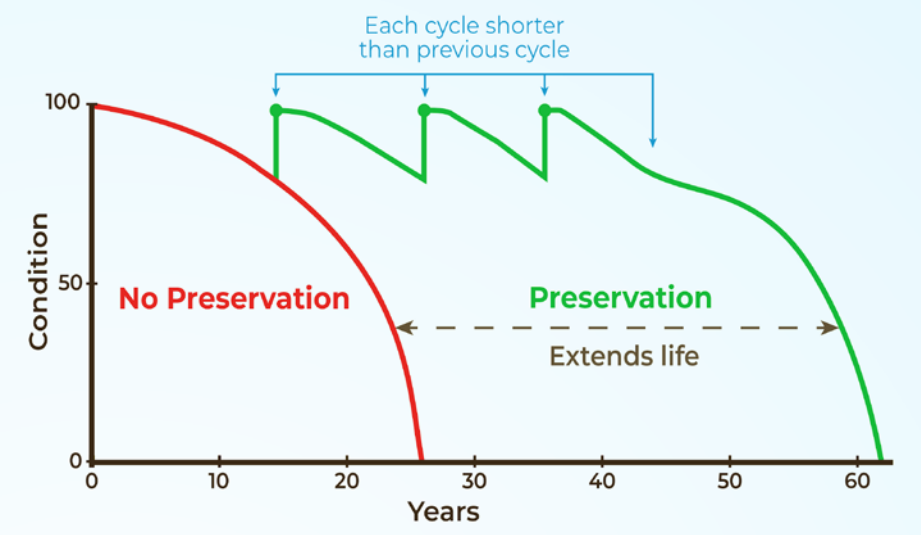
performance measures and the Pennsylvania Transportation Asset Management Plan (TAMP), which are required by the FHWA, led PennDOT and its planning partners to agree to increase the IMP funding over time. Agreement to focus on the Interstates was decided by PennDOT and its planning partners prior to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

To achieve a more performance-based approach to selecting projects under the statewide Twelve-Year Program, the distribution of regional funding, known as formula funding, continues to focus on a lowest-life-cycle cost (LLCC) approach. States are required to manage the National Highway System (NHS) to the LLCC and document this in their risk-based TAMPs. Instead of maintaining a worst-to-first framework, where the worst performing asset is fixed and improved to a point where it would be performing at the top of the list, LLCC is a process designed to maximize the life of an asset at the lowest cost through a risk-based prioritization of preservation, rehabilitation, and reconstruction. LLCC promotes the right treatment at the right time (with an emphasis on preservation) rather than focusing too heavily on assets in poor conditions (e.g., worst to first). The benefit of this approach is to extend the life of the assets (bridges and pavements) and lower the annual cost over the life of the asset. This approach is a more effective use of resources, and assets are kept in better overall condition. Figure 3 provides a conceptual illustration of the LLCC process.

The IMP seeks to proactively address the maintenance and reconstruction of the state's aging Interstate infrastructure. Funding for the IMP is managed statewide. PennDOT's Financial Guidance (Appendix B) indicates that $4.354 billion would be distributed (statewide) to projects in the IMP over the four years of FFY27 to FFY30 for an average of approximately $1.088 billion per year. This includes $241 million of NHFP funding in the four-year STIP. When the funding dedicated to the Interstate Management Program via Financial Guidance is considered as well as the Secretary of Transportation's Discretionary Funds, there is a total of $4.833 billion programmed in the IMP over the four years of FFY27 to FFY30.

DVRPC has 19 IMP projects totaling over $1.062 billion programmed during the FFY27–FFY30 time period, accounting for 24% of programmed statewide IMP funds. Those highway and bridge projects, for I-95 in the City of Philadelphia, I-76 in Montgomery County, I-476 in Delaware County, and the I-95/322 interchange in Delaware County, are listed in a separate IMP section of the TIP document.

Figure 3: LLCC



Source: PennDOT 2020

SEPTA Capital Financing

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

For the FFY 2027 TIP, SEPTA has assumed the Authority will be using state funding to repay the planned capital financing. The debt service for these loans is included in MPMS #60275.

Financial Constraint

Prior to the beginning of each TIP update, PennDOT develops estimated resources, or Financial Guidance, for use by DVRPC and the other MPOs and RPOs. The Financial Guidance establishes highway (FHWA and state) and transit (FTA and state) funding levels that may be reasonably anticipated by the MPO over the TIP period from appropriate federal and state resources. Each region must develop its TIP within the funding levels established by this guidance, thus maintaining the "fiscal constraint" of the TIP. The guidance describes how each of the various federal and state varieties of funds are distributed to the regions. The PennDOT Financial Guidance is included in Appendix B. It should be noted that actual levels of federal and state transit funding are determined annually through the budget development and appropriations processes, so the amounts that are actually applied to projects during a given year will

vary (generally lower) from what is shown in the TIP. Since the TIP has been developed according to the state guidance, it meets the federal requirement of being financially constrained.

Financial Guidance formulas for core transportation funds distributed statewide remain the same as in the FFY 2025 TIP. The NHPP and STP funding distribution is based on 40 percent of the funding through a formula attributable to bridge condition data (for bridges greater than 20 feet), and 60 percent of the funding through a formula attributable to highway condition data. There is also an Asset Management Factor (AMF) included in the formulas that attempts to account for the various treatments required to maintain existing pavements and bridges in a state of good repair, consistent with the Commonwealth's TAMP. This factor considers the different levels of cost incurred to repair different types of assets (e.g. surfaced treatment milling costs less than a full-depth reconstruction, and a low-level asset has a different repair cost than a limited access highway). See pages 2-7 in the PennDOT Financial Guidance in Appendix B for additional details and explanation of the funding formulas for the various categories of funds.

The DVRPC FFY 2027 TIP for Pennsylvania makes information available for project costs beyond the formal federally required four-year (FFY27–FFY30) constrained period of the TIP. Project phases appear in these LFYs because it may take several years before the phase can advance due to either the technical effort that needs to be completed or the funding constraints on the region. In any case, project costs that show in the TIP under LFYs (FFY30–FFY38) do not technically have available or committed funding and cannot be federally authorized per federal regulation since they fall outside of the four-year TIP period. However, in order to demonstrate a longer planning and programming horizon, to provide more realistic expectations and timeframes in which to expect advancement of TIP projects with more realistic costs, and to indicate a certain level of commitment to those projects by the region, the FFY 2027 TIP does show a financially constrained 12-year program from FFY27–FFY38, using assumptions of funding levels that are currently available.

Federal regulations also require transit operators that receive federal funds for new capital facilities to prepare a transit Financial Capacity Analysis, showing the agency can maintain its existing operations, as well as take on the new capital projects and new services.

SEPTA certifies its financial capacity annually as part of the FTA Certifications and Assurances process. In addition, FTA conducts triennial reviews of SEPTA's compliance in 23 different areas, including Financial Management and Capacity. The final report for the 2024 Triennial Review for SEPTA identified several deficiencies, but they have since been addressed by SEPTA. The next Triennial Review will be in 2027. SEPTA is in good/fundable standing with FTA requirements for Financial Management and Capacity. This documentation is on file with the transit operator and with FTA. SEPTA's updated Financial Capacity Analysis is included in this document (see Appendix B).

Project Selection and Evaluation Process

Overview

In the DVRPC region, the TIP project selection process is consensus-based and includes a universal project evaluation analysis that incorporates performance-based measures for evaluating new projects. DVRPC's data-informed project evaluation tool helps ensure that transportation investments in the TIP align with

the vision and goals of the DVRPC region's long-range plan. The process also helps achieve FHWA and FTA Transportation Performance Management (TPM) targets and related safety, asset management, and Congestion Mitigation and Air Quality (CMAQ) performance plans. TIP program development occurs through a TIP Subcommittee composed of regional stakeholders. It is determined mostly by schedule and cost of existing projects in the FHWA-funded and FTA-funded Programs, among other important considerations that are ultimately constrained by the level of funding available over a 12-year programming horizon (FFY 2027–FFY 2038) in Pennsylvania.

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

PA TIP Subcommittee Meetings

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

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

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

Other Considerations

It is important to note that the Plan-TIP Project Evaluation Criteria analysis is only one consideration within the project selection process. Other considerations include local and regional priorities, asset management system rankings, federal TPM targets, political support, geographic distribution, fund eligibility, project readiness, ability to leverage investments, and variety in project types.

Screening TIP Projects

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

Highway-funded candidate projects are also screened via PennDOT's local outreach initiative, PennDOT Connects, which can identify project readiness, community support, potential historic preservation, cultural resource, or environmental resource impacts, among other topics that can be identified prior to developing project scopes and estimates. DVRPC convened (or will convene in the coming months) municipal, county, transit, and project management staff for an average of two meetings per project to ensure concerns were addressed. For more details about PennDOT Connects, please visit this link.

Constraining the FFY 2027 TIP

The TIP is financially constrained to the amount of funds that are expected to be available. In order to add projects to the TIP, others must be deferred or additional funding to the region must be identified. Consequently, there is competition between projects for inclusion in the TIP.

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

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

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

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

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

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

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

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

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

238 of them are in the five counties of southeastern Pennsylvania, where the Long-Range Plan identifies over 130 Plan Centers. These areas serve as focal points in the regional landscape, reinforce a sense of community for local residents, and are appropriate for future development. Centers are broken into six categories— Regional Core, City Centers, Town Centers, Suburban Centers, TOD Opportunity Centers, and Village Centers. The TIP, serving as one of the implementation tools (and the first two planning periods) of the Long-Range Plan, funds projects that address the varying transportation needs of different Plan Centers. A more complete discussion and illustration of Plan Centers is found in the *Update: Connections 2050* Long-Range Plan Process and Analysis Manual on the DVRPC website at www.dvrpc.org/plan/.

Congestion Management Process (CMP)

The CMP is a federally required ongoing program to systematically measure and address congestion in the Greater Philadelphia region. The CMP is guided by its objectives to improve mobility and reliability for people and goods, enhance accessibility and connectivity to multimodal options, and to develop safe, context-sensitive transportation projects that align with the Long-Range Plan vision and goals. The CMP considers a variety of traffic data and performance-based and other CMP Objective Measures to identify and prioritize congested locations. For DVRPC, these locations include Focus Roadway Corridor Facilities,

Focus Intersection and Limited Access Roadway Bottlenecks, Bus Transit Route Facilities, and Corridor and Subcorridor Areas. The CMP assesses the underlying causes of congestion, and then recommends operational, travel demand reduction, multimodal and other Non-Single-Occupant Vehicle (non-SOV) strategies to mitigate congestion, and evaluates the effectiveness of implemented strategies. These strategies include, but are not limited to, Intelligent Transportation System (ITS) improvements like coordinating traffic signals; Transportation Demand Management approaches like carpool/vanpool programs; and transit improvements like constructing passenger intermodal centers or expanding parking lots. The CMP requires alternatives to building new SOV road capacity to be considered first. Where new roadway capacity is deemed appropriate, the CMP outlines a process for capacity-adding projects, including potential multimodal supplemental strategies to reduce travel demand, improve operations, and get the most long-term beneficial value from the investment. The CMP advances the goals of the DVRPC Long-Range Plan and strengthens the connection between the Plan and the TIP. In coordination with other management systems, the CMP serves the following purposes:

- It provides information for the TIP and Plan update to help identify where the most appropriate congested locations and CMP Corridor and Subcorridor Areas are to invest, given limited available dollars.
- It provides a range of multimodal supplemental strategies for reducing travel demand and getting the most value from an investment.
- It helps with reviewing and prioritizing regional study and development proposals, and selecting DVRPC corridor study locations.
- It supports competitive grant programs such as the Congestion Mitigation and Air Quality (CMAQ) grant program.
- It supports National Performance Management System Performance Measures (known as PM3 Measures) by measuring performance to establish targets to achieve quantifiable goals to reduce excessive delay, increase percent non-SOV travel, and improve mobility and reliability on the National Highway System. See Chapter 4: Performance-Based Planning and Programming for further details.

The CMP evaluates all new or amended TIP projects proposed for federal funding and, where Major SOV capacity is consistent with the CMP, the CMP includes the required table of supplemental strategies to reduce travel demand and get the most value from the investment. Project managers are encouraged to contact DVRPC to check whether project alternatives are consistent early in the planning phase for the most effective coordination. This is in line with the PennDOT Connects approach through collaborative planning efforts.

The CMP category of Major SOV Capacity-Adding Projects refers to projects that add roadway capacity in a way that affects regional or corridor travel patterns. The projects are noted as such in their TIP descriptions. This review considers, although it is not determined by, projects modeled for air quality conformity purposes and studies considered likely to result in non-exempt projects. Being categorized as Major SOV makes a project eligible for additional support from CMP staff to help it generate the most long-term positive effect possible in an environment of limited funding.

The CMP conducts project before-and-after performance evaluations to evaluate the effectiveness of transportation improvements to help inform future strategy development. The CMP is updated on approximately a four-year cycle and to be completed before the start of the next update of the Long-Range Plan. Further information about the CMP is available on DVRPC's website at www.dvrpc.org/CongestionManagement/

Goods Movement and Economic Development

DVRPC proactively seeks to fulfill the federal requirement to include freight as a primary planning factor through its long-range transportation planning, TIP development, and technical studies. DVRPC's goal is to serve the region's manufacturers, businesses, ports, freight railroads, truckers, air cargo interests, and developers and to maintain the Greater Philadelphia region as an international Freight Center.

At the forefront of DVRPC's freight-planning program is the Delaware Valley Goods Movement Task Force. This broad-based freight advisory committee provides a forum for the private- and public-sector freight community to bring its unique perspectives on regional plans and specific projects. The task force provides opportunity for sharing information and technology between public and private freight interests, promoting the region's intermodal capabilities and capacity, and developing and implementing a regional goods movement strategy.

The FAST Act created the National Highway Freight Program (NHFP), which has been continued under the IIJA/BIL. The program is funded through FFY 2026 at an average of $1.4 billion per year, which is distributed to the states by formula. Each state receives NHFP funds in proportion to the amount of funds a state receives compared to other states under all formula-apportioned programs. For example, if a state receives five percent of federal-aid formula funding, the state will receive five percent of the NHFP funding. The IIJA/BIL increased the percentage of program funds that may be used for eligible multimodal projects from a 10 percent cap to a 30 percent cap. To use NHFP funding, states must have a State Freight Plan that provides a comprehensive plan for the immediate and long-range planning activities and investments of the state with respect to freight. Pennsylvania's most recent plan, *The Pennsylvania 2045 Freight Movement Plan*, was published in 2023. An update to the state's freight movement plan is currently underway.

Also continued under the IIJA/BIL, the FAST Act directed the FHWA administrator to establish a National Highway Freight Network (NHFN), replacing the National Freight Network and Primary Freight Network established under MAP-21, to strategically direct federal resources and policies toward improved performance of highway portions of the U.S. freight transportation system. The NHFN includes the following four subsystems of roadways:

- Primary Highway Freight System (PHFS): This is a network of highways identified as the most critical highway portions of the U.S. freight transportation system determined by measurable national data. The initial network consists of 41,518 centerline miles, including 37,436 centerline miles of Interstate, and 4,082 centerline miles of non-Interstate roads. There are approximately 1,365 miles of PHFS in Pennsylvania. These numbers may change as the FHWA is required to re-

designate the PHFS every five years to reflect changes in freight flows, including emerging freight corridors and critical commerce corridors.

- Other Interstate portions not on the PHFS: These highways consist of the remaining portion of Interstate roads not included in the PHFS. These routes provide important continuity and access to freight transportation facilities. These portions amounted to approximately 9,709 centerline miles of Interstate, nationwide, with approximately 460 miles in Pennsylvania.
- Critical Rural Freight Corridors: These are public roads not in an Urban Area, to be designated by the states, that provide access and connection to the PHFS and the Interstate with other important ports, public transportation facilities, or other intermodal freight facilities.
- Critical Urban Freight Corridors: These are public roads in Urban Areas that provide access and connection to the PHFS and the Interstate with other ports, public transportation facilities, or other intermodal transportation facilities.

The INFRA discretionary grant program, established in 2017 under the FAST Act and continued under the IIJA/BIL, continues to award competitive grants for multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas. With the passing of the IIJA/BIL in 2021, the INFRA program was updated to include new eligibility for marine highway corridors functionally connected to NHFN and highway, bridge, or freight projects on the NHFN. In FFY 2025-2026, the INFRA program awarded over $2.7 billion to help rebuild, repair, and revitalize infrastructure. Visit www.transportation.gov/grants/infra-grants-program for further information about the new INFRA program.

The Delaware Valley contains an impressive freight transportation network consisting of highways, rail lines, ports, airports, and pipelines. There are also many related support facilities, such as warehouses, manufacturing sites, rail yards, and truck stops. To support its freight planning activities, DVRPC offers the web-based PhillyFreightFinder freight mapping and data platform for the Delaware Valley that can be found at www.dvrpc.org/webmaps/PhillyFreightFinder. It pinpoints freight facilities and freight activity in the region and highlights how the various freight system components intertwine and complement one another. PhillyFreightFinder illustrates 20 types of freight infrastructure and facilities and includes several tools highlighting key indicators of freight activity in the region. PhillyFreightFinder has been created with a variety of uses and users in mind, ranging from county and city planners to the general public and municipal officials. Further information about the Freight Planning Program at DVRPC can be obtained from DVRPC's website at www.dvrpc.org/freight.

Projects listed in Table 6 illustrate a sampling of projects in the TIP that promote goods movement and economic development, and some of the benefits they provide to the freight industry. The identified projects have a direct, significant, and positive association with the flow of goods at intermodal facilities; near manufacturing, office, or commercial locations; or along strategic corridors. The projects improve NHS connector routes, operating conditions for commercial vehicles, and access to economic activity centers. The benefits of the projects can be expressed in terms of increasing safety and efficiency, spurring economic activity, creating jobs, protecting the environment and the region's quality of life, and promoting primary freight corridors and industrial centers.

Table 6: Supporting Projects that Facilitate Goods Movement and Economic Development

Benefits	Project MPMS #	County
Advances Safety and Security		
Railroad/Highway Grade Crossings	Statewide	Various
Balances Freight Operational Needs with Community Goals		
Main Street, 6th Street, and CSX Crossing Improvement	103217	Delaware
Improves the Environment		
DVRPC Competitive CMAQ Program	48201	Various
Eliminates Bottlenecks/Reduces Congestion, Upgrades Bridges, and Improves Intersections		
Baltimore Pike/Newark Road Intersection Improvements	110312	Chester
Maintains Primary Truck Routes, Highways of Regional Significance, and Pavement		
I-95 Reconstruction	17821, 47811, 47812, 47813, 79828, 79905, 79910, 103557, 103558, 103559, 103560, 103561, 103563, 115805	Philadelphia
Improves Distribution Patterns and Supply Chains and Modernizes Interchanges and Ramps		
Bridgewater Road Extension	79329	Delaware
SR 452/I-95 Improvements	119435	Delaware
Concord Road/Bethel Road/Engle Street Intersection Improvement	119917	Delaware
Concord Road/Bridgewater Road Intersection Improvement	120374	Delaware
SR 3007 Sec DMB Preliminary Design for Concord Road/McDonald Blvd and Concord/Sunfield	120688	Delaware
Maximizes Freight Railroads		
Route 1 Improvement-North (Section RC2)	93445	Bucks
Promotes the Growth of Central Business Districts, Commerce, and Tourism		

PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)	66952	Montgomery
Speeds the Delivery of Goods and Modernizes Communications		
I-76 Integrated Corridor Management	106662	Montgomery
Improves NHS Intermodal Connectors and Serves Ports, Airports, Freight Centers, and/or Manufacturing Sites		
PA 291 Drainage Improvement	99668	Delaware

Source: DVRPC 2026

Toll Authority Highway, Transit, and Port-Related Projects

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

Table 7: Toll Authority Projects

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

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

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

Source: DVRPC 2026

Special Programs

Special programs are often established that set aside funding for projects that will be selected at a future date or that dedicate funds for specific types of projects. Projects funded through these programs have their own set of evaluation criteria specific to the funding source and goal of the program. Examples are CMAQ and TASA, which includes the Safe Routes to School program.

DVRPC Competitive CMAQ

The CMAQ program was established by ISTEA and has continued under TEA-21, SAFETEA-LU, MAP-21, the FAST Act, and the IIJA/BIL. CMAQ funds are allocated to the states for use in air quality non-attainment and maintenance areas for projects that contribute to the attainment of the Clean Air Act standards by reducing emissions from highway sources. The types of projects that are eligible for CMAQ funding include

public transit improvements, bicycle and pedestrian facilities and outreach efforts, traffic flow improvements, ridesharing and other demand management programs, alternative fuel vehicles, projects that will reduce idling emissions, and diesel engine retrofits. DVRPC selects projects for CMAQ funding periodically through a DVRPC Competitive CMAQ Program. Any public agency or public-private partnership may submit projects to DVRPC for consideration. The CMAQ Subcommittee of the RTC evaluates the projects and makes recommendations to the Board for final selection. In October 2019, the DVRPC Board finalized the most recent round of the DVRPC Competitive PA CMAQ Program by selecting 13 projects totaling over $25 million for funding in the DVRPC Pennsylvania counties. For more information about the CMAQ Program, please visit www.dvrpc.org/cmaq.

TASA

The IIJA/BIL's STBG sets aside funding for the continuation of TASA, which was established under MAP-21 and carried over with the FAST Act, as an amalgamation of the previous authorization's Transportation Enhancements, Recreational Trails, and Safe Routes to School programs. Eligibility requirements of these programs have remained largely the same. Not only is there a statewide TASA allocation, but there is also a direct allocation of TASA funds to Urban Areas with populations greater than 200,000. All TASA funds must be awarded through a competitive process, whether the funds come from regional MPO funds or from the statewide allocation.

TASA projects build pedestrian and bicycle facilities, improve access to public transportation, create safe routes to school, preserve historic transportation structures, provide environmental mitigation, and create trail projects that serve a transportation purpose while promoting safety and mobility among others. The IIJA/BIL apportioned $8,266,000 in FFY 2025, and $8,438,000 annually after FFY 2025, directly to the DVRPC southeastern Pennsylvania region for use in selecting projects on a competitive basis. This is a significant increase from prior levels. A recent competitive round of two years' worth of MPO funding occurred in the fall of 2025, with final project selections in the winter of 2026.

Even though the IIJA/BIL expires on September 30, 2026, funds are shown in all 12 years of the TIP in anticipation of continuing resolutions or a new reauthorization. During the regional TASA selection rounds, the five DVRPC Pennsylvania counties were involved in project evaluation and formulating recommendations for the DVRPC Board. Much like the Competitive CMAQ Program, projects were subjected to a rigorous evaluation process before the priority list of projects was selected. In addition to the regional MPO funding, PennDOT administers a statewide TASA program and has awarded approximately $49.5 million for 55 projects submitted by sponsors across the state. Before the IIJA/BIL was signed into law, only $18 million was available to fund projects through this statewide program. A list of awards for the TASA Projects, including those funded by the IIJA/BIL (noted as "(BIL)"), is available on the program web page.

DVRPC Regional Trails Program

With financial support from the William Penn Foundation, DVRPC's Regional Trails Program provides planning assistance and financial support to trail developers, counties, municipalities, and non-profit organizations to complete the Circuit Trails, Greater Philadelphia's 850-mile network of multiuse trails. The Circuit Trails take advantage of the many opportunities to build and connect trails across the region,

which is a product of the area's success in repurposing unused rail corridors and developing linear parks along the region's waterways. The Circuit Trails will also serve as the backbone for a network of "bicycling highways," which will allow safe and efficient travel by bicycle between homes, businesses, parks, schools, and institutions, free from motorized traffic. For more information about the Regional Trails Program or the Circuit Trails, visit www.dvrpc.org/Trails/RegionalTrailsProgram or circuittrails.org.

State Funds outside Financial Guidance

In addition to the baseline STIP/TIP funding identified in PennDOT's Financial Guidance, there are multiple funding sources that are distributed statewide to counties, municipalities, and through PennDOT maintenance:

- County/Municipal Liquid Fuels Tax Fund Allocations
- PennDOT County Maintenance A-582/A-409
- Statewide Distribution of Funds:
    - Green Light-Go
    - Highway Transfer/Turnback Program
    - Highway Systems Technology
    - Debt Service
    - Pennsylvania Infrastructure Bank (PIB)
    - Act 44 Bridge
    - $5 County Fee for Local Use Fund
    - Marcellus Shale
    - A-409 Discretionary

As defined by 23 USC 450.218(m), the STIP and regional TIPs are required to contain system-level estimates of costs and state and local revenue sources beyond Financial Guidance that are reasonably expected to be available to adequately operate and maintain Federal-aid highways and public transportation.

Beyond the baseline federal and state funding, Pennsylvania invests more than $2.4 billion annually to operate and maintain the Commonwealth's transportation network. This funding plays an important role in maintaining transportation infrastructure across the Commonwealth and contributes significantly to providing a state of good repair. It should be noted that existing and future transportation needs are much greater than what current financial resources can provide in Pennsylvania. These needs go beyond traditional highway and bridge infrastructure and include multi-modal facilities such as public transit, aviation, rail, marine, ports, bicycle, pedestrian, and other assets. Table 8: shows the regional estimated total of state transportation funding not included in the TIP.

Table 8: State Transportation Funding Not Included in the TIP

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

Source: PennDOT 2026

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

Chapter 3:

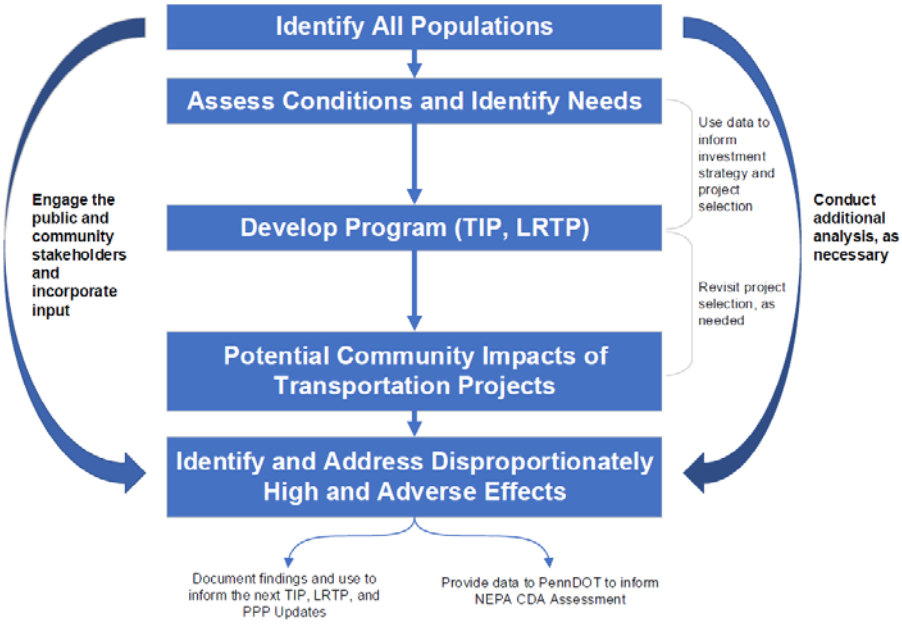
Title VI and Community Impact Analysis

As the region's MPO, DVRPC is mandated to ensure non-discrimination in all of 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

Regional Population and Infrastructure Context

Regional Population Estimates

Table 9 provides an overview of demographic data pertaining to Title VI and community impact analysis, from the U.S. Census Bureau for the five DVRPC-PA region counties of Bucks, Chester, Montgomery, Delaware, and Philadelphia.

Table 9: Title VI Population Estimates in the DVRPC Pennsylvania Region

Population for DVRPC-PA Counties	**Population Estimate †**	**Regional Percentage †**
Total Population	4,221,802	
		Title VI Protected Classes
Low-Income Population*	1,060,130	26%
People of Color	1,719,396	41%
Ethnic Minority	421,908	10%
Foreign Born	527,046	13%
Limited English Proficiency (LEP)	295,603	7%
Persons with a Disability	561,473	28%
Female	2,176,620	52%
Youth	896,509	21%
Older Adults (65 years or older)	726,292	17%

Source: U.S. Census Bureau, American Community Survey 5-Year Estimates, 2019-2023.

** DVRPC's Title VI Compliance Tool for the Greater Philadelphia Region defines Low-Income Populations as 200% of the poverty level or below.†*

Note: Title VI Protected Classes are reported as separate categories, and individuals may identify with more than one in the Census. As a result, regional percentages will not sum to 100%, and population estimates for each class will not sum to the total regional population.

Maps displaying the geographic distribution of populations can be found in Appendix F.

Infrastructure Context: Asset Condition

Assessing conditions is important for Performance-Based Planning and Programming (PBPP; detailed in Chapter 4). MAP-21 and the subsequent FAST Act and IIJA/BIL require state DOTs and MPOs to use the

PBPP approach in transportation decision making. This includes establishing baseline performance metrics for the transportation network, setting data-driven targets, selecting projects to help meet those targets, and tracking progress. The goal of PBPP is to ensure targeted investment of transportation funds by increasing accountability and transparency and providing for better investment decisions that focus on outcomes related to goals, including safety, infrastructure preservation, congestion reduction, and system reliability.

Bridge Conditions

Tables 10 and 11 show bridge conditions and concentrations of low-income and Title VI protected classes, respectively. The data indicates that bridge conditions are not being maintained to the same extent in all communities. This analysis helps understand where underinvestment is occurring so that projects can be identified to maintain critical infrastructure throughout the region. The FFY 2027 TIP for Pennsylvania includes 98 bridge projects.

Table 10: Bridge Conditions and Low-Income Populations

Low-Income* Intervals	Population	Population as a Percent of the Region	Total Bridges in Poor Condition †	Percent Bridges in Poor Condition	Total Deck Area in Poor Condition †	Percent of Deck Area in Poor Condition
Well Above Average	586,462	13.9%	61	13.3%	552,235	11.8%
Above Average	646,413	15.3%	92	11.3%	422,493	7.5%
Average	1,308,506	31.0%	245	10.3%	1,169,123	8.6%
Below Average	1,674,845	39.7%	459	10.7%	869,778	6.2%
DVRPC-PA Region	**4,216,226**	**100.0%**	**751**	**10.0%**	**2,595,690**	**6.9%**

Source: U.S. Census Bureau, American Community Survey 5-Year Estimates, 2019-2023; PennDOT, 2025.

**DVRPC's Title VI Compliance Tool for the Greater Philadelphia Region defines Low-Income Populations as 200% of the poverty level or below.*

† Note: Bridge totals may exceed regional values due to features intersecting multiple census tracts. When a bridge lies on a tract boundary, it is counted in each intersecting geography to reflect shared community impact.

Table 11: Bridge Conditions and Title VI Protected Classes

Title VI Intervals	Population	Population as a Percent of the Region	Total Bridges in Poor Condition †	Percent Bridges in Poor Condition	Total Deck Area in Poor Condition †	Percent of Deck Area in Poor Condition
Well Above Average	815,221	19.3%	73	14.6%	439,566	14%
Above Average	548,471	13.0%	76	11.5%	394,087	12%
Average	1,852,174	43.9%	407	9.8%	1,290,124	5.8%
Below Average	1,000,360	23.7%	283	10.7%	633,007	7.2%
DVRPC-PA Region	**4,216,226**	**100.0%**	**751**	**10.0%**	**2,595,690**	**6.9%**

Source: U.S. Census Bureau, American Community Survey 5-Year Estimates, 2019-2023; PennDOT, 2025.

† Note: Bridge totals may exceed regional values due to features intersecting multiple census tracts. When a bridge lies on a tract boundary, it is counted in each intersecting geography to reflect shared community impact.

Pavement Conditions

Tables 12 and 13 show pavement conditions and concentrations of low-income and Title VI protected populations, respectively. Like bridges, pavement conditions are not being maintained to the same level in all communities. Pavement conditions in the region are addressed in multiple ways: through the TIP and through various state programs that fund maintenance projects but are not programmed in the TIP document. The FFY 2027 TIP for Pennsylvania includes 27 Roadway Rehabilitation projects. See Chapter 4 for more information about pavement projects and programs.

Table 12: Pavement Conditions and Low-Income Populations

Low-Income* Intervals	Population	Population as a Percent of the Region	Pavement in Good Condition (%)	Pavement in Fair Condition (%)	Pavement in Poor Condition (%)
Well Above Average	586,462	13.9%	20.0%	24.8%	48.0.%
Above Average	646,413	15.3%	26.8%	30.0%	30.9%
Average	1,308,506	31.0%	29.3%	30.1%	25.3%
Below Average	1,674,845	39.7%	30.0%	33.1%	16.4%
DVRPC-PA Region	**4,216,226**	**100.0%**	**30.0%**	**31.7%**	**19.8%**

Source: U.S. Census Bureau, American Community Survey 5-Year Estimates, 2019-2023; PennDOT, 2025.
**DVRPC's Title VI Compliance Tool for the Greater Philadelphia Region defines Low-Income Populations as 200% of the poverty level or below.*

Table 13: Pavement Conditions and Title VI Protected Classes

Title VI Intervals	Population	Population as a Percent of the Region	Pavement in Good Condition (%)	Pavement in Fair Condition (%)	Pavement in Poor Condition (%)
Well Above Average	1,000,360	19.3%	17.2%	30.3%	41.2%
Above Average	1,852,174	13.0%	22.3%	27.9%	41.7%
Average	548,471	43.9%	27.5%	31.6%	19.8%
Below Average	815,221	23.7%	34.1%	34.6%	15.8%
DVRPC-PA Region	**4,216,226**	**100.0%**	**30.0%**	**31.7%**	**19.8%**

Source: U.S. Census Bureau, American Community Survey 5-Year Estimates, 2019-2023; PennDOT, 2025.

Safety Including Fatal and Suspected Serous Injury Crashes

DVRPC analyzed PennDOT crash data from 2020 to 2024 and census data for low-income (Tables 14 and 15) and Title VI protected class populations (Tables 16 and 17) for the same period. This data includes total crashes, fatal and suspected serious injuries, and crashes involving bicycles and pedestrians. DVRPC's analysis normalized crash data by adjusting for the size of each population group, calculating crash rates per 10,000 residents.

Analysis of this data indicates an over-representation of fatal and suspected serious injury crashes in communities with higher concentrations of both low-income, and to a slightly lesser extent, Title VI protected class populations. The trend is particularly alarming for Vulnerable Road User (bicycle and pedestrian) crashes in communities with well above average concentrations of low-income populations (see Table 17).

Update: Connections 2050 includes a Regional Vision Zero 2050 goal. In January of 2022, the DVRPC Board voted to adopt regional safety targets to meet that goal. Per federal regulations, if an MPO adopts regional safety targets, the adopted targets must cover the entire MPO region. The adopted regional safety targets represent fatal and suspected serious injury data for the combined nine-county bi-state DVRPC region. In taking this action, DVRPC's member governments and agencies agreed to plan and program projects that contribute toward meeting or exceeding the regional safety targets. As part of the Regional Vision Zero (RVZ) planning process, DVRPC released a data-driven Regional High Injury Network (RHIN) which distilled 27,000 regional roadway miles down to 1/2 mile or greater segments where two or more killed and serious injury crashes have occurred. The resulting data layer identifies 4% of the non-limited access roadway network where 52% of the KSI crashes occurred. The RHIN is being used by DVRPC and county partners as the starting point for deeper safety analyses and is foundational to DVRPC's RVZ corridor studies. As of April 2026, five counties and 16 municipalities in the region have received SS4A grants aimed at addressing crash safety needs at the local and county levels. DVRPC provided letters of support to applicants and coordinated with them to ensure consistency with the RVZ effort.

As noted in Chapter 4, "Performance-Based Planning and Programming," there are multiple approaches for funding transportation projects that produce safety benefits. One core approach is developing projects that are funded with HSIP funds. PennDOT funds a Statewide HSIP Set-Aside Program and the DVRPC-PA region, working with PennDOT District 6, also funds a program of Regional HSIP projects. Many of the projects in this pipeline will address pedestrian and bicycle crashes.

Table 14: Crashes and Low-Income Populations

Low-Income* Intervals	Population	Population as a Percent of the Region	Total Crashes †	Crashes Per 10K People	Fatalities per 10K People	Serious Injuries per 10K People
Well Above Average	586,462	13.9%	22,075	376.4	6.1	21.8
Above Average	646,413	15.3%	29,331	453.8	5.5	20.9
Average	1,308,506	31.0%	56,283	430.1	4	15.7
Below Average	1,674,845	39.7%	72,179	431	3.1	13.8
DVRPC-PA Region	**4,216,226**	**100%**	**154,560**	**366.6**	**3.5**	**14.3**

Source: U.S. Census Bureau, American Community Survey 5-Year Estimates, 2019-2023; PennDOT 2020-2024.

**DVRPC's Title VI Compliance Tool for the Greater Philadelphia Region defines Low-Income Populations as 200% of the poverty level or below.*

† Note: Crash totals may exceed regional values due to features intersecting multiple census tracts. When a crash lies on a tract boundary, it is counted in each intersecting geography to reflect shared community impact.

Table 15: Bicycle and Pedestrian-Involved Crashes and Low-Income Populations

Low-Income Intervals	Population	Population as a Percent of the Region	Total VRU* KSI** Crashes †	VRU* KSI** Crashes per 10K People	VRU* Fatalities per 10K People	VRU* Serious Injuries per 10K People
Well Above Average	586,462	13.9%	574	9.8	3	7
Above Average	646,413	15.3%	513	7.9	2.1	6.1
Average	1,308,506	31.0%	598	4.6	1.2	3.4
Below Average	1,674,845	39.7%	387	2.3	0.6	1.8
DVRPC-PA Region	**4,216,226**	**100%**	**1679**	**4**	**1.1**	**3**

Source: U.S. Census Bureau, American Community Survey 5-Year Estimates, 2019-2023; PennDOT 2020-2024.

DVRPC's Title VI Compliance Tool for the Greater Philadelphia Region defines Low-Income Populations as 200% of the poverty level or below.

**Vulnerable Road Users (VRUs) include bicycle users and pedestrians*

***Killed and Severely Injured (KSI)*

† Note: Crash totals may exceed regional values due to features intersecting multiple census tracts. When a crash lies on a tract boundary, it is counted in each intersecting geography to reflect shared community impact.

Table 16: Crashes and Title VI Protected Classes

Low-Income* Intervals	Population	Population as a Percent of the Region	Total Crashes †	Crashes Per 10K People	Fatalities per 10K People	Serious Injuries per 10K People
Well Above Average	815,221	19.3%	26,970	330.8	5.1	19.7
Above Average	548,471	13.0%	23,110	421.4	5	18
Average	1,852,174	43.9%	80,373	433.9	3.4	14.7
Below Average	1,000,360	23.7%	45,333	453.2	3.3	14.6
DVRPC-PA Region	**4,216,226**	**100%**	**154,560**	**366.6**	**3.5**	**14.3**

Source: U.S. Census Bureau, American Community Survey 5-Year Estimates, 2019-2023; PennDOT 2020-2024.

† Note: Crash totals may exceed regional values due to features intersecting multiple census tracts. When a crash lies on a tract boundary, it is counted in each intersecting geography to reflect shared community impact.

Table 17: Bicycle and Pedestrian-Involved Crashes and Title VI Protected Classes

Title VI Intervals	Population	Population as a Percent of the Region	Total VRU* KSI** Crashes †	VRU* KSI** Crashes per 10K People	VRU* Fatalities per 10K People	VRU* Serious Injuries per 10K People
Well Above Average	815,221	19.3%	669	8.2	2.3	6.1
Above Average	548,471	13.0%	390	7.1	2	5.2
Average	1,852,174	43.9%	654	3.5	0.9	2.7
Below Average	1,000,360	23.7%	228	2.3	0.6	1.8
DVRPC-PA Region	**4,216,226**	**100%**	**1679**	**4**	**1.1**	**3**

Source: U.S. Census Bureau, American Community Survey 5-Year Estimates, 2019-2023; PennDOT 2020-2024.

**Vulnerable Road Users (VRUs) include bicycle users and pedestrians*

***Killed and Severely Injured (KSI)*
*† Note: Crash totals may exceed regional values due to features in*tersecting multiple census tracts. When a crash lies on a tract boundary, it is counted in each intersecting geography to reflect shared community impact.

Regional Transit Access

To analyze access to transit, DVRPC uses mapping developed in the region's Coordinated Human Services Transportation Plan (CHSTP). The CHSTP transit accessibility map layer shows a composite measure of regional public transit accessibility, considering how many areas a person could access in a 45-minute transit trip, the general number of essential services accessible in a 45-minute transit trip, frequency of service, and walkability of the block group to transit stations/stops. Using accessibility data at the block group level, the four characteristics were combined and ranked 1 through 10. Higher values were assigned to areas that are less accessible by transit, and lower values were assigned to areas that are more accessible by transit. A map showing transit accessibility in the DVRPC-PA region is included in Appendix F.

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.

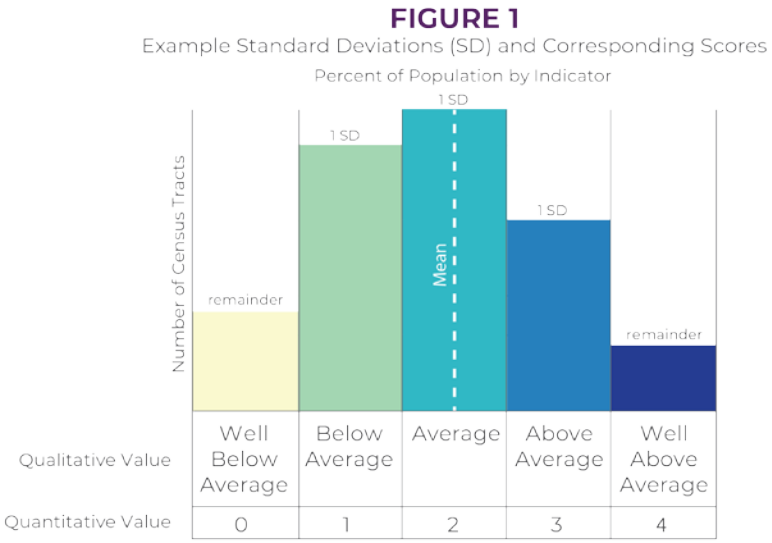
To understand the geographic distribution of TIP projects and assess Title VI compliance, DVRPC uses the Title VI Compliance Tool for the Greater Philadelphia Region. This tool identifies populations covered under Title VI using American Community Survey (ACS) 2020-2024 five-year estimates data, maps 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 18 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 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 18: 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.*

DVRPC is not able to assign indicator scores and/or population percentages to projects that are not mappable or that are located in census tracts that lack statistically significant residential census data. For example, many projects in the Transit Program are either systemwide, equipment related, or program line items with no mappable, physical locations. Twenty percent of the unmappable projects are in the Transit Program. Most of the other unmappable projects are line items for specific fund codes, which hold funds until specific projects are broken out, or TIP-funded planning projects or pass-through grant programs for the DVRPC Unified Planning Work Program (UPWP). As shown in Table 18, of the total 344 projects in this TIP, 89 are unmappable, totaling over $15 billion of the funding for the 12-year period (FFY27-FFY38) of the

DVRPC FFY 2027 TIP for Pennsylvania. Unmappable projects make up 55.1% of the $27.5 billion total TIP investment.

The economic investment analysis shown in Table 18 demonstrates that communities in the DVRPC-PA region will experience varying levels of investment from the FFY 2027 TIP for Pennsylvania. However, these values are impacted by the fact that many transit network projects, which represent significant investments and reach a wide range of communities, are unmappable, including the Trolley Modernization Program ($2.45 billion), Regional Rail Silverliner IV Vehicle Replacement & Infrastructure project ($2.019 billion), and Communications, Signals, & Technology Improvements program ($1.512 billion).

DVRPC will continue to work with regional stakeholders to ensure that all communities benefit from transportation investments.

Evaluation of Program Impacts on Community Conditions

Categorizing projects by their potential benefits or adverse impacts is an important aspect of community impact analysis. Knowing a project's impact type clarifies the likely implications of that project for the communities in its vicinity and helps project implementation staff prepare impact mitigation strategies.

Potential Impacts Based on Project Type

According to the United States Department of Transportation (US 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 US 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 19.

Table 19: 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 20 indicate that the majority of funds programmed in the 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 US 322 project from Featherbed Lane to Chelsea Parkway. This project involves widening and improving US 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 US 322 and Creek Parkway/Bethel Commercial Road to implement new adaptive traffic signals, adding sidewalks along US 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 US 322 and I-476 in the City of Chester and Chester Township, Delaware County.
- The 5th Street Improvements project (MPMS #118035) will design and construct complete street improvements, and the Spring Garden Connector project (MPMS #118034) will develop a complete street design to better and more safely accommodate all road users.
- The 25th Street: Washington Avenue to Passyunk Avenue project (MPMS #81219) 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 20: TIP Project Type and Potential Impacts to Communities

Project Type	Potential Impact Level	Number of Projects in 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

Statewide IMP

The IMP is part of the Pennsylvania STIP. As detailed in Chapter 2, it was created to proactively address the maintenance and reconstruction of the state's aging Interstate infrastructure. Funds are allocated to specific projects selected by PennDOT at the statewide level. For the TIP Investment Analysis, DVRPC analyzed 19 IMP projects in the DVRPC-PA region, totaling more than $3 billion over FFY27–FFY38. Those highway projects, including projects to repair and improve I-95 in the City of Philadelphia, I-76 in Montgomery County, I-476 in Delaware County, and the I-95/322 interchange in Delaware County, are listed in a separate IMP section of the TIP document.

It is important to acknowledge that some Interstate highways divided communities when constructed and have since had many negative impacts including air quality, noise, and visual quality. At the same time, these facilities have come to provide critical access to destinations, ports and airports, and major employment centers. Maintaining a state of good repair on the Interstate system in terms of bridge and

pavement condition is an essential component of federal performance management goals, as is improving the reliability of the Interstate system, including for freight movements. (See Chapter 4 for more information.) As decisions are made about redesigning and rebuilding these structures, planners and community groups are exploring ideas to mitigate negative impacts in the neighborhoods along these corridors, where feasible. See page 447 for more information about the IMP in the DVRPC-PA Region.

There is one new IMP project in the FFY 2027 TIP for Pennsylvania. The 7th Street On-Ramp to I-76 West (MPMS #82183) in Philadelphia will improve traffic flow for freight vehicles traveling to and from South Philadelphia.

Most of the projects fall under the lower potential for impact (21.1 percent) or low potential for impact (57.9 percent) categories. There are two roadway expansion projects in the FFY 2027 TIP IMP that fall under the projects of concern category.

Table 21: IMP Project Type and Potential Impact to Communities

Project Type	Potential Impact Level	Number of Projects in FFY2027 TIP	Percentage of Projects in FFY2027 TIP	Percentage of Total FFY2027 TIP Investment
• Roadway New Capacity	Projects of concern: High potential for adverse impacts	2	10.5%	14.4%
• Bridge Repair/Replacement • Roadway Rehabilitation	Lower potential for adverse impacts/potentially beneficial	4	21.1%	12.5%
• Intersection/Interchange Improvements • Signal/ITS Improvements	Low potential for adverse impact/inherently beneficial	11	57.9%	73.0%
• Other	Unknown or little-to-no potential for adverse impact/inherently beneficial	2	10.5%	0.1%
	TOTAL		**100%**	**110%**

Source: DVRPC, 2026

Minimizing Adverse Impacts through Purposeful Planning

DVRPC is dedicated to ensuring all communities enjoy the benefits of transportation investments and identifying and addressing potential adverse impacts from transportation projects. This chapter's impact

analysis was conducted at a regional level to identify possible negative effects on communities and to determine appropriate actions to mitigate them.

The DVRPC FFY 2027 TIP for Pennsylvania does not appear to have an overall potential adverse impact on communities. However, for projects with the potential for adverse impacts, one of the ways DVRPC can support mitigation efforts is by coordinating with the project sponsor to develop supplemental commitments as part of the regional Congestion Management Process (CMP), ensuring that the project team includes multimodal strategies to mitigate negative impacts within the project scope, such as signal upgrades and retiming, ITS systems, transit improvements, and pedestrian improvements, among other strategies.

DVRPC may pursue the following actions when adverse impacts are identified:

- Re-evaluate the projects in the TIP with planning partners
- Assist with additional planning and outreach to better understand community impacts and needs
- Explore and implement mitigation strategies
- Use this information to inform the next TIP update

DVRPC will continue to follow best practices to minimize adverse impacts and ensure that all communities receive the benefits of transportation investments.

Early Public Engagement in the Regional Planning Process

Public engagement throughout the planning process is an important part of avoiding and mitigating adverse impacts from transportation projects. DVRPC invites members of community organizations to participate in specific projects and on standing committees, such as the Public Participation Task Force (PPTF), to expand opportunities for engagement in the planning process. DVRPC's PPTF provides ongoing access to the regional planning and decision-making process, serves as a conduit for DVRPC information to organizations and communities, and assists with implementing public outreach strategies.

More broadly, members of the public are encouraged to engage with local municipalities, county planners, DVRPC, and PennDOT in the early stages of problem identification and project development.

National Environmental Protection Act (NEPA)

PennDOT evaluates potential adverse impacts as part of the NEPA process. This analysis identifies and discusses both direct impacts and indirect/cumulative effects that would result from a given project, then determines if there are potential adverse effects on communities. If it is determined that there are adverse impacts that cannot be offset by project benefits, where feasible, strategies to minimize those effects are incorporated into the project. Appendix F contains various maps that illustrate mappable highway and transit projects in the TIP along with Title VI protected classes. Although the NEPA process is focused on avoiding and mitigating adverse impacts of transportation projects, it is also important to recognize the clear benefits of many projects on the TIP for the communities where the projects are located.

PennDOT Connects

Highway-funded candidate projects also undergo screening through PennDOT's local outreach initiative, PennDOT Connects. This process considers community support, potential historic preservation, cultural resource, bicycle and pedestrian, transit, or environmental resource impacts, among other topics that can be identified prior to developing project scopes and estimates. The Connects process also offers an opportunity for local stakeholders to meet with PennDOT project managers to voice local priorities and concerns, which may then be addressed in project scopes.

Supporting Communities

In August 2023, DVRPC launched a new program, Supporting Communities, which aims to provide local governments in the region with funding and technical assistance opportunities to advance transportation planning and project implementation efforts. This program is intended to support local governments in different ways across the planning and project development pipeline. In general, there are three types of support DVRPC staff can provide through this program—public engagement, planning, and implementation. Supporting Communities is an evolving, collaborative program incorporating lessons learned each year to enhance the program and better meet the needs of local governments and their residents.

TASA Assistance

Thanks to additional funding from the IIJA/BIL, DVRPC hired a consultant to carry out pre-application engineering tasks for projects eligible for the Transportation Alternatives Set Aside Program (TASA). These services are provided at no cost to the municipalities. The TASA program funds projects classified as transportation alternatives, including pedestrian and bicycle facilities, better access to public transportation for non-drivers, trails serving transportation needs, and initiatives like safe routes to school projects.

Chapter 4:

Performance-Based Planning and Programming (PBPP)

Background

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 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 22 summarizes these measures, the geography for which they are being reported, the facilities included, and the update frequency.

Table 22: 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		All UAs (via ACS)	

	Annual Hours of Peak Hour Excessive Delay (PHED) per Capita	UA with a population over 200,000	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 23 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 23: 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: https://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

The following sections of this chapter will provide more information on each performance measure and their associated targets, as they pertain to the region. 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.

Roadway Safety Performance Measures (PM1)

In March 2016, the FHWA Highway Safety Improvement Program and Safety Performance Management Measures Rule (Safety PM Rule) was finalized and published in the Federal Register. The rule requires state DOTs and MPOs to set annual targets for five safety-related performance measures with the understanding that reaching zero fatalities on all public roads will require time and significant effort. A target is defined in 23 CFR 490.101 as a quantifiable level of performance or condition, expressed as a value for the measure, to be achieved within a time period required by FHWA. The federal safety performance measures are consecutive five-year rolling averages for the following:

1. Number of Fatalities
2. Rate of Fatalities per 100 Million Vehicle Miles Traveled (VMT)
3. Number of Suspected Serious Injuries
4. Rate of Suspected Serious Injuries per 100 Million VMT
5. Number of Non-Motorized Fatalities and Non-Motorized Suspected Serious Injuries

The non-motorized performance measure focuses on pedestrians and bicyclists killed or seriously injured in a crash. State DOTs report baseline values, targets, and progress toward meeting the targets to FHWA in an annual safety report. FHWA requires DOTs and MPOs to establish safety targets on an annual basis, beginning with targets for calendar year (CY) 2018. MPOs may either establish quantitative targets for their metropolitan planning area or agree to adopt the statewide targets.

DVRPC Regional Safety Targets

DVRPC has adopted regional roadway safety targets in support of the Regional Vision Zero 2050 program. Regional Vision Zero provides the context for more meaningful and substantive strategies to improve safety systemwide. If an MPO adopts regional targets, they must adopt targets that cover the entire MPO

region. The adopted regional safety targets capture fatal and suspected serious injury data for the combined nine-county, bi-state DVRPC region as required by the FHWA.

These targets are informed by the Regional Vision Zero 2050 trend line, updated with new data and careful consideration of previous trends, recently constructed projects, and the current socioeconomic environment. The targets are the result of a collaborative process conducted with DVRPC planning partners. The targets satisfy federal requirements and are consistent with PennDOT's Strategic Highway Safety Plan (SHSP), which serves as a blueprint to reduce fatalities and serious injuries on Pennsylvania roadways. PennDOT's SHSP targets 18 Safety Focus Areas (SFAs) that have the most influence on improving highway safety throughout the state. Within the SHSP, PennDOT identifies three key emphasis areas to improve safety – impaired driving, lane departure crashes, and pedestrian safety. DVRPC agrees to plan and program projects that contribute toward meeting or exceeding the regional roadway safety targets.

Measures are for all public roads regardless of functional classification or ownership. Each target is based on a five-year rolling average, which is the average of five individual, consecutive points of data. Crash records are used to determine whether actual performance met or made significant progress towards a previously adopted target. If an MPO adopts regional targets, it must submit a progress report to the respective state DOT. State DOTs report baseline values, targets, and progress toward meeting the targets to FHWA in an annual safety report. FHWA will determine whether a state has met or made significant progress toward its safety performance targets. A state is considered to have met or made significant progress when at least four out of the five safety performance targets are met or the actual outcome for the safety performance target is better than baseline performance. The performance (actual) data is also the baseline, or the basis, for the new targets.

If a state has not met or made significant progress toward meeting its targets, the state must comply with the provisions set forth in 23 USC 148(i) for the subsequent fiscal year. The state is required to use obligation authority equal to the HSIP apportionment for the year prior to the target year, only for HSIP projects, and submit an HSIP Implementation Plan that describes actions the state will take to meet or make significant progress toward meeting its targets. The HSIP Implementation Plan should guide the state's project decisions so that the combined 148(i) provisions lead to the state meeting or making significant progress toward meeting its safety performance targets in subsequent years.

As part of the IIJA and the National Roadway Safety Strategy, the FHWA issued new guidance to help states better protect "vulnerable road users," that is pedestrians, cyclists, and people who use wheelchairs. Per the Vulnerable Road User Special Rule, if the total annual fatalities of vulnerable road users in a state represents at least 15 percent of the total annual crash fatalities in the state, that state is required to obligate at least 15 percent of HSIP funds for the following fiscal year for roadway safety improvement projects to address the safety of vulnerable road users. The guidance requires Vulnerable Road User Safety Assessments developed by states to identify areas of "high risk" informed by demographic and performance data developed in consultation with local governments. PennDOT is beholden to the rule and has begun its outreach to affected communities. DVRPC has been included in this process.

Coordination and Progress Toward Highway Safety Targets

Regional partners adopted Regional Vision Zero 2050 with a goal of no fatalities or serious injuries from traffic crashes by 2050 as part of the *Connections 2050* long-range plan. Since that time, the goal has been incorporated into the work of the Regional Safety Task Force and the RSTF format has been reframed to embrace FHWA's safe system approach. These holistic changes help to advance our safety culture and increase the priority of safety initiatives. In 2023 DVRPC launched the Regional Vision Zero 2050 Program effort using a Safe Streets and Roads for All grant. This effort includes close coordination with county-partner sub-awardees to collaboratively develop the plan which includes engagement with municipal partners.

DVRPC continues to include crash analyses in our work program projects to advance substantive infrastructure safety improvements. Close collaboration with county partners helps to raise the profile of regional safety needs and connect them to funding opportunities.

Table 24: Projects in the DVRPC TIP Utilizing Federal HSIP Funds

County	Project	Primary Improvement Focus	HSM Benefit/Cost	Funding Status
Bucks	Route 113 and Minsi Trail Road Roundabout (MPMS #115418)	Roundabout at Souderton Road and Minsi Trail Road	1.01	Ongoing Regional
	US 202/Route 263 (York Road) Roundabout (MPMS #115419)	Roundabout at US 202/Route 263 & York Road	1.31	
	SR 413 Veterans Highway and Wharton Road/Old Rodgers Rd Intersection (MPMS #82144)	Safety countermeasures to reduce crashes	6.97	New Statewide
Chester	Lincoln Highway Safety: Veterans Dr – Toth Ave (MPMS #82146)	Bicycle/pedestrian safety countermeasures	2.23	New Statewide
	High Street Safety: Market St to Chestnut St (MPMS #82148)	Bicycle/pedestrian safety improvements	7.97	
Delaware	Haverford Road Corridor Safety Improvements (#115426)	Partial road diet from Landover Road to Karakung Road/Winchester Road	4.4	Ongoing Regional
	Macdade Boulevard Corridor Safety Improvements (MPMS #110951)	Road diet from Woodcrest Road to Grays Avenue	18.6	Ongoing Statewide
	Chichester Ave Corridor Safety Improvements MPMS (#111022)	Intersection improvements at Bethel Rd/Thornton Rd and	1.5	

		Pleasant Ave/I-95 Ramp C and Johnson Ave/I-95 Ramp A/B		
	US 13 Safety: Calcon Hook Rd to Main St (MPMS #82149)	Various traffic safety countermeasures on US 13 between Calcon Hook Rd and Main St	22.05	New Statewide
	69th St/Church Ln Safety Improvements (MPMS #82151)	Various bicycle/pedestrian safety improvements on SR 2001 from Marshall Rd to Baltimore Ave	9.28	
	West Chester Pike Safety: State Rd to Chatham Rd (MPMS #82152)	Various bicycle/pedestrian safety improvements on SR 003 from State Rd on West Chester Pike to Chatham Rd	2.26	
	Industrial Hwy/Saville Ave Intersection Improvements (MPMS #82153)	Intersection improvements at the Industrial Hwy and Sayville Ave	1.65	
Montgomery	Belmont Avenue and St. Asaphs Road Intersection (MPMS #115429)	Intersection safety improvements and partial road diet of St. Asaphs Rd	2.1	Ongoing Regional
	Sumneytown Pike Intersection Safety Improvements (MPMS #115428)	Widening to add left turn lanes and installation of new traffic signals	1.27	
	Lancaster Ave and Remington Rd Intersection Improvements (MPMS #114948)	Pedestrian and traffic safety countermeasures at Lancaster Ave and Remington Rd	2.66	Ongoing Statewide
	Main St Safety Improvements: Egypt to Forrest/Airy (MPMS #110971)	4 lane partial road diet and reconfiguration	2.1	
	High St Safety: Hanover St to Washington St (MPMS #82156)	Pedestrian safety countermeasures along High St from Hanover St to Washington St	8.33	New Statewide
	Cheltenham Ave Safety: Broad St to North 15th St (MPMS #82157)	Bicycle/pedestrian safety countermeasures along Cheltenham Ave from Broad St to N 15th St	5.53	

Philadelphia	Castor Avenue Corridor Safety Improvements (MPMS #111194)	Implement a road diet, upgrade signals, and add left turn lanes to the project area	9.27	Ongoing Regional
	Frankford Ave. Corridor Safety Improvements (MPMS #115434)	Various safety improvements along Frankford Avenue	14.44	
	Washington Ln. Corridor Safety Improvements (MPMS #115440)	Various safety improvements along Washington Lane	2.77	
	63rd/Cobbs Creek Phase 3 (MPMS #82025)	Various safety improvements along 63rd St/Cobbs Creek Parkway	7.99	New Statewide
	Lincoln Dr/Emlen St Intersection Safety Improvements (MPMS #82163)	Traffic safety improvements at the intersection of Lincoln Dr and Emlen St	7.34	
	SR 13/2007 Frankford Ave Phase 3 (MPMS #82164)	Various bicycle/pedestrian safety improvements along Frankford Ave	7.99	
	Wissahickon Ave Safety: Hunting Park Ave – Clapier St (MPMS #82168)	Various safety improvements along Wissahickon Ave	5.51	
Various	Dynamic Ramp Signing and Safety Improvements (MPMS #82154)	Various ramp signage and safety improvements	39.66	New Statewide
	Systemic Vulnerable Road User Safety (MPMS #82155)	Safety improvements at stop-controlled signalized intersections	N/A	
	Systemic Lane Departure Improvements (MPMS #82158)	Lane departure safety improvements	N/A	
	Systemic Wrong Way Improvements (MPMS #82159)	Wrong way entrance safety improvements	N/A	
	Systemic Intersection Safety Improvements (MPMS #82161)	Intersection safety countermeasures.	N/A	

Source: DVRPC, 2026

Infrastructure (Pavement and Bridge) Performance Management Measures Rule (PM2)

The FHWA rule for the National Performance Management Measures; Assessing Pavement and Bridge Condition for the National Highway Performance Program (NHPP) was published in the Federal Register (82 FR 5886) on January 18, 2017, and became effective on February 17, 2017. It established performance measures for all state DOTs to use to carry out the NHPP and to assess the condition of pavement on the Interstate system; pavements on the NHS (excluding the Interstate system); and bridges carrying the NHS, which include on- and off-ramps connected to the NHS. This rule established six measures related to the condition of the infrastructure on the NHS, commonly known as PM2:

- Percentage of Interstate pavement in good condition
- Percentage of Interstate pavement in poor condition
- Percentage of Non-Interstate NHS pavement in good condition
- Percentage of Non-Interstate NHS pavement in poor condition
- Percentage of NHS bridges by deck area classified in good condition
- Percentage of NHS bridges by deck area classified in poor condition

The current regulations are found in 23 CFR 490 Subpart C and Subpart D. Targets are established for these measures as part of a four-year performance period; the first was 2018 to 2021. This TIP includes projects that will impact the third four-year performance period of 2026 to 2029.

PennDOT's pavement and bridge targets are established through extensive coordination with a Transportation Asset Management Plan (TAMP) steering committee and workshops with MPOs/RPOs and FHWA's Pennsylvania Division. PennDOT's pavement and bridge targets are consistent with PennDOT's asset management objectives of maintaining the system at the desired state-of-good repair, managing to lowest life cycle costs (LLCC), and achieving national and state transportation goals. Targets are calculated based on general system degradation (deterioration curves) offset by improvements expected from delivery of the projects in the TIP/STIP along with planned state funded maintenance projects.

Pavement Infrastructure Targets

The Infrastructure Performance Management Measures (PM2) Rule requires the state DOT to report and manage performance of the NHS, regardless of ownership or maintenance responsibility, for the full extent of the Interstate and non-Interstate NHS. In Pennsylvania, there are 75 entities (including PennDOT, as well as other authorities, counties, and municipalities) that own portions of the NHS. There are 23,552 NHS lane miles in the state. The Pennsylvania Turnpike Commission (PTC) owns ten percent of these lane miles, local entities own two percent, and the rest of the NHS system (88 percent of pavement lane miles) is owned by PennDOT (PennDOT, 2022).

Federal rulemaking 23 U.S.C. 119 requires that all distress component information be collected for one-tenth mile increments. Pavement condition is measured by four distress components (International Roughness Index, Cracking, Rutting, and Faulting), which are then translated to good, fair, or poor condition scores per FHWA criteria and then broken out into separate values for the Interstate and Non-Interstate NHS.

- **International Roughness Index** quantifies how rough the bituminous and concrete pavement is by measuring the longitudinal profile of a traveled wheel track and generating a standardized roughness value in inches per mile.
- **Cracking** measures the percentage of bituminous and concrete pavement surface that is cracked.
- **Rutting** measures the depth of ruts (surface depression) in bituminous pavement in inches.
- **Faulting** quantifies the misalignment between concrete slabs as the difference in elevation across transverse concrete pavement joints in inches.

To calculate the pavement condition performance, three of these four metrics are used, depending on pavement type. IRI, rutting, and cracking are used for asphalt pavement; IRI, faulting, and cracking are used for concrete pavement. A pavement segment must meet FHWA's good condition threshold for all three metrics to be rated Good. Two or more metrics must fall within the poor condition range to be rated Poor. All other combinations of good, fair, and poor condition are considered Fair. Data on pavement condition is maintained through PennDOT's Roadway Management System (RMS).

The federal Infrastructure PM Rule requires that less than five percent of Interstate miles be considered in poor condition to meet the federal threshold for pavement condition. If pavement conditions on the Interstate system fail to meet the federal minimum condition thresholds in the most recent year of the State biennial report, the state DOT must comply with the provisions set forth in 23 USC 119(f) for the subsequent fiscal year. The state must use obligation authority to transfer a portion of State Transportation Planning (STP) funds to the NHPP for maintenance projects to address interstate pavement conditions, and it must submit a Transportation Asset Management Plan (TAMP) that describes actions the state will take to meet or make significant progress toward meeting its targets. The TAMP should guide the state's project decisions to meet or make significant progress toward meeting its infrastructure performance targets in subsequent years.

Similarly, if a state has not met or made significant progress toward meeting its targets on the Non-Interstate NHS system, the state DOT must submit a TAMP that describes actions the state will take to meet or make significant progress toward meeting its targets. The TAMP should guide the state's project decisions to meet or make significant progress toward meeting its infrastructure performance targets in subsequent years.

Bridge Infrastructure Targets

Similar to the requirements around pavement condition, the PM2 rule requires the state DOT to report and manage performance of all bridges on the NHS, regardless of ownership or maintenance responsibility, including bridges on ramps connecting to the NHS and NHS bridges that span a state border. Statewide, 19 percent of Pennsylvania's 90.25 million square feet of NHS bridge deck area is owned by owners other than PennDOT, including the PTC (10 percent), and local authorities, counties, and municipalities (9 percent) (PennDOT, 2022).

FHWA's performance measures aim to assess bridge condition by deriving the percentage of NHS bridges rated in good and poor condition by deck area on the NHS. A structure's overall condition rating is determined by the lowest rating of its deck, superstructure, substructure, and/or culvert. If any of the components of a structure qualify as poor, the structure is deemed poor. 23 CFR 490.411(a) requires that

no more than 10 percent of a state's total NHS bridges by deck area be in poor condition. It is important to note that poor does not correlate to the safety rating of the bridge. The bridge condition performance measures are calculated by summing the deck area of bridges in "good" and "poor" condition and dividing by the total deck area of all NHS bridges. Data on bridge condition is maintained through PennDOT's Bridge Management System (BMS).

Coordination and Progress Toward Pavement and Bridge Infrastructure Targets

Improving Pennsylvania's pavement and bridges is a critical part of the strategic investment strategy for Pennsylvania's transportation network at the regional, State, and Federal level. Improving the condition and performance of transportation assets is a prominent goal of DVRPC's *Update: Connections 2050* Long-Range Plan and the statewide *2045 Long-Range Transportation Plan*. With limitations on available resources, the preservation of pavement and bridge assets using sound asset management practices is critical. Asset management is a key piece of FHWA's TPM program and is a vital force behind infrastructure performance.

Within its asset management framework, it was necessary for PennDOT to transition away from a "worst first" programming methodology to a true overall risk-based prioritization and selection of projects for its system assets based on LLCC. "Worst-first" prioritization focuses work on the poorest condition assets at the expense of rehabilitation and preventative maintenance on other assets in better condition. PennDOT's revised strategy reflects its asset management motto and guiding principle: "The right treatment at the right time." This is reflective of Federal TAMP requirements that are centered on investing limited funding resources in the right place at the right time to produce the most cost-effective life-cycle performance for a given investment.

PennDOT's TAMP formally defines its framework for asset management, which is a data-driven approach coupled with a risk-based methodology. It outlines the investment strategies for infrastructure condition targets and documents asset management objectives for addressing risk, maintaining the system at the desired state-of-good repair, managing to LLCC, and achieving national and state transportation goals. The TAMP is developed by the PennDOT Bureau of Operations Asset Management Division (AMD) in consultation with PennDOT Executive leadership, Center for Program Development and Management (CPDM), Bureau of Planning and Research (BPR), PennDOT Districts, the Pennsylvania Turnpike Commission (PTC), the MPOs/RPOs, and FHWA.

With each program update, PennDOT has made substantial advances in its asset management tools and practices. A risk-based, data-driven approach to project selection helps ensure that the right projects are prioritized, and the transportation system is managed optimally to the lowest practical life-cycle cost. PennDOT's Pavement Asset Management System (PAMS) and Bridge Asset Management System (BAMS) are the foundations for this asset management approach. These systems forecast condition and investment needs by asset class using deterioration models and treatment matrices developed for PennDOT infrastructure and based on historical data. PennDOT has developed both predictive and deterministic models that support multi-objective decision-making based on current average work costs

and estimated treatment lifespans. These models allow PennDOT to predict infrastructure investment needs and future conditions under a range of scenarios.

As part of its asset management strategy, PennDOT strives to maintain as many highway and bridge assets as possible in a state-of-good repair. PennDOT defines its desired state-of-good repair as meeting the FHWA minimum condition thresholds for pavements and bridges: no more than five percent of NHS Interstate lane miles shall be rated in poor condition and no more than 10 percent of total NHS bridge deck area shall be rated as poor. However, the ability to achieve these condition thresholds is funding dependent.

PennDOT uses its PAMS and BAMS systems to assist with prioritizing preservation activities to extend asset life. This methodology allows PennDOT to manage assets to the lowest practical life-cycle cost and help the department to achieve its asset condition and performance targets. Implementation of these improved asset management practices are applied to all state and local networks.

The following has helped to ensure that planned projects in the TIP/STIP will help to maintain a desired state of good repair in bridge and pavement conditions for the Interstate and NHS roadways:

- Nearly 85% of PennDOT's STIP funding is directed to highway and bridge preservation, restoration, and reconstruction projects. Many of these projects are focused on our state's interstate and NHS roadways.
- Pennsylvania's investment strategy, reflected in the statewide FFY 2027 Twelve-Year Program (TYP), FFY 2027–2030 STIP, and DVRPC FFY 2027–2030 TIP is the result of numerous strategic decisions on which projects to advance at what time. PennDOT continues to address the challenges of addressing local needs and priorities, while ensuring a decision framework is applied consistently across the state.
- In support of the TIP/STIP development, PennDOT and MPOs/RPOs jointly developed and approved *General and Procedural Guidance* and *Transportation Program Financial Guidance* documents. [1] The guidance, which is consistent with the TAMP, formalizes the process for Districts, MPOs/RPOs and other interested parties as they identify projects, perform a project technical evaluation, and reach consensus on their portion of the program.
- The *Procedural Guidance* also helps standardize the project prioritization process. The guidance is key to resolving issues between programming to lowest life-cycle cost, managing current infrastructure issues, and risk mitigation. The resulting methodology allows data-driven, asset management-based decisions to be made with human input and insight based on field evaluations to achieve maximum performance of the available funds. The guidance document is revised for each TIP/STIP cycle as PennDOT's asset management tools and methods evolve and enhance its ability to program to lowest life cycle cost.
- PAMS and BAMS outputs are the basis for determining project programming to achieve LLCC. PennDOT District 6-0 works with DVRPC to generate the lists of recommended treatments by work type (such as highway resurfacing and bridge rehabilitation), based on LLCC and condition

[1] Information on PennDOT's TIP process, including guidance documents, can be found at: https://talkpatransportation.com/how-it-works/tip

projections derived from PennDOT's PAMS and BAMS. PennDOT AMD provides any necessary support. For the FFY 2027 Program Update, AMD provides the PAMS and BAMS outputs for the District and MPO. Those areas that have the capability may produce their own outputs. PAMS and BAMS outputs define recommended treatments and forecasted conditions, but not necessarily complete project scopes and limits. These outputs serve as a guide to assist in the prioritization and selection of new projects to be considered for the program. Performance can be compared if projects are considered that do not align with PAMS and BAMS outputs.

- As part of the regional TIP development process mentioned above, the MPOs and PennDOT Districts must document the differences between the PennDOT asset management system treatment and funding level recommendations and their selected projects as part of their TIP submissions. They must also document the coordination with the PennDOT District and Central Office that occurred as part of this decision-making process. This information is used by PennDOT AMD to improve future asset management policy and procedures, sharing of information and tools, and system functionality.

The pavement and bridge projects provided in DVRPC's FFY 2027 TIP were selected through an evaluation of PennDOT's Asset Management Systems in accordance with the TAMP. The projects are consistent with PennDOT's asset management objectives of maintaining the system at the desired state-of-good repair, managing to LLCC, and achieving national and state transportation goals. PennDOT has provided feedback on statewide and MPO/RPO-specific progress toward performance measure target achievement. These progress reports help each region understand the impacts of their past bridge and pavement investments and can guide future planning goals and strategy assessments.

Table 25: Key Bridge and Pavement Projects in the Region

County	MPMS	Project	Primary Improvement Focus
Bucks	93446	Route 1 Improvements Frontage Corridor (Section RC3)	Highway & Bridge Reconstruction
Bucks	82079	Bucks County Bridge Preservation	Bridge Preservation & Maintenance
Chester	14698	US 422, Reconstruction (M2B) SR:0422	Highway Reconstruction
Chester	82080	Chester County Bridge Preservation	Bridge Preservation & Maintenance
Delaware	104343	US 322 over CSX	Bridge Replacement
Delaware	82081	Delaware County Bridge Preservation	Bridge Preservation & Maintenance
Montgomery	16738	US 422 Expressway Section M1B	Highway & Bridge Reconstruction
Montgomery	82082	Montgomery County Bridge Preservation	Bridge Preservation & Maintenance
Philadelphia	69828	Market Street Bridges (3) over Schuylkill River and CSX Railroad (MSB)	Bridge Rehabilitation/ Replacement
Philadelphia	82077	Philadelphia Bridge Preservation	Bridge Preservation & Maintenance

Source: DVRPC 2026

Table 26: Anticipated Pavement and Bridge Deck to Be Preserved or Improved

	FFY27–FFY38
Anticipated Bridge Deck Area to be Preserved or Improved (including IMP)	9,448,262 square feet
Anticipated Lane Miles of Pavement to be Preserved or Improved*	160.33 miles

Source: PennDOT, 2026

System Performance (NHS, Freight, CMAQ) Performance Management Measures (PM3)

The FHWA final rule for the National Performance Management Measures; Assessing Performance of the NHS, Freight Movement on the Interstate System, and CMAQ was published in the Federal Register (82 FR 5970) on January 18, 2017, and became effective on May 20, 2017. The measures in this third and final rule are used by state DOTs and MPOs to assess the performance of the Interstate and non-Interstate NHS for the purpose of carrying out the NHPP; to assess freight movement on the Interstate system; and to assess traffic congestion and on-road mobile source emissions for the purpose of carrying out the CMAQ Program. These system performance measures are collectively referred to as PM3 measures.

The following PM3 system performance measures are divided into three categories: Travel Time Reliability (TTR), CMAQ Congestion, and CMAQ Emissions Reduction. Each category has its own measures.

Travel Time Reliability (TTR):

- Percentage of Person-Miles Traveled (PMT) on the Interstate System that are Reliable
- Percentage of PMT on the Non-Interstate NHS that are Reliable
- Interstate System Truck TTR Index

CMAQ Congestion:

- Annual Hours of Peak-Hour Excessive Delay (PHED) per Capita
- Percentage of Non-SOV Travel

CMAQ Emissions Reduction:

- On-Road Mobile Source Emissions Reduction for CMAQ-Funded Projects

Data used to create targets and assess performance for the travel time-based PM3 measures (TTR and CMAQ PHED) comes from the Regional Integrated Transportation Information System (RITIS) software platform. Data from the American Community Survey (ACS) and FHWA's CMAQ annual reporting system are used for the non-SOV travel and emissions measures, respectively.

Travel Time Reliability (TTR) Targets

The first major performance area under system performance is TTR. Reliability refers to the variability of travel times on road segments experienced by travelers. The less variability there is for any given set of

roadway segments, the more reliable those segments are. TTR does not mean eliminating traffic congestion by reducing its extremes to maintain consistent traveler expectations. Reliability is used in reference to the level of consistency in the transportation service provided by a roadway. For example, a roadway can be heavily congested, but if the amount and time of day when the congestion occurs is consistent, then it is considered reliable. USDOT established performance measures pertaining to reliability because empirical evidence exists to suggest that the traveling public values reliability more than straight travel times. [2]

System Reliability Targets

State Departments of Transportation (DOTs) must establish statewide targets for the performance of the Interstate and non-Interstate National Highway System (NHS) during four peak travel time periods that include peak daytime periods and weekend periods. Each state sets its performance targets for the Level of Travel Time Reliability (LOTTR) Index, which indicates the reliability of travel on the Interstate and non-Interstate NHS. A road segment is considered reliable if the ratio of the 80th percentile peak hour travel time to the normal peak hour travel time (50th percentile) is less than 1.5. The measure also incorporates traffic volumes and vehicle occupancy to identify the person miles traveled on the system. LOTTR targets are established for the entire state and capture the person miles traveled on road segments that are considered reliable. Two- and four-year targets are set for (1) percentage of person miles traveled on the Interstate System that are considered reliable; and (2) the percentage of person miles traveled on the non-Interstate NHS that are considered reliable.

Freight Reliability Targets

The national system performance measure for freight is the Truck TTR Index and is required for Interstate highways on the NHS only. This measure is similar to the TTR measure and metric described above, but it is focused on truck traffic. This metric is averaged for all Interstate Road segments in the state and weighted by distance, resulting in the Truck TTR Index for the state. Unlike the TTR measures, there is no threshold that determines whether a segment is reliable or unreliable for trucks.

Agencies implement policies to support improvements to freight TTR. State DOTs must establish a single index for the Interstate system in the state for five peak-hour travel time periods that include peak daytime periods, an overnight period, and weekend periods. The Truck Travel Time Reliability (TTTR) Index is measured by the ratio of the congested peak period travel time (95th percentile) to the normal peak period travel time (50th percentile) on each road segment on the Interstate system for the time periods. The highest TTTR value is used to determine the reliability of the Interstate system for truck traffic or freight reliability. The DOT establishes two- and four-year targets for the ratio of the congested period travel time to the normal period travel time, weighted by the length of the Interstate segment, for the entire Interstate system in the state.

[2] *Traffic Congestion and Reliability: Linking Solutions to Problems*. Federal Highway Administration (FHWA). Available at: https://ops.fhwa.dot.gov/congestion_report_04/

CMAQ Congestion Targets

Federal Congestion Mitigation and Air Quality (CMAQ) funded projects reduce congestion and improve air quality. The CMAQ Congestion and Emissions Reduction Targets are specifically intended to reduce congestion directly related to attributes of federally funded projects, and unlike other federally required performance measures, they specifically apply to urban areas with a population over 200,000. Note that traffic congestion occurs when the amount of traffic far exceeds the physical capacity of the system, generally measured by the number of travel lanes on the roadway, the number of intersections, access points, and numerous other factors.

CMAQ Congestion has two measures for applicable urban areas:

- **Annual Hours of Peak-Hour Excessive Delay (PHED) per Capita on the NHS:** The threshold for excessive delay is based on the travel time at 20 mph or 60 percent of the posted speed limit travel time, whatever is greater, and is measured in 15-minute intervals. Travel times, hourly traffic volumes, posted speed limits, mode shares (passenger vehicles, transit, and trucks), and average vehicle occupancy factors are used to calculate excessive delay at the roadway segment level for peak periods 6:00-10:00 am and 3:00 -7:00 pm for all calendar days. The rule containing all the details is found in 23 CFR 490.707(a). The "excessive" part of the PHED name indicates that some level of congestion is recognized as not possible or desirable to eliminate and thus not counted. For example, some congestion can accompany economic activity in thriving places. The "per capita" implies that the total delay is shared by all residents, so some trips can be avoided or shifted to non-vehicular modes out of the peak period. This measure sums up the delay experienced by travelers throughout an entire year on NHS roads, specifically during peak periods.
- **Non-Single-Occupant Vehicle (SOV) travel:** Non-SOV travel may include travel via carpool, vanpool, public transportation, commuter rail, walking, or bicycling, as well as telecommuting. The actual rule containing all the details is found in 23 CFR 490.707(b).

Both two- and four-year targets are required from the base year for the Annual Hours of PHED per Capita and Percentage of Non-SOV measures.

CMAQ Emissions Reduction Targets

Federal Congestion Mitigation and Air Quality (CMAQ) funded projects reduce congestion and improve air quality. State DOTs whose geographic boundaries include any part of a nonattainment or maintenance area for ozone, carbon monoxide, or particulate matter are required to establish two- and four-year targets for the quantifiable pollutants that are reduced through transportation projects funded through the CMAQ program. State DOTs establish targets for the entire state and MPOs can support state targets or develop MPO targets. Targets for the performance period represent the cumulative pollutant reductions from CMAQ funded projects:

- On-road mobile source emissions reduced through the CMAQ program for the Ozone precursors Nitrogen Oxides (NOx) and Volatile Organic Compounds (VOCs), Fine Particulate Matter ($PM_{2.5}$), and Carbon Monoxide (CO). CO is required in Pennsylvania, but not New Jersey.

Coordination and Progress Toward System Performance Targets

PennDOT and the MPOs/RPOs work to ensure that the STIP, regional TIPs, and long-range transportation plans (LRTP) are crafted and managed to support the improvement of system and freight reliability and Congestion Mitigation and Air Quality (CMAQ) performance measures. These efforts are further supported by auxiliary plans such as the Regional Operations Plan (ROP), Congestion Management Process (CMP), and CMAQ Performance Plan.

For each biennial report, the Bureau of Operations (BOO) within PennDOT scrutinizes statewide reliability and delay data, examining it for overarching trends. Working in synergy, BOO and CPDM pool their efforts to construct statewide and regional performance summaries (in the form of tables or maps) to be shared with the MPOs/RPOs. These summaries may be enriched by supplemental data, such as insights on the root causes of congestion. Such detailed information helps MPOs/RPOs, in collaboration with each PennDOT District, to assess progress and pinpoint areas for capacity or traffic flow improvements to meet the established targets more effectively. These initiatives are coordinated with the LRTP, ROP, and CMP in each respective region.

Tracking performance trends also supports assessing the influence of completed investments on performance measures, provided that data is accessible pre- and post-project construction. These project impacts offer invaluable insights into the efficacy of historical funding, as well as potential benefits of future investments on traffic congestion and reliability.

PennDOT remains steadfast in its commitment to improve system mobility and enhance modal connections. PennDOT's LRTP lays out objectives aimed at fostering mobility across the transportation system, thereby steering investment decisions. Federal systems performance measures will be harnessed to evaluate future advancements in meeting these objectives and the associated targets. DVRPC is committed to improving reliability on roadways within its region in Pennsylvania, as well as working with its county, city, and transit partners, and PennDOT staff to develop projects that will help meet system performance targets.

Coordination and Progress Toward TTR and Freight/Truck TTR Targets

DVRPC's *Update: Connections 2050* Long-Range Plan sets goals directly related to PM3 targets, including goals for safe and reliable transportation systems, as well as reducing congestion and VMT. The CMP is a key part of DVRPC's commitment to improving TTR. DVRPC facilitates a CMP Planning Advisory Committee that is part of an overall, systematic, and ongoing process to determine where traffic congestion exists, identify causes, prioritize congested locations according to congestion and other CMP objective measures, and to help develop strategies to reduce congestion and improve reliability. The goals of the Long-Range Plan provide guidelines for developing DVRPC CMP objectives. These objectives include:

- minimizing growth in recurring congestion and improving mobility;
- improving TTR;
- improving accessibility, including providing transit where it is most needed;
- maintaining the existing core transportation network;
- improving safety;
- maintaining goods movement;

- improving security and maintaining transportation preparedness for major events;
- integrating federal PM3 system performance, freight, and CMAQ performance measures;
- supporting DVRPC Long-Range Plan land use and other principles; and
- ensuring that all transportation investments support DVRPC Long-Range Plan principles.

Some of the key congestion relief projects funded in the TIP that add significant investments towards meeting the region's travel reliability performance measure targets include:

Table 27: Key System Reliability Projects in the DVRPC Pennsylvania Subregion

County	MPMS #	Project	Primary Improvement Focus
Bucks	110309	I-95/US 13/PA 132 Slip Ramp Operations Improvement	Reconfiguration of heavily trafficked intersection, adding direct, one-way access to I-95 southbound. Operational improvement goals: reduce congestion, improve operational efficiency and system reliability, and eliminate unsafe traffic movements.
Chester	118024	U.S. 202 and High Street Interchange	Capacity and safety improvement project involving the replacement of the existing US 202 structure over High St, a new US 202 structure over Matlack Street, new retaining walls, and upgrading pavement and drainage.
Chester	118025	PA 100 Northbound at Exton Station	Roadway expansion and reconfiguration along PA 100 along roadway segments and intersections at the US 30 Bypass ramps, Amtrak/SEPTA and Norfolk Southern railroad overpasses, and Mountain View Drive and Whiteland Woods Boulevard intersections to improve traffic flow and roadway access.
Delaware	104821	I-476 Travel Management	This project will provide for the active management of transportation demand by providing operational improvements on I-476 between the PA 3 and I-95 interchanges, and on I-95 between the I-476 and US 322 interchanges.
Delaware	69817	US 322, Featherbed Lane to Chelsea Parkway (Section 102)	This project section involves the widening and improving of US 322 to a four-lane roadway with a grass median from east of Mattson Road/Featherbed Lane near Clayton Park and the Concord Township/Bethel Township line through Bethel Township to just east of Chelsea Parkway in Upper Chichester Township. A fifth center lane will accommodate left turns into and out of adjacent commercial properties. Project CMP commitments include strategies such as improvements for transit

			users, bicyclists, pedestrians, and drivers on the existing road network.
Delaware	119435	PA 452/I-95 Improvements	This project will provide a more direct truck route between two industrial parks (Bridgewater Business Park and I-95 Industrial Park), I-95, and US 322.
Montgomery	106662	I-76 Integrated Corridor Management	This project involves roadway widening for Flex Lanes that provide increased capacity during peak periods and to allow for dynamic lane management during emergency operations, weather events, and maintenance activities.
Montgomery	64795	Belmont Rd/Rock Hill Rd Widening: I-76 Ramps to Rock Hill Road	Involves widening Belmont Avenue from two to four lanes along with intersection improvements and streetscape improvements between Jefferson Street and Rock Hill Road. This project will also include improvements at the nearby intersection of Conshohocken State Road and Rock Hill Road. CMP project commitments include signal upgrades, safety treatments, improvements for bicyclists and pedestrians, and turning movement enhancements.
Philadelphia	various MPMS's	I-95 Sector A Reconstruction	This project's purpose is to reconstruct, widen, and improve approximately eight miles of I-95 between Interstate 676 and Bridge Street north of Center City Philadelphia. (Reconstruction between Cottman Avenue and Bridge Street was completed in 2024.)

Source: DVRPC, 2026

The FFY 2027 TIP for Pennsylvania programs around $100 million in funds through SPIKE Discretionary Funding towards projects that support PM3 targets (Table 28).

Table 28: SPIKE Funding Projects That Help Support Achieving PM3 Targets in DVRPC Pennsylvania Subregion

County	MPMS #	Project	Spike Amount	Primary Improvement Focus
Chester	107551	US 30/PA 10 to Business 30 Int. Improvements	$40 million	Turning lanes
Chester	107553	US 30 & Airport Road Int. Improvements	$30 million	Intersection reconfiguration
Chester	107554	US 30 & PA 82 Int. Improvements	$30 Million	Intersection reconfiguration

Source: DVRPC, 2026

DVRPC proactively seeks to include freight as a primary planning factor through its Long-Range Plan, TIP development, and the conduct of technical studies. One of DVRPC's goals is to serve the region's freight stakeholders and maintain the Greater Philadelphia region as a premier freight transportation gateway. At the forefront of DVRPC's freight planning program is the Delaware Valley Goods Movement Task Force, a broad-based freight advisory committee that provides a forum for the private- and public-sector freight community to include its unique perspectives on regional plans and specific projects.

The FAST Act established, and the IIJA/BIL continues, the National Highway Freight Program (NFP) to improve the efficient movement of freight on the NHFN. NFP's eligibility criteria require that a project contribute to the efficient movement of freight and be identified in the state's freight investment plan. States may use up to 10 percent of NFP funding each year for public or private freight rail, water facilities (including ports), and/or intermodal facilities.

There are also several grant programs administered by the state and federal governments specifically targeting freight. PennDOT's Rail Freight Assistance Program (RFAP), and Rail Transportation Alternatives Program (RTAP) provide assistance with investment in rail freight infrastructure. USDOT's Better Utilizing Investments to Leverage Development (BUILD) discretionary grant program (formerly known as RAISE and TIGER), National Infrastructure Project Assistance program and INFRA grant program (formerly known as the Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies, or FASTLANE program) provides for major investments in roads, rail, transit, and port infrastructure.

Coordination and Progress Toward CMAQ Congestion and Emissions Reduction Targets

As part of DVRPC's CMP, DVRPC facilitates a CMP Planning Advisory Committee and generates a list of the top 10 bottleneck locations for state, county, and local roadways. Much of the congestion within the DVRPC region occurs on state-owned and maintained highways, which are part of the NHS. Appendix B of DVRPC's *FY 2025-2026 Congestion Management Process Supplemental Projects Status Memorandum* (Product #25171) identifies all active CMP commitments in the Pennsylvania portion of the DVRPC region.

DVRPC will continue to promote and develop projects and programs with air quality benefits to its counties and planning partners. CMAQ emission reduction targets correspond with DVRPC's Long-Range Plan goals to reduce vehicle miles traveled (VMT) and improve air quality. DVRPC has worked with stakeholders to select projects for DVRPC's Travel Options Program, which funds innovative transportation demand management projects to provide better access to more travel options across the region and welcomes capital projects, operating projects, and education and marketing campaigns.

Over $720 million of federal CMAQ funding is programmed in the FFY 2027 TIP, including setting aside over $341 million, from FFY 2027 to FFY 2037, for the flexing of CMAQ funds to SEPTA for Trolley Modernization, New Bus Network, and Rail Fleet Replacements projects. This program strengthens the region's access to transportation infrastructure that is in good repair and produces lower emissions.

Additional examples of CMAQ funded projects that help improve air quality and reduce congestion are listed in Table 29, below:

Table 29: Key CMAQ-Funded Congestion-Relief Projects in DVRPC Pennsylvania Subregion

County	MPMS #	Project	Primary Improvement Focus
Chester	114166	PA 401 & Valley Hill Road Improvement	This project involves adding turn lanes with designated left turn phases for PA 401 in Charlestown Township.
Delaware	114102	West Chester Pike & I-476	Addition of a separated westbound lane on West Chester Pike to divert traffic directly onto the I-476 Northbound On-Ramp and bypass the signalized intersection.
Delaware	114112	Media Bypass Intelligent Transportation Systems (ITS) Installations	The purpose of this project is to help reduce congestion, improve traffic flow, and reduce emissions along the Route 1 corridor by adding ITS elements to the corridor.
Montgomery	102273	Ridge Pike/Germantown Pike Intersection Realignment - Phase 1, Perkiomen	Intersection realignment project will replace the intersection of Germantown Pike, Ridge Pike, and River Road—which currently sits near the Ridge Pike Bridge over Perkiomen Creek.
Philadelphia	98207	I-95 Congestion Management	Provide for Congestion Management Activities related to the reconstruction of I-95 through Bucks, Delaware, and Philadelphia counties. This is to further the ongoing congestion mitigation as the construction activity increases on the corridor.
Philadelphia	96223	Philadelphia Signal Retiming	This project will continue the corridor timing program launched by the Philadelphia Streets Department in 2011.

Source: DVRPC, 2026

Transit Asset Management (TAM) Rule

TAM is the strategic and systematic practice of procuring, operating, inspecting, maintaining, rehabilitating, and replacing transit capital assets to manage their performance, risks, and costs over their

lifecycles to provide safe, cost-effective, and reliable public transportation. TAM uses transit asset condition to guide how to manage capital assets and prioritize funding to improve or maintain a State of Good Repair (SGR). TAM places value and understanding on the negative impacts of deferring maintenance and the positive outcomes of optimizing investment decisions that improve SGR. In short, TAM uses asset condition to guide the optimal prioritization of funding at transit properties.

Based on the mandate in MAP-21 (and continued in the FAST Act and IIJA/BIL), FTA developed a rule establishing a strategic and systematic process of operating, maintaining, and improving public transit capital assets effectively through their entire lifecycles. The TAM Final Rule, 49 USC 625, became effective Oct. 1, 2016. The TAM rule develops a framework for transit agencies to monitor and manage public transportation assets, increase reliability and performance, and establish performance measures.

Under the provisions of the Transit Asset Transportation Performance Management rulemaking, transit operators are required to set performance targets for their transit asset portfolio. Transit agencies are required to upload their performance targets and a supporting narrative in their annual National Transit Database (NTD) submission, and report progress towards these targets. They are also required to develop a TAM Plan to identify local funding prioritization. The regulations required by the FTA have established a strategic and systematic process of operating, maintaining, and improving public capital assets effectively through their life cycles. The performance management requirements are a minimum standard for transit operators and involve measuring and monitoring the following:

- **Rolling stock:** The percentage of revenue vehicles (by type) that meet or exceed the useful life benchmark (ULB). ULB is the measure agencies will use to track the performance of revenue vehicles (rolling stock) and service vehicles (equipment) to set their performance measure targets. ULB means either the expected lifecycle of a capital asset or the acceptable period of use in service determined by FTA. Each vehicle type's ULB estimates how many years that vehicle can be in service and still be in an SGR. The ULB considers how long it is cost effective to operate an asset before ongoing maintenance costs outweigh replacement costs.
- **Equipment:** The percentage of non-revenue service vehicles (by type) that meet or exceed the ULB.
- **Facilities:** The percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) scale. Under the TERM scale, an asset in need of immediate repair or replacement is scored as one (1), whereas a new asset with no visible defects is scored as five (5).
- **Infrastructure:** The percentage of track segments (by mode) that have performance restrictions.

SEPTA is the only Tier 1 agency providing public transit service subject to this FTA TAM performance management rule in the DVRPC Pennsylvania region. The bi-state Delaware River Port Authority/Port Authority Transit Corporation (DRPA/PATCO) is also a Tier 1 agency and is also subject to the TAM PM rule but it is accounted for in the New Jersey TIP.

The TAM rule also requires states to participate and/or lead the development of a group plan for recipients of Section 5311 and Section 5310 funding and additionally allows other Tier II providers to join a group plan at their discretion. All required agencies (Section 5311 and 5310) and remaining Tier II

systems except for Centre Area Transportation Authority (CATA), have elected to participate in the PennDOT Group Plan. The Group Plan is available on PennDOT's website at PennDOT Group Plan. The group plan is updated annually with new targets as well as the current performance of the group.

DVRPC agrees to be consistent with the respective SEPTA annual transit asset management targets and will support the transit operator's efforts at achieving those targets. DVRPC also supports the PennDOT Group Plan targets and works with transit operators to program projects to support achievement of the targets.

Coordination and Progress Toward TAM Targets

DVRPC's Long-Range Plan prioritizes the preservation and maintenance of existing transportation infrastructure. This includes maintaining the transit system in an SGR and operating it in a safe and secure manner by replacing buses, railcars, and locomotives as they age, and by attending to rail bridges, track, signal systems, stations, and other infrastructure. An asset is in an SGR if (1) it can perform its designed function; (2) it does not pose a known unacceptable safety risk; and (3) its lifecycle investments have been met or recovered.

Transit providers are required to develop a TAM Plan to identify local funding prioritization. The plan presents a summary inventory of assets, describes the current condition of the assets, sets near-term targets for the required performance measures, and explains how transit agency managers develop and present requests for operating/maintenance budgets and capital asset replacements. TAM places value and understanding on the negative impacts of deferring maintenance and the positive outcomes of optimizing investment decisions that improve SGR.

TAM Plans must adhere to the following nine elements to ensure assets are in an SGR:

- Inventory of Capital Assets
- Condition Assessment
- Decision Support Tools
- Investment Prioritization
- TAM and SGR Policy
- Implementation Strategy
- List of Key Annual Activities
- Identification of Resources
- Evaluation Plan

SEPTA

The Transit Asset TPM rule requires MPOs to describe how the region's TIP will help to achieve the TAM targets. The TIP was developed to ensure progress toward target achievement. Transit operators have taken steps to ensure that projects selected for TIP funding help to achieve the TAM targets.

A few of SEPTA's projects and programs that have been allocated in the TIP to help achieve TAM Targets include the following:

Table 30: Key SEPTA Transit Asset Management Projects

MPMS #	Project	Primary Improvement Focus
60582	Vehicle Overhaul Program	Provides for the systematic replacement or upgrade of systems on SEPTA's rolling stock and VOH support equipment, thus ensuring continued safe and reliable service, particularly for its increasingly aging rail vehicle fleet.
77183	Transit and Regional Rail Station Program	Provides for the construction, reconstruction or rehabilitation of transit and regional rail stations and terminals, bus/trolley loop facilities, transportation centers, and parking improvements. All improvements fully comply with requirements of the Americans with Disabilities Act (ADA).
102569	Maintenance & Transportation Facilities	Provides for improvements to SEPTA's bus and rail maintenance shops, administrative facilities, and office buildings, including new facility construction, existing facility rehabilitation, roof rehabilitation and replacement, and facility cleanup/remediation.
123961	Trolley Modernization Program	This program will support the projects necessary to modernize the SEPTA subway-surface trolley network to make it fully accessible and bring a system that is more than a century old up to the standards of modern light rail.
123964	Market Frankford Line [L] Vehicle & Infrastructure	These programs will replace the current transit vehicle fleets, which have exceeded their useful lives and make improvements to signal and yard infrastructure (along the L and B lines) necessary to operate and maintain the new fleets.
123965	Broad Street Line [B] Vehicle & Infrastructure	
123966	Regional Rail Silverliner IV Vehicle Replacement & Infrastructure	
123969	Mainline Schuylkill Bridges & Interlockings	This project will bring the bridges, interlockings track and other infrastructure of the most critical segment on the SEPTA regional rail network into a state of good repair.

Source: DVRPC, 2026

PennDOT

The Pennsylvania TAM Group Plan fulfills the PBPP requirement and encourages communication between transit agencies and their respective MPOs and RPOs. In accordance with the plan, the following actions take place that fulfill the PBPP requirement:

- PennDOT provides asset performance reports to transit agencies by August 31 of each year that measure performance against established targets for the previous fiscal year.
- Transit agencies review the content for accuracy and confirm with PennDOT that information related to transportation asset performance has been received and is accurate.
- Transit agencies share performance data with their respective planning partner, including DVRPC, by the end of each calendar year, or earlier as decided between the partners.
- New performance goals for the upcoming fiscal year are established no later than September 15 of each year and communicated to transit agencies covered under the group plan.
- Transit agencies continue regular coordination regarding the local Transportation Improvement Plan (TIP) and other planning initiatives of the local planning partner.

All transit agencies are required to utilize Pennsylvania's transit Capital Planning Tool (CPT) as part of their capital planning process and integrate it into their TAM process. The CPT is an asset management and capital planning application that works as the central repository for all Pennsylvania transit asset and performance management activities.

Consistent with available resources and in coordination with the PennDOT Bureau of Public Transit (BPT), transit agencies are responsible for submitting projects consistent with the CPT for the development of the transit portion of the Program. This ensures that projects identified on the TIP are consistent with the TAM approach and respective TAM plans. PennDOT CPDM will update this project information in MPMS and share it with the MPOs/RPOs, PennDOT BPT, and the transit agencies.

In addition to the decision support tools identified above, PennDOT is in the process of implementing a statewide Fixed Route Intelligent Transportation Systems (FRITS) program. FRITS focuses on modernizing transit technology and creating a standard platform throughout the Commonwealth. One key piece of FRITS is real-time vehicle health monitoring, which will allow agencies to identify problems before they occur on vehicles and prolong vehicle life, while also allowing agencies to better prioritize capital needs.

The STIP includes an investment prioritization process using established decision support tools. The investment prioritization process occurs annually as part of the capital budgeting process. To prioritize investments at an agency level and at a statewide level, the following basic actions take place:

- Update inventory in the CPT to include age, mileage, condition, and operational status
- Identify assets that are not in a state-of-good-repair, using the following priority process:
    - Vehicles that surpass age and mileage ESL
    - Vehicles that surpass age or mileage ESL and are rated in poor condition or represent a safety hazard
    - Facilities that have a condition rating of less than 3 on the TERM Scale, with priority given to facilities that are the lowest in the scale and represent a critical need to maintain operational capacity
- Determine available funding based on federal and state funding sources
- Develop projects within the CPT Planner based upon funds availability
    - Annually agencies are responsible for supplying estimates of directly awarded federal and local funding for capital projects

    - PennDOT works with agencies to facilitate the efficient use of dollars towards maintaining a state of good repair, filling project shortfalls with available state funding
- Import CPT Planner into DotGrants for the execution of capital grants

Throughout the process, PennDOT reviews projects and works with agencies to approve and move projects forward through the grant process.

Transit Safety Rule

The Public Transportation Agency Safety Plan (PTASP) regulation, at 49 C.F.R. Part 673, requires covered public transportation providers and state DOTs to establish safety performance targets (SPTs) to address the safety performance measures identified in the National Public Transportation Safety Plan (49 C.F.R. § 673.11(a)(3)). Transit agencies were required to set their initial safety performance targets by December 31, 2020. In April 2024, updates were made to the PTASP regulation, creating new safety performance target requirements. The updates focused on transit worker safety, requiring target setting for transit worker injuries, fatalities, and assaults on transit workers. Additionally, new targets were added to track pedestrian, vehicular, and total collisions by transit mode. DVRPC agrees to be consistent with the respective SEPTA annual transit safety targets and will support the transit operator's efforts at achieving those targets displayed below:

- **Fatalities:** The transit safety performance measure requires that transit providers set annual targets for the number of fatalities that occur on each mode of transit that the agency operates, excluding deaths that result from trespassing, suicide, or natural causes. The NTPSP defines the modes as rail, fixed guideway bus service, and non-fixed route bus service. Fatalities are required to be calculated for both the total number of fatalities and the fatality rate per vehicle revenue mile. Transit worker fatalities are also reported, using the same metrics as total fatalities.
- **Injuries:** The PTASP requires that transit agencies set annual targets for the number of injuries that occur on each mode of transit that the agency operates. Injuries are defined as “harm to persons that requires immediate medical attention away from the scene.” Injuries are required to be calculated for both the total number of injuries and the injury rate per vehicle revenue mile for each of the modes that the agency operates. Transit worker injuries are also reported, using the same metrics as total injuries.
- **Safety Events:** Transit providers are required to set annual targets for the number and rate of safety events, by mode, that occur across the transit agency’s system. A safety event is defined by FTA as a “collision, derailment, fire, hazardous material spill, or evacuation.” Safety events are required to be calculated for both the total number of events and the event rate per vehicle revenue mile for each of the modes that the agency operates. Pedestrian, vehicular, and total collisions are also reported, using the same metrics as total safety events.
- **System Reliability:** Transit providers are required to set annual targets for the agency’s system reliability for each mode of transit that the agency operates. The system reliability performance measure accounts for major mechanical failings of a vehicle that prevent the vehicle from starting or completing a scheduled trip. Mechanical failings and interrupted trips can create hazardous conditions for the transit operators and passengers depending on the location of the service interruption and if passengers are required to de-board in unsafe locations.

- **Assaults on Transit Workers:** Transit providers are required to set annual targets for the total number of assaults on transit workers and the assault rate per vehicle revenue mile. Reporting requirements account for physical and non-physical assaults on any transit worker, including operators, police, or station agents, in any work setting.

Transit agencies are required to report their targets and performance to the state DOT and the agency's MPO(s) in order to prioritize funding to improve transit safety performance.

Coordination and Progress Toward Transit Safety Targets

State and transit agencies must coordinate with states and MPOs in the selection of state and MPO safety performance targets; and states and transit agencies must make their safety performance targets available to states and MPOs to aid in the planning process. MPOs are required to set performance targets for each performance measure, and these must be established 180 days after the transit agency establishes their performance targets. FTA will not impose penalties for failing to meet safety performance targets set by transit providers. DVRPC agrees to be consistent with regional transit agency targets for transit safety and will support the transit operator's efforts at achieving those targets.

The Transit Safety TPM rule requires MPOs to describe how the region's TIP will help to achieve the safety targets. The TIP was developed to ensure progress toward target achievement. Transit operators have taken steps to ensure that projects selected for TIP funding help to achieve the safety targets. SEPTA has developed and implemented various safety programs, rules, and standard operating procedures. In addition to these administrative controls, SEPTA develops engineering controls or eliminates these risks by investing capital funds in various projects. The projects will maintain SEPTA's state of good repair and reduce risks, improve safety, and help achieve safety performance target goals. Under SEPTA's FY 2027-2038 Capital Program, the Authority is committing $1.6 billion toward Communication, Signal System, and Technology Improvements, $842.5 million toward its Infrastructure Safety Renewal Program (ISRP), $338.0 million toward its Safe, Clean, and Secure Program, $148.3 million toward its Resiliency and Sustainability Program, $2.1 billion toward vehicle acquisition and overhauls, and $ 5.0 billion toward projects of significance for the New Bus Network Implementation, Trolley Modernization program, and rail transit vehicle acquisition projects. The following highlights several projects that will be implemented to help address each of the targets. For specific details on each of the referenced programs/projects, refer to SEPTA's FY27 Capital Program Report.

SEPTA's Safe, Clean, and Secure Program

To reduce the number of fatalities, injuries, and safety events, all projects advanced in SEPTA's Capital Program have a safety-first focus. It is SEPTA's goal to promote safety and public health by making the overall system safer, cleaner, and more secure for riders. Maintaining the cleanliness of SEPTA facilities through the provision of various cleaning equipment is critical for good passenger health, their SEPTA experience, and supports overall system safety.

SEPTA's Safe, Clean, and Secure program also includes facility and vehicle safety and security measures. The Authority is part of the Philadelphia Area Regional Transit Security Working Group (PARTSWG), which works to advance safety and security improvements for all transit operations into and out of Philadelphia

and the surrounding area. Additionally, SEPTA regularly applies to the competitive Transit Security Grant Program (TSGP) that is funded by the U. S. Department of Homeland Security.

SEPTA is implementing projects that will help reduce rail vehicle collisions, grade crossing events, trespassing, and pedestrian safety in and around their operating environments. To ensure safe, efficient, and reliable service to riders, it is paramount that system infrastructure and revenue fleet equipment remain reliable and minimize failures that can cause SEPTA to suspend or significantly delay service.

System Wide Security

Through the U.S. Department of Homeland Security, the Transit Security Grant Program provides funds to operators of public transportation systems to protect critical surface transportation assets and the traveling public from acts of terrorism, and to increase the resilience of transit infrastructure. From this grant program, SEPTA has funded CCTV cameras on vehicles; multijurisdictional counter-terrorism emergency simulation drills on various transit modes; directing of SEPTA Transit Police Patrols in strategically designated areas during periods of elevated alert using specially trained anti-terrorism teams; hazardous material identification kits for Special Operations and Response Teams (SORT); purchase of explosive detection devices, intrusion detection and surveillance equipment, and bulletproof vests; SORT and K-9 patrol teams; upgraded mobile communications and Control Center monitoring equipment; installation of video surveillance cameras at transit facilities; implementation of a radio interoperability system; maintenance of a computer-aided dispatch and records management system for the Philadelphia region; and perimeter fencing and security cameras at SEPTA's Fern Rock facility.

Additional TIP-Funded Projects

The DVRPC FFY 2027 TIP for PA advances several projects and programs in support of SEPTA's safety targets. Table 31 identifies projects that improve system assets to maintain a State of Good Repair (SGR) — many of which also qualify as safety projects, as they directly address system reliability and safety concerns. Beyond these, the following TIP-funded projects and programs are aimed at meeting safety performance measure targets:

Table 31: Key SEPTA Transit Safety Projects

MPMS #	Project	Primary Improvement Focus
60317	Federal Preventive Maintenance	SEPTA's Federal Preventive Maintenance Program provides operating assistance and preventive maintenance expenses pertaining to activities performed on vehicles and facilities. SEPTA will use these funds to support labor costs (salaries and fringe benefits) in the undertaking of vehicle and non-vehicle maintenance activities.
90497	Infrastructure Safety Renewal Program	The annual Infrastructure Safety Renewal Program (ISRP) provides for the restoration by SEPTA forces of SEPTA's City and Suburban transit and railroad infrastructure to a state of good repair.
95402	Bridge Program	This program will replace or rehabilitate SEPTA's bridges on rail lines and SEPTA rights-of-way, including culverts, pedestrian bridges, and associated bridge support structures.
102565	Track & Right-of-Way Improvement Program	This program will provide improvements to SEPTA's track and right-of-way.
102571	Communications, Signals, & Technology Improvements	Provides improvements to SEPTA's communications systems, signal systems, and information technology infrastructure, including vehicle and facility video systems. The annual Information Technology program provides replacement and upgrades of the Authority's computer hardware, software, and network equipment, such as servers, digital signage, and Enterprise applications.

Source: DVRPC, 2026

Chapter 5:

Public Involvement

DVRPC firmly believes that meaningful public participation results in better planning outcomes. Public participation is a process, not a single event. DVRPC provides multiple opportunities for a wide variety of stakeholders, including 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 opened on May 21, 2026, at 5:00 PM (local time), and closed on June 22, 2026, at 5:00 PM (local time). A hybrid (in-person/virtual) meeting was held at the DVRPC offices and an online only meeting was held at the following address 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, attendees received a confirmation email containing information about joining the webinar.
Directions: www.dvrpc.org/directions/
Dinner was served for in-person attendees; an online option was also available to give public comment.
Interpretation was provided if requested. All questions were directed 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 were encouraged to RSVP by contacting 215–238–2929 or public_affairs@dvrpc.org. For the online meeting, registration information was available on DVRPC's events calendar at www.dvrpc.org/calendar/2026/6. While participants needed to register beforehand, they were approved automatically and could register and join

the meeting up until the meeting ended. Additionally, people who wanted to participate but did not have internet access or smart phones could call in. Anyone who needed accommodations, such as closed captioning or interpretation for either meeting, were directed to contact DVRPC's Office of Communications & Engagement at public_affairs@dvrpc.org or 215–238–2929. DVRPC's website (www.dvrpc.org) is a vital tool in public outreach and serves a useful purpose during the TIP update cycle. The entire Draft TIP document was available on the DVRPC website, including the date and location of the in-person and virtual public meetings and other general information. Individuals could download or access current TIP materials at any time. Public comments could also be submitted three ways: online, by email, or through U.S. mail. The quickest and most direct way was to submit comments online as part of an enhanced interactive mapping and public comment web-based tool located at www.dvrpc.org/TIP/Draft. Users could click on the "Submit a Comment" button to make general and project-specific comments.

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

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

Comments received via mail must have been postmarked by June 22, 2026. If a person needed assistance in providing a written comment, they were directed to contact the DVRPC Office of Communications and Engagement at 215–238–2929 or public_affairs@dvrpc.org. Legal notices explaining the public comment process were published by the following newspapers: the Philadelphia Inquirer—including the Spanish language version, El Inquirer, Philadelphia Tribune, and Impacto Latin Newspaper. DVRPC frequently employed social media (Facebook, Instagram, and LinkedIn) during the public comment period to garner the public's interest and attention. For example, DVRPC highlighted different projects and facts via social media posts. For those without internet access, draft documents were available at the DVRPC office in the American College of Physicians Building in downtown Philadelphia. The public was asked to call (215) 592–1800 to make this request. Hardcopies of the Draft TIP documents were 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 ended, DVRPC staff gathered responses to each public comment from the appropriate agency. Responses were only provided to comments submitted in writing during the public comment period.

Public Comment Guidance

In an effort to facilitate the public comment process, DVRPC offered some extended guidance. Listed below are some questions that DVRPC asked the public to consider during the review of the TIP document.

- Are we meeting the needs of the region?

- Is the TIP following the intent of the IIJA/BIL? For example, do the TIP and STIP focus on projects that address safety and asset conditions? Do they help the region rebuild and reinvest in our railways and public transit infrastructure?
- Is this region getting its fair share of resources compared to other regions in the state or nation?
- Is the current transportation project development process, including environmental reviews and public input, effective?
- Given financial constraints, is this region investing money in the right types of projects?
- Is the TIP document easy to use? How can DVRPC, PennDOT, PART, and SEPTA further improve their documents?

Comments are not limited to these broader issues of concern. DVRPC welcomed opinions on specific projects contained in the TIP, the TIP development process, or any other topic of concern. However, we reminded those intending to recommend new projects that they must first progress through the screening and planning processes described earlier. As a result, requests for new projects were generally referred to the appropriate agency for further investigation through their respective "pre-TIP" study efforts. These study efforts may lead to the project being funded on the TIP in some future year. Additionally, a constructive, information-rich comment that is clearly communicated and supported with facts and local knowledge is more likely to have an impact on decision making. Below are a few suggestions adapted from "Tips for Submitting Effective Comments" from Regulations.gov for crafting effective public comments.

Tips for Crafting Effective Public Comments

- Read the description of the project thoroughly to better understand what it is and what it includes. Is the project a study, operational improvement, or construction project? Does it enhance a parking lot/bus stop, create a multiuse trail, or include a safety feature? For example, an operational improvement project, such as signal retiming, may not be able to add another travel lane within its scope, but safety components like improved signage could be added to many kinds of projects.
- Be concise. Support your claims with sound reasoning, documented evidence, and/or specifics on how your community will be impacted. For example, have you observed the impacts of a new development on traffic patterns? Is there a study that supports your concerns?
- Try to address trade-offs and opposing views.
- If you disagree with a project, suggest an alternative and include an explanation and/or analysis of how your alternative might meet the same objective or be more effective. A potential alternative is to not proceed with the project.
- Identify any credentials and experience that may distinguish your comment from others. If you are a resident of a community, or have relevant personal or professional experience, please state so.
- There is no minimum or maximum length for a comment to be effective.
- Let us know if the TIP document is easy to use. Feel free to suggest how DVRPC, PennDOT, PART, and SEPTA can further improve their documents.

The public comment process is not a vote. One comment that is well supported with facts and local knowledge can be more influential than a hundred comments. DVRPC and its planning partners are

looking for input to help them ensure that the best projects for the region, within financial constraints, are moving forward.

Chapter 6:

Mapping Application and Listings Overview

Mapping Application and Geographic Information Systems (GIS)

This 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 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, Lead 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

This 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.

Chapter 7:

Codes and Abbreviations Overview

Various codes and abbreviations are used in the project descriptions for the phase of work and source of funds. These codes and abbreviations are explained below.

Air Quality Codes

An alphanumeric air quality (AQ) coding scheme has been developed for all projects in the Long-Range Plan and the TIP. The AQ code is applied by DVRPC for the conformity determination and exempt eligibility identification purposes. For non-exempt projects, the project's AQ code is identified by the first conformity "analysis year" that follows the project's last year of programmed funds for construction that are expected for authorization (in other words, the projected year of the project opening to the public or its completion year): 2030, 2040, or 2050. The letter following the year indicates whether the project was modeled (M) in the regional simulation or if the project was analyzed using an off-model technique (O).

The Clean Air Act regulations do not require projects that may be coded as exempt to be included in the conformity analysis. An exempt project of the final conformity rule (40 CFR 93) is defined as a project listed in Table 32 that primarily enhances safety or aesthetics, maintains mass transit, continues current levels of ridesharing, or builds bicycle and pedestrian facilities. There are several categories of exempt projects, and DVRPC indicates the specific exempt code in the project descriptions. In cases in which multiple codes apply, the most representative code is assigned. Exempt projects in design phases are classified under the planning and technical studies category. Table 32 and Table 33 provide a complete list of exempt and non-exempt categories and corresponding AQ codes.

Projects that have been determined to be Not Regionally Significant as defined in the final conformity rule and do not fit into an exempt category have been labeled "NRS."

Major Regional Project ID

The Major Regional Project ID (MRP ID) indicates if a project is identified as a Major Regional Project in the DVRPC Long-Range Plan with the corresponding ID number.

TIP Project Status Codes

DVRPC has developed a coding scheme for projects that have been determined to be "new" projects in the TIP. New projects in the TIP are denoted with one of three status codes: NEW, NEW-B, or RETURN. These status codes indicate which projects were not programmed in the final version of the preceding TIP (FFY 2025-FFY 2028) and assist in establishing the origin of these projects.

Projects indicated as "NEW" have never been programmed in a prior-year TIP. These projects are programmed in the TIP for the absolute first time. Projects indicated as "NEW-B" are new "break-out" projects that have been "broken out of," or derived from, an existing TIP project. Lastly, projects indicated as "RETURN" have previously been programmed in a prior-year TIP but, through a variety of circumstances, have returned to be programmed in the FFY 2027 TIP.

Table 32: AQ Codes for DVRPC Exempt Projects

EXEMPT PROJECT CATEGORY		AQ CODE	EXEMPT PROJECT CATEGORY		AQ CODE
SAFETY	Railroad/Highway Crossing	S1	**MASS TRANSIT**	Operating assistance to transit agencies	M1
	Hazard Elimination Program	S2		Purchase of support vehicles	M2
	Safer Non-Federal-Aid System Roads	S3		Rehabilitation of transit vehicles	M3
	Shoulder Improvements	S4		Purchase of office, shop, and operating equipment for existing facilities	M4
	Increasing Sight Distance	S5		Purchase of operating equipment for vehicles (e.g., radios, fare boxes, lifts, etc.)	M5
	Safety improvement program	S6		Construction or renovation of power, signal, and communications systems	M6
	Traffic control device and operating assistance other than signalization projects	S7		Construction of small passenger shelters and information kiosks	M7
	Railroad/highway crossing warning devices	S8		Reconstruction or renovation of transit buildings and structures	M8
	Guardrails, median barriers, crash cushions	S9		Rehabilitation or reconstruction of track structures, track, and tracked-in existing rights-of-way	M9
	Pavement resurfacing and/or rehabilitation	S10		Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet	M10
	Pavement marking demonstration	S11		Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR part 771	M11
	Emergency relief (23 U.S.C. 125)	S12	**OTHER PROJECTS**	Specific activities that do not involve or lead directly to construction, such as planning and technical studies	X1
	Fencing	S13		Grants for training and research programs	X2
	Skid treatments	S14		Planning activities conducted pursuant to title 23 and 49 U.S.C.	X3
	Safety roadside rest areas	S15		Federal aid systems revisions	X4
	Adding medians	S16		Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action	X5

	Truck-climbing lanes outside the urbanized area	S17		Noise attenuation	X6
	Lighting improvements	S18		Advance land acquisitions (23 CFR 712 or 23 CFR 771)	X7
	Widening narrow pavements or reconstructing bridges (no additional travel lanes)	S19		Acquisition of scenic easements	X8
	Emergency truck pullovers	S20		Plantings, landscaping, etc.	X9
AIR QUALITY	Continuation of ridesharing, van-pooling promotion activities at current levels	A1		Sign removal	X10
	Bicycle and pedestrian facilities	A2		Directional and informational signs	X11
NOT REGIONALLY SIGNIFICANT PROJECTS	Projects determined to be "Not Regionally Significant" and do not fit into an exempt category	NRS		Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)	X12
				Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational, or capacity changes	X13
Intersection channelization projects		R1	Truck size and weight inspection stations		R4
Intersection signalization projects at individual intersections		R2	Changes in vertical and horizontal alignment		R5
Interchange reconfiguration projects		R3	Bus terminals and transfer points		R6

Source: DVRPC, 2026

Table 33: Air Quality Analysis Years for DVRPC Non-Exempt Projects

Non-Exempt Project Category		AQ Code
PROJECTS MODELED USING DVRPC'S TRAVEL DEMAND MODEL	Regionally Significant, non-exempt projects included in the 2030 network and all subsequent analysis years.	2030M
	Regionally Significant, non-exempt projects included in the 2040 network and all subsequent analysis years.	2040M
	Regionally Significant, non-exempt projects included in the 2050 network and all subsequent analysis years.	2050M

Source: DVRPC, 2026

Notes on Table 32 and Table 33 Both exempt and NRS project categories adhere to 40 CFR 93 Sections 126 and 127. In the coarse particulate matter non-attainment or maintenance area, rehabilitation of transit vehicles is exempt only if they comply with control measures in the applicable implementation plan.

CMP Notation

Certain projects have been determined to be major capacity or operational improvements and found consistent with DVRPC's CMP. They are noted as such in the TIP description, with indications of whether supplemental strategies for addressing congestion are required. The CMP category of Major SOV Capacity Projects refers to projects that add capacity or improve operations in a way that impacts regional travel patterns. This review considers, although is not determined by, projects modeled for air quality conformity purposes and studies considered likely to result in non-exempt projects.

National Highway Freight Network

The Delaware Valley is a premier freight transportation gateway and is made up of a multifaceted, interconnected freight network. Portions of this network have been designated on the National Highway Freight Network (NHFN) to strategically direct federal resources and policies intended to improve the performance of highway portions of the U.S. freight transportation system. The NHFN has four subsystems: (1) the Primary Highway Freight System (PHFS); (2) those portions of the Interstate system not part of the PHFS; (3) Critical Rural Freight Corridors (CRFCs), which DVRPC does not have; and (4) Critical Urban Freight Corridors (CUFCs). Projects that are in the NHFN are eligible for National Highway Freight Program (NHFP) funding.

Phase of Work Abbreviations

CAL (Capital Acquisition Lease)—Involves lease payments attributable to the acquisition, through financial leasing arrangements, of various capital assets for a transit operator.

CAP (Capital Asset Construction)—Involves construction of buildings, structures, equipment, or intellectual property for a transit operator.

CON (Construction)—Involves the actual building of a project.

DS (Debt Service)—Involves scheduled payments due for principal and interest on bonds for a transit operator.

EC (Engineering/Construction)—Funding can be used for both design and construction costs.

ER (Engineering/Right-of-Way)—Funding can be used for both design and right-of-way costs.

ERC (Engineering/Right-of-Way/Construction)—Funding can be used for design, right-of-way, and construction costs.

FD (Final Design)—The refinement of the Initial Preferred Alternative (IPA) based on environmental studies, community input, and the needs of the traveling public.

OP (Operations Phase)—Funding can be used for any activity required for the operation of a transit system.

PE (Preliminary Engineering)—The process of advancing Preliminary Engineering and obtaining formal community and environmental approval of the IPA.

PRA (Planning, Research, and Administration)—Involves planning, research, or administrative projects.

PUR (Purchase of Equipment)—Involves the purchasing of equipment.

ROW (Right-of-Way Acquisition)—Involves purchasing the land needed to build a project.

UTL (Utilities)—Utility relocation work associated with a project.

FHWA-Funding Source Abbreviations

"*" (Advanced Construct)—In the TIP project listings section, an asterisk (*) after a fund code indicates that the phase has been initiated as advanced construct using state funds and will be "converted" to federal funds. Advanced construct is a finance tool that allows PennDOT to secure federal authorization for a project without tying up any federal funds or obligation authority. There are a couple of advantages to using advanced construct financing: First, advanced construct is used for large construction projects that span two or more construction seasons. Advanced construct frees up and allows PennDOT to use federal obligation authority that might have been used for that project on several other projects. This allows PennDOT to have multiple projects in construction at one time versus only having one project in construction. Secondly, PennDOT uses advanced construct to authorize new project phases that will be implemented in the last quarter of the federal FY (July, August, and September), when funds and obligation authority are generally scarce. Nearly all advanced construct cases represent the borrowing of future federal funds.

BOF or BRIDGE OFF (Federal Bridge Program)—Provides funding for the rehabilitation or replacement of bridges that are off the federal-aid system and are defined as structurally deficient and/or functionally obsolete.

BRIP (Bridge Improvement Program)—Provides funding for the replacement, rehabilitation, preservation, protection, or construction of bridges over 20 feet in length.

BUILD (Better Utilizing Investments to Leverage Development)—A federal discretionary grant program for surface transportation infrastructure projects with significant local or regional impact. The eligibility requirements of BUILD allow project sponsors, including state and local governments, counties, Tribal governments, transit agencies, and port authorities, to pursue multi-modal and multi-jurisdictional projects that are more difficult to fund through other grant programs. See www.transportation.gov/BUILDgrants for more details.

CAQ or CMAQ (Congestion Mitigation and Air Quality Improvement Program)—Federal funding for projects that improve air quality and/or relieve congestion without adding new roadway capacity. This program also provides funding to areas in non-attainment or maintenance for ozone, CO, and/or particulate matter. States that have no non-attainment or maintenance areas still receive a minimum apportionment of CMAQ funding for either air quality projects or other elements of flexible spending.

CRP or CRPU (Carbon Reduction Program)-This federal-aid funding category established under the Infrastructure Investment and Jobs Act (IIJA), provides funds for projects to reduce transportation emissions, as well as the development of carbon reduction strategies.

FLEX (Flexible funds)—Federal funding anticipated to be transferred from the FHWA to the FTA, in support of an FTA-funded or FHWA-funded project.

HSIP (Highway Safety Improvement Program)—Federal funding for projects or strategies included in the state Strategic Highway Safety Plan (SHSP) that correct or improve a hazardous road location or feature or address a roadway safety problem.

HVRU (Highway Safety Improvement Program Vulnerable Road Users)—Federal funding for projects or strategies included in the state Strategic Highway Safety Plan (SHSP) that correct or improve a hazardous road location or feature or address a roadway safety problem. Programming HVRU funds will apply toward the Vulnerable Road Users special rule penalty.

INFRA (Infrastructure for Rebuilding America)—A federal discretionary grant program that was established in July 2017 to replace the FASTLANE program, which was newly authorized under the FAST Act, and continued under the IIJA/BIL. The INFRA program is a competitive federal grant to fund freight and highway projects across the country.

MEGA (Mega Grant Program)—Funding for this program supports large, complex projects that are difficult to fund by other means and likely to generate national or regional economic, mobility, or safety benefits. The MEGA program is one of three major discretionary grant programs (INFRA, Rural) within the IIJA's Multimodal Project Discretionary Grant (MPDG) program.

National Highway Freight Program (NFP or NHFP)—Funding for this program provides for the efficient movements of freight on the National Highway Freight Network (NHFN) and supports the freight investment plan in the state's freight plan. The NHFN has four components: Primary Highway Freight System (PHFS), Critical Rural Freight Corridors, Critical Urban Freight Corridors, and portions of the Interstate Highway System that are not part of the PHFS.

National Highway Performance Program (NHPP)—Provides funding used to support the condition and performance of the enhanced NHS and to construct new facilities on the NHS that support national performance goals. Eligible activities broadly vary from workforce development and training to construction of bridges, tunnels, highways, and bicycle and pedestrian facilities to ITS capital improvements.

National Highway Performance Program – Interstate Management (NHPP-IM)—Provides funding used to support the condition and performance of the enhanced NHS and to construct new facilities on the NHS that support national performance goals. Eligible activities broadly vary and include workforce development and training, construction of bridges, tunnels, highways, and bicycle and pedestrian facilities, and ITS capital improvements as examples. This funding source is used on projects in the IMP.

PRTDG (Discretionary PROTECT Program)-This federal-aid funding category established under the Infrastructure Investment and Jobs Act (IIJA), provides funds for planning, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure.

RRX (Rail Highway Grade Crossing)—Federal funding for safety improvement projects to reduce the number and severity of crashes at public highway-rail grade crossings.

sHSIP (HSIP Set Aside Program)—Federal funds set aside for merit-based projects submitted by PennDOT Engineering Districts in partnership with area planning partners (MPOs/RPOs) and selected by PennDOT's Highway Safety & Traffic Operation Division and PennDOT's CPDM. These infrastructure-related safety projects must implement focus areas from the current Pennsylvania SHSP using Data Driven Safety Analysis. Submissions are submitted and accepted on a two-year cycle.

SPIKE or SPK or 's'+Fund (Federal Spike Funds-NHPP/STP/STU Funds)—Funding reserved from federal allocations and then distributed to specific projects chosen by the Secretary of Transportation for the Commonwealth of Pennsylvania. Several variations of SPIKE funding are coded. (Example: SPK-NHPP for NHPP SPIKE funds).

SRTSF (Safe Routes to School Federal-Aid)—Federal funding that can be used for programs and projects that encourage children and their parents to walk and bicycle safely to school.

STP (Surface Transportation Block Grant Program/STBG)—Federal flexible funding that may be used on any federal-aid highway, bridge project, public road, transit capital project, and intracity and intercity bus terminals and facilities. Previously known as the Surface Transportation Program (STP).

STU (Surface Transportation Block Grant Program-Urban Allocation)—Federal funding previously made available under various smaller federal-aid categories, as well as a broad, flexible component that is allocated based on federal formulas to areas with populations over 200,000. Previously known as Surface Transportation Program Urban Allocation.

SXF—Special federal funding from congressional earmarks provided under ISTEA, TEA-21, SAFETEA-LU, and the IIJA/BIL or subsequent appropriations.

TAP or TAU (Surface Transportation Block Grant Programs Set-Aside)—This program is formally known as Transportation Alternatives. Fifty percent of the funds allocated to each state are based upon populations greater than 200,000. A competitive process for selection of projects must take place. The fund code for this allocation is designated as TAU. The other 50 percent of funds are available to any area of the state and are held in a statewide reserve that requires a statewide competitive process for selection of projects. The fund code is designated as TAP. This is the funding for the TASA program.

State Highway Funding Source Abbreviations

179 or 179A (Appropriation 179)—State funding that can be applied to selected local bridge projects in distressed areas.

183 (Appropriation 183)—State funding that can be applied to local bridge projects.

185 (Appropriation 185)—State funding that can be applied to state bridge projects.

185-IM (Appropriation 185)—State funding that can be applied to state bridge projects in the IMP.

244 (Automatic Red-Light Enforcement [ARLE] or Automated Speed Enforcement [ASE])—These programs target high-crash intersections within the Commonwealth of Pennsylvania with the implementation of an automated system that records violations by drivers who run red lights and are fined for their violation. PennDOT distributes the funds via grant programs specifically designated for transportation safety improvements. Municipalities may apply for this grant funding to pay for eligible roadway enhancement, safety, and congestion projects.

411 (Multimodal Transportation Fund)—This program is a competitive statewide program established by Act 89 of 2013 to provide grants to ensure that a safe and reliable system of transportation is available for the residents of the Commonwealth of Pennsylvania. The program is intended to provide financial assistance to municipalities, councils of governments, businesses, economic development organizations, public transportation agencies, rail/freight entities, and ports to improve transportation assets in order to enhance communities, pedestrian safety, and transit revitalization. The 411 fund code specifically refers to the Multimodal Transportation Fund administered by PennDOT, not by the Commonwealth Financing Authority (CFA).

581 (Appropriation 581)—State funding that can be applied to highway or bridge projects on the state highway system.

e581/TIIF (Transportation Infrastructure Investment Fund)—A total of $25 million per year in state highway capital funds is made available for improvements to eligible state-owned transportation facilities associated with economic development opportunities (designated as e581 or TIIF on the TIPs). Project funding is authorized by the Governor of Pennsylvania through the Office of the Secretary of the Department of Community and Economic Development (DCED). DCED works closely with PennDOT and the Office of the Deputy Secretary for Planning to ensure project eligibility. Approved projects are administered in cooperation with PennDOT Districts and CPDM and programmed on regional TIPs.

581-IM (Appropriation 581)—State funding that can be applied to highway projects in the IMP.

582 (Appropriation 582)—State funding that can be applied to the operations of various maintenance activities, such as resurfacing projects, maintenance personnel, and other maintenance operations.

ACT13 (Act 13 of 2012)—State funding from the Marcellus Shale Impact Fee to fund the cost of replacement or repair of locally owned (county or municipal) at-risk deteriorated bridges.

A-073 (Appropriations 073-Green Light-Go)—Act 89 of 2013 created a new grant funding program for designated corridors to reduce congestion and improve efficiency of traffic signals on state highways. Green Light-Go, Pennsylvania's Municipal Signal Partnership Program, will provide up to $40 million in state funds for the operation and maintenance of traffic signals along critical and designated state highways with a required 50 percent municipal or private cash match.

SPIKE or SPK (State Spike Funds-State Bridge/State Highway)—Funding reserved from state allocations and then distributed to specific projects chosen by the Secretary of Transportation for the Commonwealth of Pennsylvania. Several variations of SPIKE funding are coded (e.g., SPK-SH for State Highway SPIKE funds).

Other Highway Funds

LOC—Local funding provided by counties, municipalities, or other non-federal sources to be used to match state or federal funds.

OTHER—Other funds.

OTH-S—Other State funds that are not highway funds.

TBD—To be determined.

TOLL (Toll Credit Match)—State toll credits that may be used to match federal funds.

TPK (Turnpike Funds)—Funds provided by the Pennsylvania Turnpike Commission.

FTA Funding Source Abbreviations

BUILD (Better Utilizing Investments to Leverage Development)—A federal discretionary grant program for surface transportation infrastructure projects with significant local or regional impact. The eligibility requirements of BUILD allow project sponsors, including state and local governments, counties, Tribal governments, transit agencies, and port authorities, to pursue multi-modal and multi-jurisdictional projects that are more difficult to fund through other grant programs. See www.transportation.gov/BUILDgrants for more details.

CAQ or CMAQ (Congestion Mitigation and Air Quality Improvement Program)—Federal funding for projects that improve air quality and/or relieve congestion without adding new roadway capacity. This program provides funding to areas in non-attainment or maintenance for ozone, CO, and/or particulate matter. States that have no non-attainment or maintenance areas still receive a minimum apportionment of CMAQ funding for either air quality projects or other elements of flexible spending. Funds may be used for any transit capital expenditures otherwise eligible for FTA funding, as long as they have an air quality benefit. These funds can be "flexed" (transferred) from FHWA to the FTA for use by transit operators.

FED OTHER (Federal Other)—Used to denote unanticipated allocations of federal funds outside the regular apportionment process, so the funding source is not known.

RVR (Rail Vehicle Replacement Program)—Provides competitive funding to help fund capital projects to replace rail rolling stock. For the purposes of this program, rail rolling stock is defined as revenue service, passenger carrying vehicles, or propulsion (locomotives) vehicles necessary for the provision of rail public transportation.

SECTION 5303, 5304, 5305 (FTA Formula Metropolitan and Statewide Planning and Non-Metropolitan Transportation Planning)—Provides funding and procedural requirements for multimodal transportation planning in metropolitan areas and states. Planning needs to be cooperative, continuous, and comprehensive, resulting in long-range plans and short-range programs reflecting transportation investment priorities.

SECTION 5307 (FTA Urbanized Area Formula Grants Program)—Provides funding to public transit systems in Urban Areas for public transportation capital, planning, job access, and reverse commute projects, as well as operating expenses in certain circumstances.

SECTION 5307(h) (FTA Passenger Ferry Grant Discretionary Program)—Provides competitive funding to public ferry systems in Urban Areas.

SECTION 5309 (FTA Discretionary Capital Investment Grants/CIG)—The FTA's primary grant program for funding major transit capital investments, including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit. This discretionary grant program is unlike most others in government. Instead of an annual call for applications and selection of awardees, the law requires that projects seeking CIG funding complete a series of steps over several years to be eligible for funding.

SECTION 5309 (FTA Discretionary Pilot Program for Transit-Oriented Development Planning)—Provides funding to local communities to integrate land use and transportation planning with a transit capital investment that will seek funding through the CIG Program.

SECTION 5309(**) (FTA Discretionary Expedited Project Delivery for Capital Investment Grants Pilot)—Allows up to eight projects over the life of the pilot program to be selected for expedited grant awards. Projects must be supported through a public-private partnership and demonstrate local financial commitment, technical capacity, and a certification that the existing transit system is in a state of good repair.

SECTION 5310 (FTA Enhanced Mobility of Seniors and Individuals with Disabilities Program)—Formula funding to states for the purpose of assisting private non-profit groups in meeting transportation needs of the elderly and persons with disabilities.

SECTION 5311 (FTA Formula Grants for Rural Areas)—Provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations of less than 50,000, where many residents often rely on public transit to reach their destinations.

SECTION 5311(b)(3) (FTA Formula Rural Transportation Assistance Program)—Provides funding to states for developing training, technical assistance, research, and related support services in rural areas. The program also includes a national program that provides information and materials for use by local operators and state administering agencies and supports research and technical assistance projects of national interest.

SECTION 5311(c)(2)(B) (FTA Tribal Transit Formula Grants)—Provides funding to federally recognized Indian tribes to provide public transportation services on and around Indian reservations or tribal land in rural areas. Funding is provided as a set-aside within the Formula Grants to Rural Areas program and allocated both by statutory formula and through a competitive discretionary program.

SECTION 5312 (FTA Discretionary Public Transportation Innovation)—Provides funding to develop innovative products and services assisting transit agencies in better meeting the needs of their customers.

SECTION 5312(i) (FTA Discretionary Transit Cooperative Research Program)—Research program that develops near-term, practical solutions, such as best practices, transit security guidelines, testing prototypes, and new planning and management tools.

SECTION 5314(a) (FTA Formula Technical Assistance and Standards Development)—Provides funding for technical assistance programs and activities that improve the management and delivery of public transportation and development of the transit industry workforce.

SECTION 5314(b) (FTA Formula Human Resources and Training)—Provides for grants or contracts for human resource and workforce development programs as they apply to public transportation activities.

SECTION 5324 (FTA Formula Public Transportation Emergency Relief Program)—Helps states and public transportation systems pay for protecting, repairing, and/or replacing equipment and facilities that may suffer or have suffered serious damage as a result of an emergency, including natural disasters, such as floods, hurricanes, and tornadoes. It provides authorization for Section 5307 and 5311 funds to be used for disaster relief in response to a declared disaster.

SECTION 5337 (FTA Formula State of Good Repair Grants/SGR)—Provides capital assistance for maintenance, replacement, and rehabilitation projects of existing high-intensity fixed guideway and high-intensity motorbus systems to maintain a state of good repair. Additionally, State of Good Repair Grants are eligible for developing and implementing Transit Asset Management (TAM) plans.

SECTION 5339(a) (FTA Formula Grants for Buses and Bus Facilities Formula Program)—Provides funding to states and transit agencies through a statutory formula to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities. In addition to the formula allocation, this program includes two discretionary components: The Bus and Bus Facilities Discretionary Program and the Low-or No-Emissions Bus Discretionary Program.

SECTION 5339(b) (FTA Discretionary Bus and Bus Facilities Grants Program)—Provides funding through a competitive allocation process to states and transit agencies to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities. The competitive allocation provides funding for major improvements to bus transit systems that would not be achievable through formula allocations.

SECTION 5339(c) (FTA Discretionary Low- or No-Emission Vehicle Deployment Program)—Provides funding through a competitive process to states and transit agencies to purchase or lease low-or no-emissions transit buses and related equipment, or to lease, construct, or rehabilitate facilities to support low-or no-emissions transit buses. The program provides funding to support the wider deployment of advanced propulsion technologies within the nation's transit fleet.

State Transit Funding Sources

PTAF 44 (Public Transportation Assistance Fund)—State funding provided by the Public Transportation Assistance Fund.

SECTION 1513 (Mass Transit Operating)—State operating funding that is distributed to transit agencies based on their demonstrated need.

SECTION 1514 (Asset Improvement Program)—State funding that is distributed to transit agencies based on their demonstrated need. Funding can be used for debt service payments, asset improvement projects, and acquisition of new assets.

SECTION 1516/341 (Programs of Statewide Significance)—Programs like Persons with Disabilities, Welfare to Work, intercity bus and rail service, as well as technical assistance and demonstration projects, are funded using a dedicated portion of the Public Transportation Trust Fund. The match requirement varies by program.

SECTION 1517.1 (Alternative Energy Capital Investment Program)—This is a competitive grant program to implement capital improvements for conversion to an alternative energy source.

Other Transit Funds

LOC—Local funding provided by counties, municipalities, or other non-federal sources to be used to match state or federal funds.

OTH—Other fund.

Chapter 8: Major Project Status Report

State Transportation Improvement Program (STIP) for Pennsylvania (FFY 2027 – FFY 2030)

Federal regulations require that the STIP list major projects from the previous STIP and identify any significant delays in the planned implementation. Tables 34: and 35 are a list of major projects from the FFY 2027 – FFY 2030 STIP.

Table 34: Major Project Status Report – Transit

Operator	MPMS ID	Road Name	Project Status
SEPTA	15407	Villanova Intermodal Station	This is an active and ongoing project that is being advanced in phases. Phase 1 is completed. Phase 2 is in final design.
SEPTA	59966	Capital Asset Lease Program	This is an active and annual program.
SEPTA	59973	Utility Fleet Renewal Program – Non-Revenue Vehicles	This is an active and annual program.
SEPTA	60275	Debt Service	This is an active and annual program.
SEPTA	60317	Federal Preventative Maintenance	SEPTA will use these funds to support labor costs (salaries and fringe benefits) in the undertaking of vehicle and non-vehicle maintenance activities in FY 2027.
SEPTA	60335	City Hall / 15th Street Stations	This is an active and ongoing project that is being advanced in phases. Phase 1 (Dilworth Plaza) is complete. Phase 2 (15th Street Station) is complete. Phase 3 (Interlocking Reconfiguration) design complete; in procurement. Phase 4 (City Hall Under Pinning) is in design. Phase 5 (City Hall Station) is in design.
SEPTA	60540	Parking Improvements	SEPTA is coordinating a joint development project at Conshohocken Station in partnership with Alterra Property Group.
SEPTA	60582	Vehicle Overhaul Program	This is an active and annual program.

SEPTA	60599	Paratransit and SEPTA GO Vehicle Acquisition	This is an active and annual program.
SEPTA	60611	SEPTA Key (Fare Collection System/New Payment Technologies)	This is an active and ongoing project that will be completed in phases. SEPTA Key deployment is complete for Transit service (Bus, Trolley, Trackless Trolley and High-Speed Line). Regional Rail launch is complete with Center City Station fare line, outer station platform validators and on-board conductor handheld sales devices accepting credit/debit cards. The SEPTA Key 2.0 Fare Payment System project will upgrade the existing system to a next-generation, account-based electronic fare collection system which is necessary to meet future needs to provide a more flexible and secure back-office system as well as the replacement of obsolete field equipment. Implementation is underway.
SEPTA	60651	Substations and Power Improvements	This is an active and annual program.
SEPTA	77183	Transit and Regional Rail Station Program	This is an active and annual program.
SEPTA	90497	Infrastructure Safety and Renewal Program	This is an active and annual program.
SEPTA	90512	SEPTA Bus Purchase Program	This is an active and annual program.
SEPTA	95402	Bridge Program	This is an active and annual program.
SEPTA	102565	Track and Right-of-Way Improvement Program	This is an active and annual program.
SEPTA	102567	Roof Program	This is an active and annual program.
SEPTA	102569	Maintenance and Transportation Facilities	This is an active and annual program.

SEPTA	102571	Communications, Signals, and Technology Improvements	This is an active and annual program.
SEPTA	121366	Resiliency and Sustainability Program	This is an active and annual program.
SEPTA	121367	Safe, Clean, and Secure Program	This is an active and ongoing project that will be completed in phases. Phase 1 is complete. Phase 2 (additional high-level platform & station amenities) is scheduled to begin 2029. Phase 3 (parking structure) is currently deferred.
SEPTA	123961	Trolley Modernization Program	This is an active and ongoing program of projects.
SEPTA	123962	Bus Network Program	This is an active and annual program.
SEPTA	123964	Market Frankford Line (L) Vehicle and Infrastructure	This is an active project. A contract has been awarded for the vehicles. The signal system is in procurement. Other infrastructure improvements are in the planning phase.
SEPTA	123965	Broad Street Line (B) Vehicle and Infrastructure	This project will begin later in the 12-year program.
SEPTA	123966	Regional Rail Silverliner IV Vehicle Replacement and Infrastructure	This is an active project. Procurement for the vehicles is underway. Infrastructure improvements are in the planning phase.
SEPTA	123969	Mainline Schuylkill Bridges and Interlockings	This is an active and ongoing project. Design is at 15%.
PART	59935	Capital Operating Assistance	Paratransit vehicles were purchased. Security upgrades will occur in 2027. Shelter amenities were placed on hold until the transit development plan is complete - scheduled for 2028. Fareboxes/mobile ticketing has been pushed out to 2029, with transit plaza upgrades in 2030.

PennDOT	93586	Downingtown Train Station Rehabilitation	This project will be completed in two phases. The Early Action will retire the track interlocking, relocate utilities, and install catenary structure foundations. DOWNS Interlocking was retired and the catenary foundations were completed in 2025. Utility relocations are anticipated to be completed near the end of the 2026 calendar year. Construction of the Bridge and Station is in final design and is expected to begin construction in 2027 through 2031. The start of the Bridge and Station construction is dependent on completion of the new Coatesville Station and completion of the Downingtown Early Action Project.

Source: DVRPC, 2026

Table 35: Major Project Status Report – Highway

County	MPMS ID	Road Name	Project Status
Bucks	12923	Bristol Road Extension	Active in Preliminary Engineering.
Bucks	12965	Lawn Avenue Reconstruction	Active in Preliminary Engineering.
Bucks	13233	Randall Avenue over Amtrak	Active in Preliminary Engineering.
Bucks	13635	Oxford Valley Road/Lincoln Highway Intersection Improvements	Active in Final Design. Estimated let date: Winter 2026-27.
Bucks	57619	Route 313 Corridor Improvements	Active in Final Design.
Bucks	64778	State Road Reconstruction	Active in Final Design.
Bucks	84256	Old Street Road Bridge over SEPTA	Active in Preliminary Engineering.
Bucks	86939	US 202/PA 611 (Doylestown Bypass) Preventative Maintenance	Active in Preliminary Engineering. Estimated let date: Spring 2027.
Bucks	90550	Creamery Road Bridge over Tohickon Creek	Active in Preliminary Engineering.
Bucks	93446	Route 1 Improvements Frontage Corridor (Section RC3)	Active in Final Design.
Bucks	99431	Route 663 (John Fries Highway) Widening	Active in Preliminary Engineering.
Bucks	102272	Holland Road at Buck Road and Route 352	Active in Final Design. Estimated let date: Spring 2027.

Bucks	102309	PA 309 Bridge over Morgan Creek	Active in Final Design.
Bucks	102664	PA 309 Bridge over Beaver Run	Active in Final Design.
Bucks	110309	I-95/US 13/PA 132 Slip Ramp Operation Improvement	Active in Final Design.
Bucks	116061	Rockhill Dr and Neshaminy Blvd Intersection Improvements	Active in Final Design. Estimated let date: Winter 2026-27.
Bucks	118020	Bustleton Pike/Second Street Pike Roundabout	Active in Preliminary Engineering.
Bucks	118022	Route 202/179 Roundabout	Active in Preliminary Engineering.
Bucks	119730	I-95, I-295, PA Turnpike Interchange Stage 2	Active in Construction.
Bucks	119977	I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement	Active in Preliminary Engineering.
Bucks	120912	Trumbauersville Road Bridge over Unami Creek	Active in Preliminary Engineering.
Chester	14134	West Bridge Street Bridge over Amtrak	Active in Final Design.
Chester	14532	US 30, Coatesville Downingtown Bypass Reconstruction Design	Design Parent.
Chester	14580	US 1 Expressway Reconstruction: PA 472 to PA 896	Active in Final Design.
Chester	14581	US 1 Expressway Reconstruction: PA 896 to PA 41	Active in Preliminary Engineering.
Chester	14698	US 422, Reconstruction (M2B)	Active in Final Design. Estimated let date: Winter 2027-28.
Chester	47979	North Valley Road over Amtrak	Active in Final Design. Estimated let date: Summer 2027.
Chester	64220	US 422 Expressway Reconstruction (M03)	Active in Final Design.
Chester	78617	PA 41 over White Clay Creek	Active in Preliminary Engineering.
Chester	81744	Chester Valley Trail: P&T Phase 1	Active in Preliminary Engineering.

Chester	86301	Lancaster Ave/Brandywine Crk	Active in Final Design.
Chester	87781	US 30, Coatesville Downingtown Bypass (CER Eastern Section)	Active in Preliminary Engineering.
Chester	102708	PA 41 at PA 841 Improvements	Active in Preliminary Engineering.
Chester	107551	SR30/SR10 to Business 30 Interchange Improvement	Active in Preliminary Engineering.
Chester	107553	SR30 and Airport Rd Interchange Improvement	Active in Final Design.
Chester	107554	US 30 and PA82 Interchange Improvement	Active in Preliminary Engineering.
Chester	110312	Baltimore Pike/Newark Road Intersection Improvements	Active in Final Design.
Chester	113307	US 1 Expressway Reconstruction: PA/MD Line to PA 472	Active in Preliminary Engineering.
Chester	113312	US 1 Expressway Reconstruction: PA 41 to Schoolhouse Road	Active in Preliminary Engineering.
Chester	118024	US 202 and High Street Interchange	Active in Preliminary Engineering.
Chester	118552	Harvey's Bridge Road over West Bridge Brandywine Creek (CB#92)	Active in Final Design.
Delaware	15251	US 1 and PA 352 Interchange, Intersection, and Roadway Improvements	Active in Preliminary Engineering.
Delaware	15278	Chester Pike/9th Street Bridge over Darby Creek (CB #146)	Active in Preliminary Engineering.
Delaware	15477	I-95/322/Conchester Hwy Interchange Improvements (322)	Active in Preliminary Engineering.
Delaware	57773	Lloyd Street Bridge over Amtrak/SEPTA Wilmington Newark Rail Line (CB)	Active in Final Design. Estimated let date: Fall 2027.
Delaware	69817	US 322, Featherbed Lane to Chelsea Parkway (Section 102)	Active in Final Design.
Delaware	81734	Chester City Noise Abatements Phase 1	Active in Final Design. Estimated let date: Fall 2027.

Delaware	82069	PA 291 Complete Streets: Irving St to Ridley Ck	Active in Preliminary Engineering.
Delaware	84269	Victory Avenue over SEPTA Norristown High Speed Line	Active in Preliminary Engineering.
Delaware	99668	PA 291 Drainage Improvement	Active in Preliminary Engineering. Estimated let date: Winter 2027-28.
Delaware	103521	Reed Road over Whetstone Run (CB #36)	Active in Preliminary Engineering.
Delaware	103546	Pine Street over Darby Creek	Project hasn't started Preliminary Engineering yet.
Delaware	104343	US 322 over CSX (Bridge)	Active in Construction. Physical work complete: Fall 2031.
Delaware	104821	I-476 Travel Management	Active in Preliminary Engineering.
Delaware	108910	I-95 Noise Abatement (CNA)	Active in Final Design.
Delaware	114034	US 322: Chelsea Parkway to Market Street Interchange (Section 103)	Active in Construction. Physical work complete: Fall 2030.
Delaware	114112	Media Bypass ITS (Competitive CMAQ)	Active in Final Design. Estimated let date: Winter 2027-28.
Delaware	119435	SR 452/I-95 Improvements	Active in Final Design.
Delaware	120374	Concord Road/Bridgewater Road Intersection Improvement (Sec BWI)	Active in Preliminary Engineering.
Montgomery	16292	Washington Street over Norfolk Southern Railroad	Active in Preliminary Engineering.
Montgomery	16408	Fruitville Road Bridge over Perkiomen Creek (CB #232)	Active in Preliminary Engineering.
Montgomery	16483	Washington Lane Bridge	Active in Preliminary Engineering.
Montgomery	16577	Ridge Pike: Harmon Road to Crescent Avenue	Active in Final Design. Estimated let date: Winter 2027-28.
Montgomery	16738	US 422 Expressway Section M1B	Active in Construction. Physical work complete: Winter 2028-29.
Montgomery	48172	PA 23 Moore to Allendale and Trout Crk Rd Bridge	Active in Final Design.
Montgomery	48174	PA 63, PA 152, Norristown Road at Maple Glen Triangle	Active in Final Design.
Montgomery	48187	Henderson/Gulph Road Widen near I-76 Ramps	Not currently active.

Montgomery	57176	PA 611 Bridge over PA Turnpike Willow Grove Interchange Ramps	Active in Preliminary Engineering.
Montgomery	64795	Belmont Rd/Rock Hill Rd Widening: I-76 Ramps to Rock Hill Road	Active in Final Design. Estimated let date: Fall 2027.
Montgomery	66952	PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)	Active in Final Design. Estimated let date: Winter 2026-27.
Montgomery	82074	Belmont Ave RR Replacement	Active in Final Design.
Montgomery	82083	Cross County Trail: Wissahickon Trail – SEPTA's Fort Washington Station	Active in Preliminary Engineering.
Montgomery	82084	Cross County Trail East – Section B	Active in Preliminary Engineering.
Montgomery	103371	Woodmont Road Bridge Replacement (CB #10)	Active in Preliminary Engineering.
Montgomery	105803	PA 309 Connector: Souderton Pike to PA 309 (HT3)	Active in Final Design. Estimated let date: Winter 2026-27.
Montgomery	109368	Airy Street over Markley Street/SEPTA	Active in Preliminary Engineering.
Montgomery	110315	Philmont Avenue/Tomlinson Road/Pine Road Improvements – 6 Point Intersection	Active in Final Design. Estimated let date: Summer 2027.
Montgomery	110444	Ridge Pike – School Lane to Belvoir Road (CB #0 and TPK Bridge DB-116)/Interchange Area Bridges	Active in Final Design. Estimated let date: Fall 2026.
Montgomery	116838	I-76 Flex Lanes: US 202 to I-476	Active in Final Design.
Montgomery	116839	I-76 Flex Lane WB: US-1 Belmont Ave	Active in Final Design.
Montgomery	116843	I-76 Overhead Bridges	Active in Final Design.
Montgomery	118031	PA 29 and PA 113	Active in Preliminary Engineering.
Montgomery	118032	Dekalb Street Two-Way Reconstruction	Active in Preliminary Engineering.
Montgomery	118033	PA 309 Connector HT4	Active in Preliminary Engineering.

Montgomery	119481	Cross County Trail Extension	Active in Preliminary Engineering. Estimated let date: Fall 2027.
Philadelphia	16827	Eakins Oval Transformation RAISE (BUILD)	Active in Preliminary Engineering.
Philadelphia	17215	70th, 71st, 72nd Streets over Amtrak	Active in Preliminary Engineering.
Philadelphia	17595	Margie Street over Amtrak	Active in Preliminary Engineering.
Philadelphia	17678	Spring Graden Street over Amtrak	Active in Preliminary Engineering.
Philadelphia	57902	City Wide 3R Betterments Line Item	Funding collector for savings and cost increases over the course of the TIP.
Philadelphia	69828	Market Street Bridges (3) over Schuylkill River and CSX Railroad (MSB)	Active in Construction. Physical work complete: Spring 2029.
Philadelphia	69909	Willits Road Bridge over Wooden Bridge Run	Active in Preliminary Engineering.
Philadelphia	70230	Bells Mill Road and Valley Green Road over Wissahickon Creek	Active in Final Design. Estimated let date: Fall 2026.
Philadelphia	70231	Swanson Street Reconstruction	Active in Final Design.
Philadelphia	72597	Benjamin Franklin Bridge Preservation	Active in Final Design. Estimated let date: Summer 2026.
Philadelphia	78757	JFK Blvd @ 32nd St. o/ SEPTA (30th Street Station) (Bridge)	Active in Final Design.
Philadelphia	79828	I-95 Northbound: Race – Shackamaxon (GR5)	Active in Final Design.
Philadelphia	79905	I-95: Betsy Ross Mainline Northbound (BR3)	Active in Construction. Physical work complete: Spring 2034.
Philadelphia	81219	25th St: Washington Ave to Passyunk Ave	Active in Preliminary Engineering.
Philadelphia	81225	Girard Point Bridge Rehab – Phase 1	Active in Construction. Physical work complete: Spring 2031.
Philadelphia	81729	Navy Yard Lift Bridge Rehabilitation	Active in Preliminary Engineering.
Philadelphia	81930	Philadelphia Vision Zero Capital Plan Implementation Project	Active in Preliminary Engineering.
Philadelphia	81936	Complete and Safe Streets Philadelphia: Vision Zero High Injury Network Corridors	Active in Preliminary Engineering.

Philadelphia	81939	Philadelphia Interconnected Solutions to Accelerate Alternative Fuel Transportation	Active in Preliminary Engineering.
Philadelphia	82025	63rd/Cobbs Creek Phase 3	Active in Preliminary Engineering.
Philadelphia	82183	7th Street On-Ramp to I-76 W	Active in Preliminary Engineering. Estimated let date: Spring 2027.
Philadelphia	87784	Aramingo/Harbison: Church Street to Amtrak (Section BS3)	Active in Final Design.
Philadelphia	92554	Ridge Ave over Amtrak (Bridge)	Active in Preliminary Engineering.
Philadelphia	98229	59th Street over Amtrak (Bridge)	Active in Final Design. Estimated let date: Winter 2026-27.
Philadelphia	98230	Tabor Road over Tacony Creek (Bridge)	Active in Final Design. Estimated let date: Winter 2026-27.
Philadelphia	103553	I-95 Southbound: Race to Shackamaxon (GR6)	Active in Final Design. Estimated let date: Summer 2027.
Philadelphia	103556	I-95 ATMS (GR9)	Active in Final Design.
Philadelphia	103557	I-95 Northbound and Southbound: Tioga Street to Wheatsheaf Lane (AF3)	Active in Construction. Physical work complete: Winter 2034-35.
Philadelphia	103558	I-95 Northbound and Southbound: Ann Street to Tioga Street (AF4)	Active in Final Design.
Philadelphia	103559	I-95: Betsy Ross Mainline Southbound (BR4)	Active in Final Design.
Philadelphia	103560	I-95: Betsy Ross Section Conrail Bridges (BR5)	Active in Final Design.
Philadelphia	103561	I-95 B R Drain/Outfall BR6 to I-95: Betsy Ross Interchange Drainage	Active in Final Design.
Philadelphia	103563	I-95: Delaware Avenue Extension	Active in Final Design.
Philadelphia	104991	Cobbs Creek Parkway Safety Phase 2	Active in Preliminary Engineering. Estimated let date: Winter 2026-27.
Philadelphia	106264	I-95 Central Access Philadelphia (CAP) / Waterfront Access	Active in Construction. Physical work complete: Spring 2030.
Philadelphia	108099	Falls Road Bridge	Active in Final Design. Estimated let date: Winter 2026-27.

Philadelphia	110314	30th Street Viaduct over 30th Street Lower (Bridge)	Active in Final Design. Estimated let date: Winter 2027-28.
Philadelphia	112525	Citywide 3R 111	Active in Construction. Physical work complete: Spring 2028.
Philadelphia	112527	Citywide ADA Ramps 3	Active in Preliminary Engineering. Estimated let date: Fall 2027.
Philadelphia	116807	Citywide ADA Ramps 4	Active in Preliminary Engineering.
Philadelphia	117341	Penn's Landing Project Development – Local Development	Locally funded amenity project once the CAP project (currently in CON) is complete.
Philadelphia	118014	2023 Bridge Painting Package	Active in Preliminary Engineering.
Philadelphia	118034	Spring Garden Connector	Active in Preliminary Engineering. Estimated let date: Fall 2027.
Philadelphia	118035	5th Street Improvements	Active in Preliminary Engineering.
Philadelphia	119437	Great Streets Philadelphia RAISE 22	Active in Final Design. Estimated let date: Fall 2026.
Philadelphia	119822	US 1: Broad Street – Adams Avenue	Active in Preliminary Engineering.
Philadelphia	120298	Schuylkill Banks: Bartram-Passyunk Phase 2	ROW acquisition hasn't started yet
Philadelphia	120762	Cobbs Creek Parkway: Market – Woodland	Active in Final Design. Estimated let date: Fall 2026.
Philadelphia	120993	North Philadelphia School Zones RAISE 23	Active in Preliminary Engineering. Estimated let date: Fall 2027.
Philadelphia	121096	City Wide 112	Active in Final Design. Estimated let date: Fall 2026.
Various	48201	DVRPC Competitive CMAQ Program	Funding collector for savings and cost increases over the course of the TIP.
Various	57927	Regional Safety Initiatives (HSIP) Line Item	Funding collector for savings and cost increases over the course of the TIP.
Various	64984	Transportation Alternatives – Urban (TAU) Line Item	Funding collector for savings and cost increases over the course of the TIP.
Various	65109	Transit Flex - SEPTA	Highway funding flex to SEPTA.
Various	79929	Bridge Reservation Line Item	Funding collector for savings and cost increases over the course of the TIP.
Various	92808	Marshall Rd o/ Cobbs Crk (Bridge)	Active in Preliminary Engineering. Estimated let date: Fall 2027.
Various	95447	County Bridge Line Item	Funding collector for savings and cost increases over the course of the TIP.

Various	102105	Municipal Bridge Line Item	Funding collector for savings and cost increases over the course of the TIP.
Various	105291	The Circuit Line Item	Funding collector for savings and cost increases over the course of the TIP.
Various	110313	Belmont Avenue Bridge over Schuylkill River	Active in Preliminary Engineering.
Various	118015	CMAQ Flex for SEPTA Projects of Significance Line Item	Funding collector for savings and cost increases over the course of the TIP.
Various	119299	Carbon Reduction Program Line Item	Funding collector for savings and cost increases over the course of the TIP.
Various	119836	US 1: Adams Avenue – Old Lincoln Highway	Active in Preliminary Engineering.

Source: DVRPC, 2026

Chapter 9:

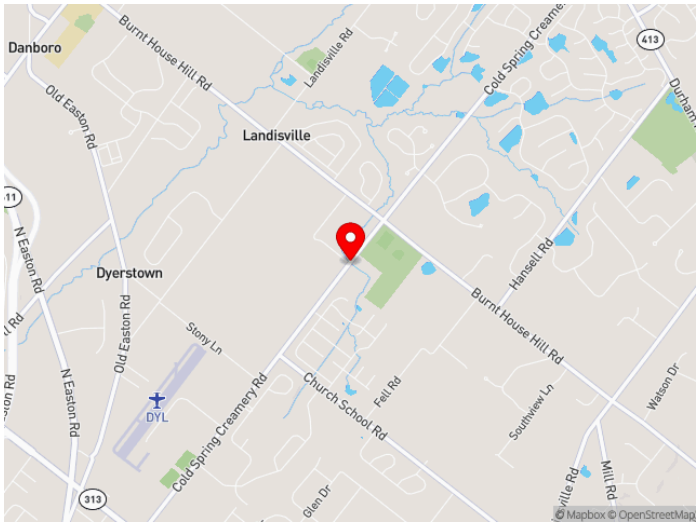
Project Listings

FHWA-funded Projects for the FFY 2027 TIP for Pennsylvania

110763 - Cold Spring Creamery Road Bridge over Branch of Pine Run

This project involves rehabilitating or replacing the Bridge at Cold Spring Creamery Road over Branch Pine Run in Buckingham Township, Bucks County. Replacement alternative will include a multi purpose trail based on Township request to replace an existing deteriorating structure maintained by Township. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or State Categorical Exclusion clearance.

Lead Agency:	PennDOT
Project Type:	Bridge Repair/Replacement
County:	Bucks
Town:	Buckingham Township
Tip Status:	-
Air Quality Code:	S19
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$2,273,000

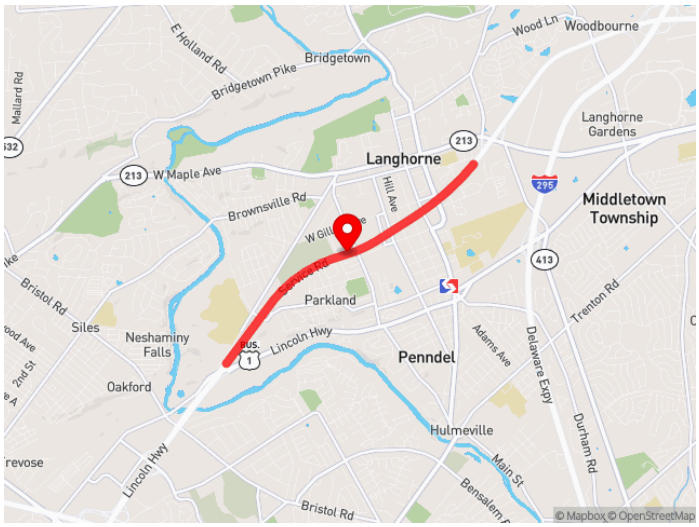


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ROW	185	$0	$95,000	$0	$0	$0	$0	$95,000
Total ROW		$0	$95,000	$0	$0	$0	$0	$95,000
UTL	185	$0	$53,000	$0	$0	$0	$0	$53,000
Total UTL		$0	$53,000	$0	$0	$0	$0	$53,000
CON	185	$0	$0	$2,125,000	$0	$0	$0	$2,125,000
Total CON		$0	$0	$2,125,000	$0	$0	$0	$2,125,000
Total Programmed		$0	$148,000	$2,125,000	$0	$0	$0	$2,273,000

93446 - Route 1 Improvements Frontage Corridor (Section RC3)

The project scope includes approximately 2.6 miles of roadway reconstruction and widening from just north of the Lincoln Highway (SR 0001) bridge over Business Route 1 (SR 2037) and CSX and SEPTA railways to approximately 0.2 miles north of the Corn Crib Lane (SR 2197) bridge over Lincoln Highway (SR 0001). This section includes the 2-mile segment of the existing northbound and southbound service (frontage) roads. The proposed project also includes the construction of two new Lincoln Highway (SR 0001) mainline interchanges: * The first Lincoln Highway (SR 0001) interchange will be in the area of the bridge carrying Lincoln Highway (SR 0001) over Highland Avenue (SR 2008) near the southern end of the project. This interchange will connect Lincoln Highway (SR 0001) with Old Lincoln Highway (SR 2045) west of Lincoln Highway (SR 0001) and Lincoln Highway (SR 0001) with Highland Avenue (SR 2008) east of Lincoln Highway (SR 0001). * The second Lincoln Highway (SR 0001) interchange will be in the area of the Pine Street (SR 0413) bridge over Lincoln Highway (SR 0001) near the northern end of the project. This interchange will connect Lincoln Highway (SR 0001) with Pine Street (SR 0413). Gillam Avenue and Woods Drive will be realigned to tie into the interchange ramp locations with Pine Street (SR 0413). Due to the new interchanges, access between the northbound and southbound frontage roads and Lincoln Highway (SR 0001) will be removed. After construction, the northbound and southbound frontage roads will only provide access to the local road network for adjacent properties along the frontage roads in certain areas. In the other areas, sections of the frontage roads will be removed and side roads will be terminated with cul-de-sacs or hammerhead turnarounds. Additionally, the project includes improvements at three intersections within the project corridor where roundabouts will be constructed. The roundabout intersection locations include: * Northbound Lincoln Highway (SR 0001) ramps (to be constructed) and Highland Avenue (SR 2008); * Pine Street (SR 0413), Bellevue Avenue (SR 2049), and West Highland Avenue; and * Bellevue Avenue (SR 2049) and Gillam Avenue. The following two intersections will be signalized: * Northbound Lincoln Highway (SR 0001) ramps (to be constructed) and Pine Street (SR0413) and * Southbound Lincoln Highway (SR 0001) ramps (to be constructed) and Pine Street (SR0413). The following existing signalized intersection will have minor realignments to the approaches: * Highland Avenue (SR 2008), Old Lincoln Highway (SR 2045) and Fairhill Avenue. Traffic calming improvements are being evaluated at the following locations: * Pine Street (SR 0413) between Flowers Avenue and Maple Avenue (SR 0213). Improvements under evaluation include curb bulb-outs, median islands/refuges, and rectangular rapid flashing beacons. * Gillam Avenue between Bellevue Avenue (SR 2049) and Pine Street (SR 0413). Improvements under evaluation include a mini-roundabout, curb bulb-outs, median islands/refuges, rectangular rapid flashing beacons, and raised crosswalks/speed tables. Stormwater management facilities will also be constructed for the project.

Lead Agency:	PennDOT
Project Type:	Roadway New Capacity
County:	Bucks
Town:	Bensalem Township, Langhorne Manor Borough, Middletown Township
Tip Status:	-
Air Quality Code:	2040M
MRP ID:	PAR004
CMP:	Major SOV Capacity
Total Cost:	$334,456,000



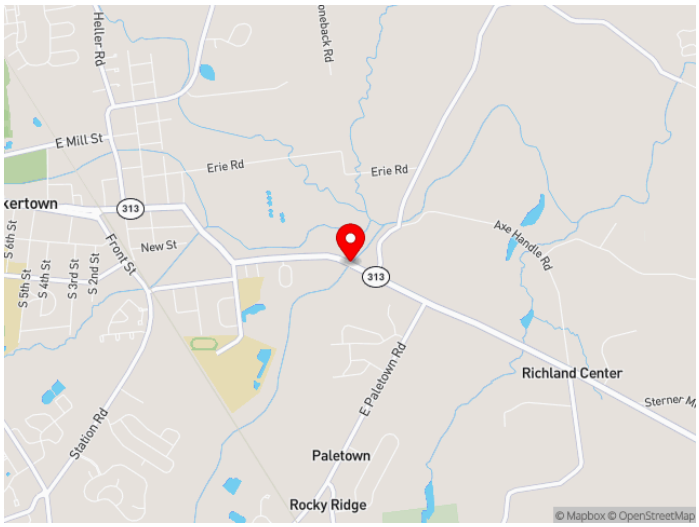
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
FD	581	$0	$2,652,000	$0	$0	$0	$0	$2,652,000
Total FD		$0	$2,652,000	$0	$0	$0	$0	$2,652,000
ROW	581	$0	$0	$1,908,000	$1,916,000	$0	$0	$3,824,000
ROW	NHPP	$0	$0	$0	$4,648,000	$0	$0	$4,648,000
ROW	STP	$0	$0	$4,371,000	$0	$0	$0	$4,371,000
ROW	STU	$0	$0	$3,261,000	$3,016,000	$0	$0	$6,277,000
Total ROW		$0	$0	$9,540,000	$9,580,000	$0	$0	$19,120,000
UTL	581	$0	$0	$0	$376,000	$750,000	$0	$1,126,000
UTL	STU	$0	$0	$0	$1,502,000	$3,000,000	$0	$4,502,000
Total UTL		$0	$0	$0	$1,878,000	$3,750,000	$0	$5,628,000
CON	581	$0	$0	$0	$0	$0	$61,411,000	$61,411,000
CON	NHPP	$0	$0	$0	$0	$0	$245,645,000	$245,645,000
Total CON		$0	$0	$0	$0	$0	$307,056,000	$307,056,000
Total Future Costs		$0	$0	$0	$0	$0	$307,056,000	$307,056,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Total Programmed		$0	$2,652,000	$9,540,000	$11,458,000	$3,750,000	$307,056,000	$334,456,000

92641 - Dublin Pike Bridge over Morgan Creek

This project involves the replacement of the Dublin Pike Bridge (SR 313) over Morgan Creek, in Richland Township, Bucks County.

Lead Agency:	PennDOT
Project Type:	Bridge Repair/Replacement
County:	Bucks
Town:	Richland Township
Tip Status:	-
Air Quality Code:	S19
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$4,911,000

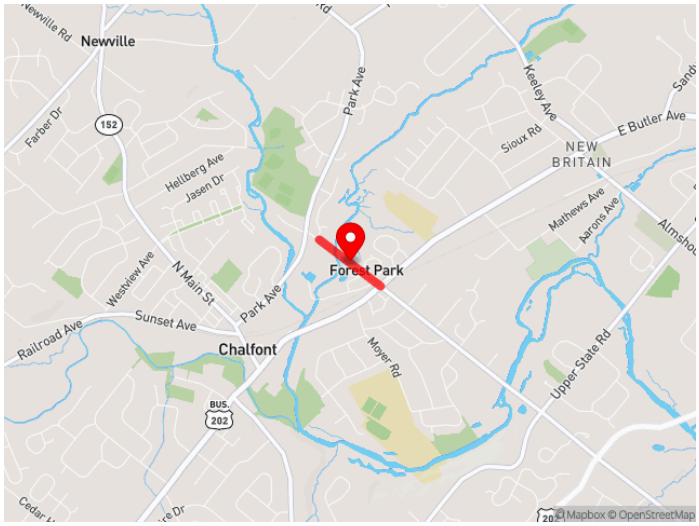


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ROW	185	$0	$21,000	$0	$0	$0	$0	$21,000
ROW	NHPP	$0	$85,000	$0	$0	$0	$0	$85,000
Total ROW		$0	$106,000	$0	$0	$0	$0	$106,000
UTL	185	$0	$21,000	$0	$0	$0	$0	$21,000
UTL	NHPP	$0	$85,000	$0	$0	$0	$0	$85,000
Total UTL		$0	$106,000	$0	$0	$0	$0	$106,000
CON	185	$0	$0	$940,000	$0	$0	$0	$940,000
CON	NHPP	$0	$0	$1,994,000	$0	$0	$0	$1,994,000
CON	STU	$0	$0	$1,765,000	$0	$0	$0	$1,765,000
Total CON		$0	$0	$4,699,000	$0	$0	$0	$4,699,000
Total Programmed		$0	$212,000	$4,699,000	$0	$0	$0	$4,911,000

12923 - Bristol Road Extension

This project will provide a two-lane extension of Bristol Road (approximately 2,000 feet) from Business 202 to Park Avenue in New Britain and Chalfont Townships Boroughs, and New Britain Borough Township, Bucks County. The project also involves intersection improvements and widening at Main and Park Avenue as well as Park Avenue and Ferry Road. When completed, this improvement will provide a two-lane bypass around Chalfont Borough which will eliminate trips on Business 202 and turning movements at the Business 202/PA 152 intersection.

Lead Agency:	PennDOT
Project Type:	Roadway New Capacity
County:	Bucks
Town:	Chalfont Borough, New Britain Borough, New Britain Township
Tip Status:	-
Air Quality Code:	2040M
MRP ID:	PAR019
CMP:	Major SOV Capacity
Total Cost:	$55,951,000

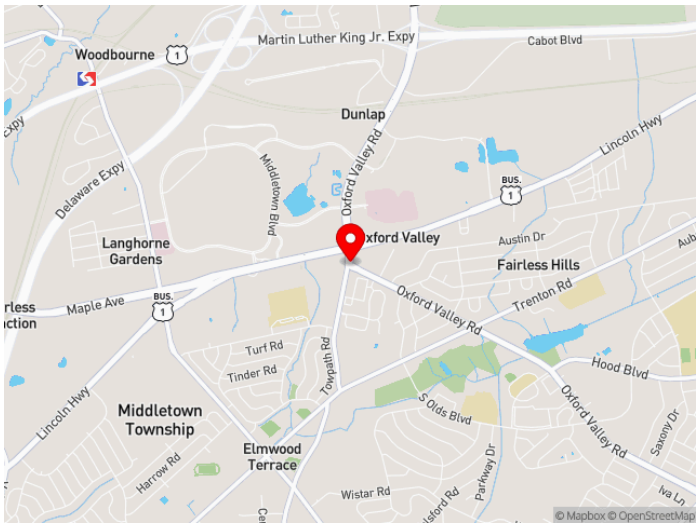


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
FD	581	$0	$849,000	$0	$0	$0	$0	$849,000
FD	STP	$0	$3,200,000	$0	$0	$0	$0	$3,200,000
Total FD		$0	$4,049,000	$0	$0	$0	$0	$4,049,000
ROW	581	$0	$0	$1,000,000	$4,465,000	$0	$0	$5,465,000
Total ROW		$0	$0	$1,000,000	$4,465,000	$0	$0	$5,465,000
UTL	581	$0	$0	$547,000	$547,000	$0	$0	$1,094,000
UTL	STU	$0	$0	$2,186,000	$2,186,000	$0	$0	$4,372,000
Total UTL		$0	$0	$2,733,000	$2,733,000	$0	$0	$5,466,000
CON	581	$0	$0	$420,000	$420,000	$670,000	$6,680,000	$8,190,000
CON	STU	$0	$0	$1,683,000	$1,683,000	$2,683,000	$26,732,000	$32,781,000
Total CON		$0	$0	$2,103,000	$2,103,000	$3,353,000	$33,412,000	$40,971,000
Total Future Costs		$0	$0	$0	$0	$0	$33,412,000	$33,412,000
Total Programmed		$0	$4,049,000	$5,836,000	$9,301,000	$3,353,000	$33,412,000	$55,951,000

13635 - Oxford Valley Road/Lincoln Highway Intersection Improvements

The proposed scope of work includes the reconstruction of N. Oxford Valley Road (SR 2029) as it approaches the Lincoln Highway (SR 2037) intersection from the north and south, in Falls and Middletown Townships, Bucks County, PA. Bristol-Oxford Valley Road (SR 2029) will be re-aligned to intersect N. Oxford Valley Road (SR 2053) to form a new signalized intersection across from the Oxford Point Shopping Center. The project limits extend along SR 2029 1,200 to the south of Lincoln Highway (SR 2037), and 750 to the north of Lincoln Highway (SR 2037). The project limits along SR 2053 begin at the new re-aligned intersection with SR 2029 and extend 383 to the south. The project limits along SR 2037 extend 1,017 to the west of SR 2029, and 930 to the east of SR 2029. Improvements at the intersection of Oxford Valley Road (SR 2029) and Lincoln Highway (SR 2037) include widening of both roadways for dual left-turn lanes at all 4 (four) approaches to the intersection, and for a northbound right-turn lane. The project includes modification of curb radii and concrete islands, new curb, sidewalk, and ADA compliant curb ramps. The existing traffic signals and mast arms will be replaced, and new drainage structures such as inlets, manholes, and pipes will be installed throughout the project limits. Traffic signal improvements will include signal optimization, emergency pre-emption, and video detection. No structures are included with this project.

Lead Agency:	PennDOT
Project Type:	Intersection/Interchange Improvements
County:	Bucks
Town:	Falls Township, Middletown Township
Tip Status:	-
Air Quality Code:	R1
MRP ID:	-
CMP:	Minor SOV Capacity
Total Cost:	$18,568,000

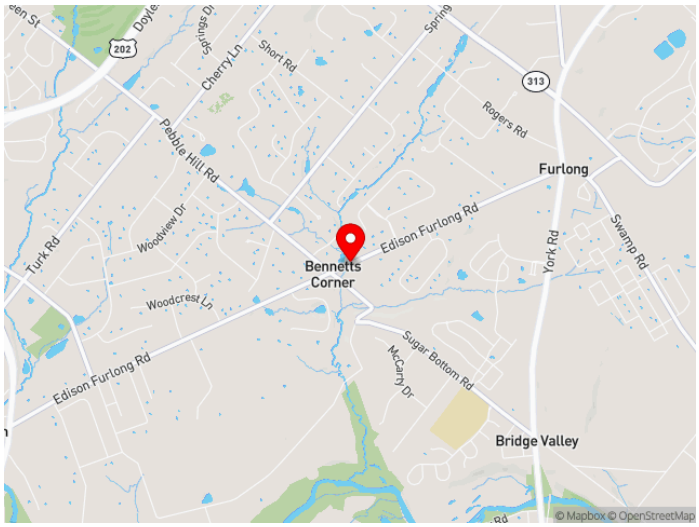


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	581	$0	$464,000	$464,000	$464,000	$464,000	$1,856,000	$3,712,000
CON	STU	$0	$1,857,000	$1,857,000	$1,857,000	$1,857,000	$7,428,000	$14,856,000
Total CON		$0	$2,321,000	$2,321,000	$2,321,000	$2,321,000	$9,284,000	$18,568,000
Total Future Costs		$0	$0	$0	$0	$0	$9,284,000	$9,284,000
Total Programmed		$0	$2,321,000	$2,321,000	$2,321,000	$2,321,000	$9,284,000	$18,568,000

116893 - Edison Furlong Road Bridge over Pebble Creek

Improvements include replacing the scour damaged bridge over Pebble Creek pursuant to damage caused by Hurricane Ida. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

Lead Agency:	PennDOT
Project Type:	Bridge Repair/Replacement
County:	Bucks
Town:	Buckingham Township, Doylestown Township
Tip Status:	-
Air Quality Code:	S19
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$1,379,000



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ROW	STP	$0	$53,000	$0	$0	$0	$0	$53,000
Total ROW		$0	$53,000	$0	$0	$0	$0	$53,000
UTL	STP	$0	$53,000	$0	$0	$0	$0	$53,000
Total UTL		$0	$53,000	$0	$0	$0	$0	$53,000
CON	STP	$0	$1,273,000	$0	$0	$0	$0	$1,273,000
Total CON		$0	$1,273,000	$0	$0	$0	$0	$1,273,000
Total Programmed		$0	$1,379,000	$0	$0	$0	$0	$1,379,000

118425 - Fleecy Dale Road Reconstruction

This project consists of the reconstruction of Fleecy Dale Rd. Design and construction activities include the addition of a 350' retaining wall along the road adjacent to Paunnacussing Creek and the reconstruction of the roadway.

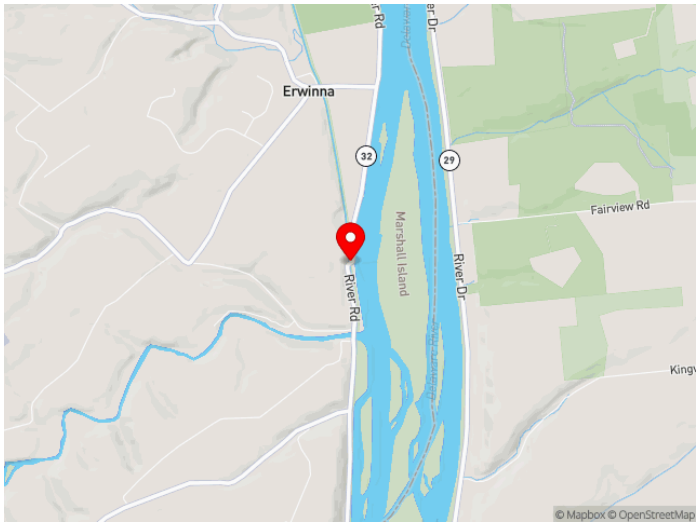
Lead Agency:	PennDOT
Project Type:	Roadway Rehabilitation
County:	Bucks
Town:	Solebury Township
Tip Status:	-
Air Quality Code:	S10
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$4,599,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
PE	581	$0	$106,000	$0	$0	$0	$0	$106,000
Total PE		$0	$106,000	$0	$0	$0	$0	$106,000
ROW	581	$0	$95,000	$0	$0	$0	$0	$95,000
Total ROW		$0	$95,000	$0	$0	$0	$0	$95,000
UTL	581	$0	$27,000	$0	$0	$0	$0	$27,000
Total UTL		$0	$27,000	$0	$0	$0	$0	$27,000
CON	581	$0	$0	$1,000,000	$500,000	$2,000,000	$871,000	$4,371,000
Total CON		$0	$0	$1,000,000	$500,000	$2,000,000	$871,000	$4,371,000
Total Future Costs		$0	$0	$0	$0	$0	$871,000	$871,000
Total Programmed		$0	$228,000	$1,000,000	$500,000	$2,000,000	$871,000	$4,599,000

86244 - River Road Bridge over Delaware Canal

This project involves the rehabilitation or replacement of the River Road Bridge (SR 32) over the Delaware Canal in Tinicum Township, Bucks County. Interim emergency repairs were completed in December 2018. The bridge is currently posted for 13 tons. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

Lead Agency:	PennDOT
Project Type:	Bridge Repair/Replacement
County:	Bucks
Town:	Tinicum Township
Tip Status:	-
Air Quality Code:	S19
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$6,431,000

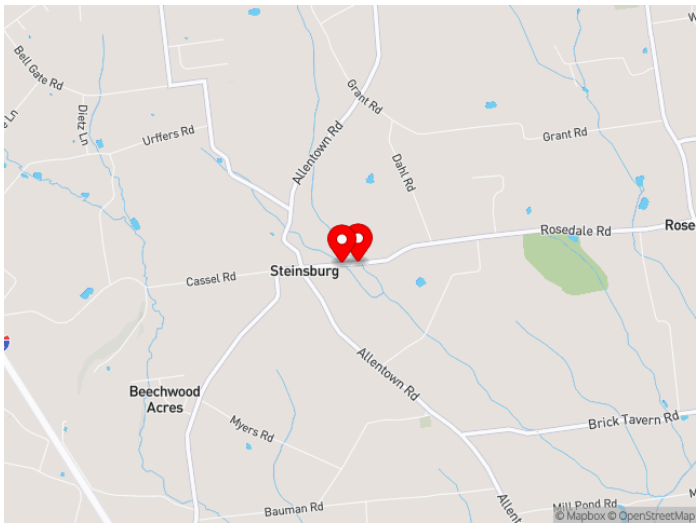


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
FD	185	$0	$371,000	$0	$0	$0	$0	$371,000
Total FD		$0	$371,000	$0	$0	$0	$0	$371,000
ROW	185	$0	$316,000	$0	$0	$0	$0	$316,000
Total ROW		$0	$316,000	$0	$0	$0	$0	$316,000
UTL	185	$0	$132,000	$0	$0	$0	$0	$132,000
Total UTL		$0	$132,000	$0	$0	$0	$0	$132,000
CON	185	$0	$0	$2,492,000	$3,120,000	$0	$0	$5,612,000
Total CON		$0	$0	$2,492,000	$3,120,000	$0	$0	$5,612,000
Total Programmed		$0	$819,000	$2,492,000	$3,120,000	$0	$0	$6,431,000

69823 - Rosedale Road Bridge over Unami Creek

This project involves the replacement of two structures on Rosedale Road (SR 4059) over branches of Unami Creek in Milford Township, Bucks County. The first structure is a Concrete Encased Steel I-Beam with Reinforced Concrete Slab Extension Culvert (BMS# 09-4059-0060-0879) that has a span of 13 feet and a curb to-curb width of 17.5 feet. The existing culvert is skewed 49 degrees to the roadway. The second structure is a Concrete Encased Rolled Steel I-Beams Simple, Composite Bridge (BMS# 09-4059-0060-1248) with a 32-foot length span, curb-to-curb width of 17.3 feet and is skewed 90 degrees to the roadway. This existing bridge is situated approximately 350 feet east of the existing culvert. The average daily traffic (ADT) on Rosedale Road is 812 vehicles per day (2022). Both existing structures are in poor condition. The culvert is load posted for 35 tons, except combinations 40 tons. The existing structures will be replaced on the same horizontal alignment with minor grade changes to the vertical alignment to meet current criteria. The existing culvert will be replaced with a precast concrete box culvert with a clear span of 13 feet and a clear roadway width of 24 feet. Type 10M barrier will be utilized. The culvert will be skewed at 48 degrees to the roadway to better align with the existing stream channel. The existing bridge will be replaced with a prestressed concrete spread box beams with integral abutments with a span of 40 feet and a clear roadway width of 24 feet. Type 10M barrier will be utilized. The bridge will be skewed at 90 degrees to the roadway. Other work will include: 325 feet of full depth roadway reconstruction will occur between the two structures. Roadway reconstruction will extend approximately 175 feet along the western approach and approximately 130 feet along the eastern approach. The reconstructed roadway will be widened to support two (2) 10-foot travel lanes and two (2) 2-foot shoulders for a 24-foot section. The existing guiderail will be removed and replaced with guiderail and crash-worthy end treatments in accordance with current standards. The existing storm water channelizing ditch on the north side of the roadway between the culvert and the bridge will be rehabilitated. Permanent right of way acquisition is required. Temporary construction easements will be required for contractor access during construction. The project funding includes federal and state funds.

Lead Agency:	PennDOT
Project Type:	Bridge Repair/Replacement
County:	Bucks
Town:	Milford Township
Tip Status:	-
Air Quality Code:	S19
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$3,376,000

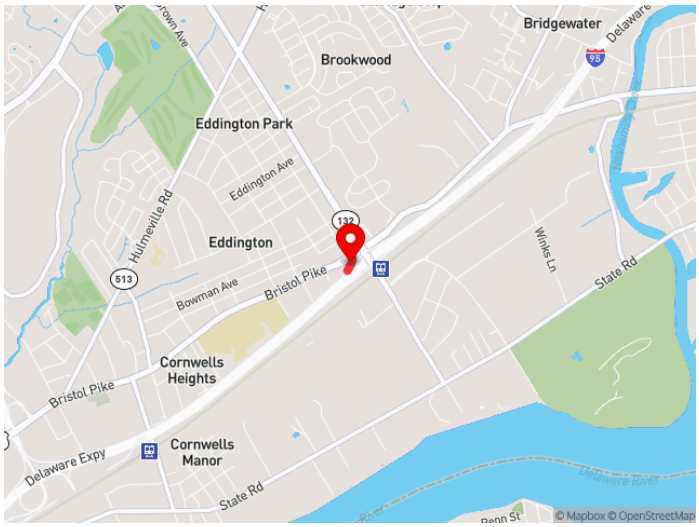


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
FD	185	$0	$530,000	$0	$0	$0	$0	$530,000
Total FD		$0	$530,000	$0	$0	$0	$0	$530,000
ROW	185	$0	$159,000	$0	$0	$0	$0	$159,000
Total ROW		$0	$159,000	$0	$0	$0	$0	$159,000
UTL	185	$0	$64,000	$0	$0	$0	$0	$64,000
Total UTL		$0	$64,000	$0	$0	$0	$0	$64,000
CON	185	$0	$0	$2,623,000	$0	$0	$0	$2,623,000
Total CON		$0	$0	$2,623,000	$0	$0	$0	$2,623,000
Total Programmed		$0	$753,000	$2,623,000	$0	$0	$0	$3,376,000

110309 - I-95/US 13/PA 132 Slip Ramp Operation Improvement

As a preliminary step to address congestion and safety issues caused by the antiquated design of the interchange of I-95/US 13/PA 132 (Street Road), the existing intersection will be modified with an operational improvement to provide direct, one-way access to I-95 southbound from the US 13/PA 132 (Street Road) intersection by re-routing traffic from the Street Road off-ramp from eastbound Street Road to I-95 southbound via a direct connection to the I-95 southbound on-ramp. All movements of the interchange are currently provided to access I-95 northbound and southbound, but this reconfigured movement will reduce congestion, improve operational efficiency and system reliability, and eliminate unsafe traffic movements at this heavily trafficked intersection on Street Road at the I-95 southbound entrance.

Lead Agency:	PennDOT
Project Type:	Intersection/Interchange Improvements
County:	Bucks
Town:	Bensalem Township
Tip Status:	-
Air Quality Code:	2040M
MRP ID:	-
CMP:	Minor SOV Capacity
Total Cost:	$11,911,000

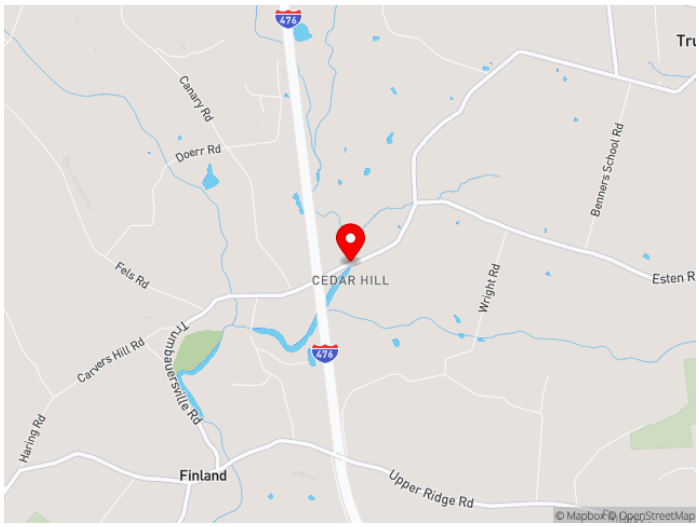


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ROW	581	$0	$709,000	$0	$0	$0	$0	$709,000
Total ROW		$0	$709,000	$0	$0	$0	$0	$709,000
UTL	STU	$0	$530,000	$0	$0	$0	$0	$530,000
Total UTL		$0	$530,000	$0	$0	$0	$0	$530,000
CON	581	$0	$0	$2,185,000	$1,487,000	$2,000,000	$5,000,000	$10,672,000
Total CON		$0	$0	$2,185,000	$1,487,000	$2,000,000	$5,000,000	$10,672,000
Total Future Costs		$0	$0	$0	$0	$0	$5,000,000	$5,000,000
Total Programmed		$0	$1,239,000	$2,185,000	$1,487,000	$2,000,000	$5,000,000	$11,911,000

120912 - Trumbauersville Road Bridge over Unami Creek

The project involves the replacement of the existing structure carrying State Route (SR) 4051 (Trumbauersville Road) over Unami Creek in Milford Township, Bucks County to address structural deficiencies. The structure replacement will require approach roadway work and may include driveway adjustments. The proposed scope of work includes: * Replace the existing three-span reinforced concrete T-Beam bridge with a structure that meets current design standards and can carry current legal loads. A two-span continuous integral abutment structure on a similar alignment and profile as existing will be investigated, although a proposed structure alternative has not yet been determined. * Approximately 250 feet of full depth reconstruction of the existing pavement is proposed along the bridge approaches. * Relocate existing utility poles and underground utilities, as needed. * Update guide rail, signing, and pavement markings. * Update drainage, as needed. It is anticipated that the project will be built utilizing a detour. Access to residences and local properties will be maintained throughout construction. Permanent right-of-way acquisition will be required. Temporary construction easements will be required for contractor access during construction.

Lead Agency:	PennDOT
Project Type:	Bridge Repair/Replacement
County:	Bucks
Town:	Milford Township
Tip Status:	-
Air Quality Code:	S19
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$13,710,000



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
PE	185	$0	$180,000	$0	$0	$0	$0	$180,000
PE	BOF	$0	$721,000	$0	$0	$0	$0	$721,000
Total PE		$0	$901,000	$0	$0	$0	$0	$901,000
FD	185	$0	$0	$0	$135,000	$0	$0	$135,000
FD	BOF	$0	$0	$0	$540,000	$0	$0	$540,000
Total FD		$0	$0	$0	$675,000	$0	$0	$675,000
ROW	185	$0	$0	$0	$0	$0	$72,000	$72,000
ROW	BOF	$0	$0	$0	$0	$0	$287,000	$287,000
Total ROW		$0	$0	$0	$0	$0	$359,000	$359,000
UTL	185	$0	$0	$0	$0	$0	$72,000	$72,000
UTL	BOF	$0	$0	$0	$0	$0	$287,000	$287,000
Total UTL		$0	$0	$0	$0	$0	$359,000	$359,000
CON	185	$0	$0	$0	$0	$0	$2,283,000	$2,283,000
CON	BOF	$0	$0	$0	$0	$0	$9,133,000	$9,133,000
Total CON		$0	$0	$0	$0	$0	$11,416,000	$11,416,000
Total Future Costs		$0	$0	$0	$0	$0	$12,134,000	$12,134,000
Total Programmed		$0	$901,000	$0	$675,000	$0	$12,134,000	$13,710,000

81294 - South Easton Road Township to Borough Connector Trail

The proposed trail is approximately 0.4 miles long and will be located on the west side of Easton Road. The project includes a new structure mounted barrier on the Easton Road bridge over US 202 to create a safe space on the bridge for walkers and bicyclists. The project also includes a road diet and reconfiguration of the pavement markings on Easton Road to create space for a 5'-8' landscape buffer and 10 wide shared use path within the existing paved shoulder area on the west side of the roadway. The trail will connect to existing paved trails on each end of the project area and enhance connectivity between Doylestown's Central Park, the 202 Parkway Trail and Doylestown central business district.

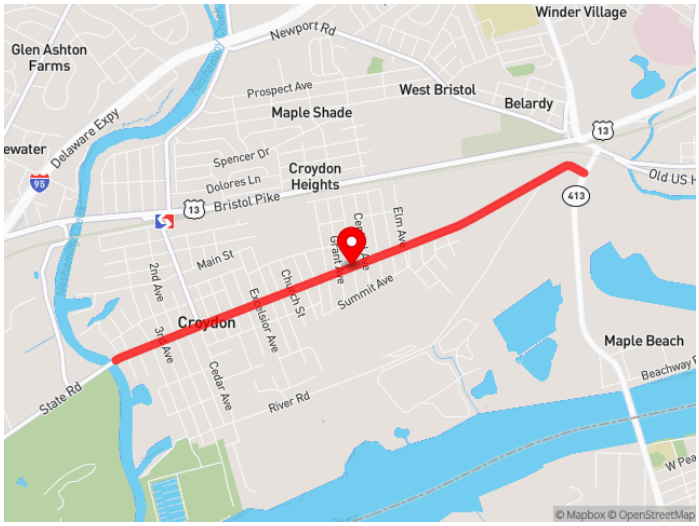
Lead Agency:	PennDOT
Project Type:	Bicycle/Pedestrian Improvement
County:	Bucks
Town:	Doylestown Township
Tip Status:	-
Air Quality Code:	A2
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$800,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	TAU	$0	$800,000	$0	$0	$0	$0	$800,000
Total CON		$0	$800,000	$0	$0	$0	$0	$800,000
Total Programmed		$0	$800,000	$0	$0	$0	$0	$800,000

64778 - State Road Reconstruction

The project is located in Croydon, within Bristol Township, Bucks County. The scope of the project entails full depth pavement reconstruction for approximately 2.2 miles of SR 2002 (State Road) from the bridge crossing the Neshaminy Creek (eastern abutment) to the intersection with SR 0413 (New Rodgers Road). The main purpose of the State Road Rehabilitation Project is to repair/replace the existing deteriorated pavement and to improve stormwater drainage. Curbing (to control and provide safe access and manage drainage), shoulder widening, addition of left turn lanes at State Road and Cedar Avenue (SR 2011) and traffic signal upgrades are also proposed. Specifically, the existing 11-foot travel lanes will be widened to a 14-foot eastbound lane and a 12-foot westbound lane/8-foot parking lane (curb both directions) for the western 1.6 miles. Further east, the roadway will be widened to a 12-foot lane with 8-foot shoulders each direction. Adjustments to cross slopes and vertical profile will improve drainage.

Lead Agency:	PennDOT
Project Type:	Roadway Rehabilitation
County:	Bucks
Town:	Bristol Township
Tip Status:	-
Air Quality Code:	S10
MRP ID:	PAR065
CMP:	Not SOV Capacity Adding
Total Cost:	$38,822,000

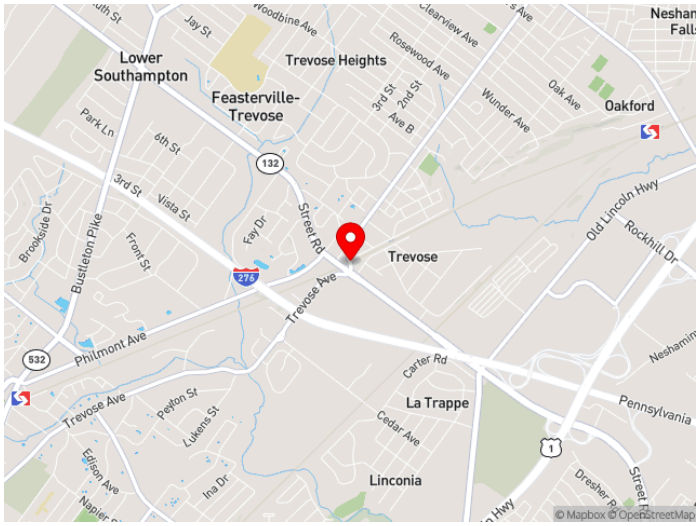


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ROW	581	$0	$573,000	$0	$0	$0	$0	$573,000
ROW	STU	$0	$2,292,000	$0	$0	$0	$0	$2,292,000
Total ROW		$0	$2,865,000	$0	$0	$0	$0	$2,865,000
UTL	581	$0	$637,000	$0	$0	$0	$0	$637,000
UTL	STU	$0	$2,546,000	$0	$0	$0	$0	$2,546,000
Total UTL		$0	$3,183,000	$0	$0	$0	$0	$3,183,000
CON	581	$0	$0	$436,000	$436,000	$936,000	$4,744,000	$6,552,000
CON	STU	$0	$0	$1,746,000	$1,746,000	$3,746,000	$18,984,000	$26,222,000
Total CON		$0	$0	$2,182,000	$2,182,000	$4,682,000	$23,728,000	$32,774,000
Total Future Costs		$0	$0	$0	$0	$0	$23,728,000	$23,728,000
Total Programmed		$0	$6,048,000	$2,182,000	$2,182,000	$4,682,000	$23,728,000	$38,822,000

84256 - Old Street Road Bridge over SEPTA

Old Street Road over SEPTA West Trenton Bridge Bensalem and Lower Southampton Townships Structure may be rehabilitated or replaced. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

Lead Agency:	PennDOT
Project Type:	Bridge Repair/Replacement
County:	Bucks
Town:	Bensalem Township
Tip Status:	-
Air Quality Code:	S19
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$8,646,000

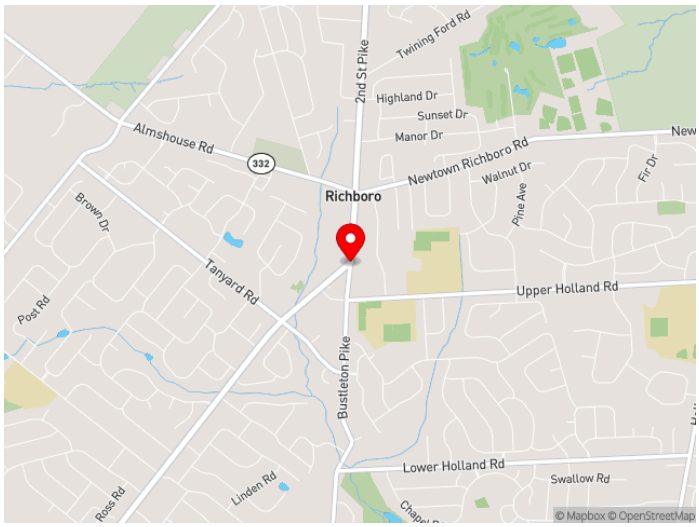


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
FD	185	$0	$276,000	$0	$0	$0	$0	$276,000
FD	STP	$0	$1,103,000	$0	$0	$0	$0	$1,103,000
Total FD		$0	$1,379,000	$0	$0	$0	$0	$1,379,000
ROW	185	$0	$0	$109,000	$0	$0	$0	$109,000
ROW	STP	$0	$0	$437,000	$0	$0	$0	$437,000
Total ROW		$0	$0	$546,000	$0	$0	$0	$546,000
UTL	185	$0	$0	$219,000	$0	$0	$0	$219,000
UTL	STP	$0	$0	$716,000	$0	$0	$0	$716,000
UTL	STU	$0	$0	$158,000	$0	$0	$0	$158,000
Total UTL		$0	$0	$1,093,000	$0	$0	$0	$1,093,000
CON	185	$0	$0	$0	$1,126,000	$0	$0	$1,126,000
CON	STP	$0	$0	$0	$4,502,000	$0	$0	$4,502,000
Total CON		$0	$0	$0	$5,628,000	$0	$0	$5,628,000
Total Programmed		$0	$1,379,000	$1,639,000	$5,628,000	$0	$0	$8,646,000

118020 - Bustleton Pike/Second Street Pike Roundabout

The intersection of Second Street Pike and Bustleton Pike is being upgraded in order to function more efficiently. Pedestrian movements will be improved. Alternatives are currrently being investigated.

Lead Agency:	PennDOT
Project Type:	Intersection/Interchange Improvements
County:	Bucks
Town:	Northampton Township
Tip Status:	-
Air Quality Code:	2040M
MRP ID:	-
CMP:	Minor SOV Capacity
Total Cost:	$9,749,000

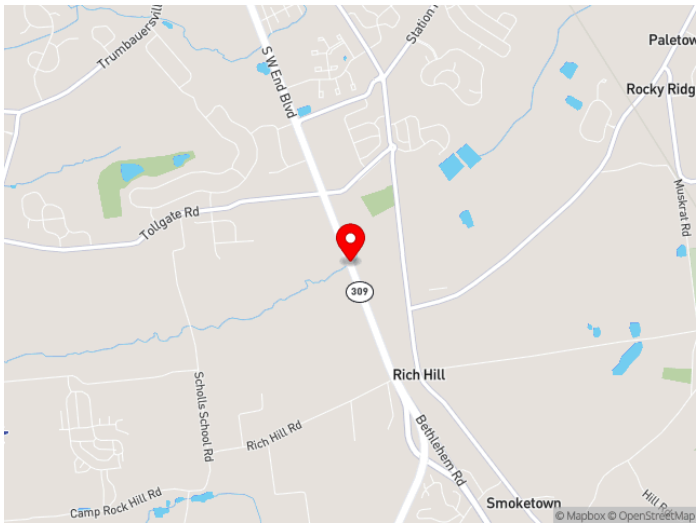


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
FD	581	$0	$53,000	$0	$0	$0	$0	$53,000
FD	STP	$0	$212,000	$0	$0	$0	$0	$212,000
Total FD		$0	$265,000	$0	$0	$0	$0	$265,000
ROW	581	$0	$0	$437,000	$0	$0	$0	$437,000
ROW	STP	$0	$0	$1,748,000	$0	$0	$0	$1,748,000
Total ROW		$0	$0	$2,185,000	$0	$0	$0	$2,185,000
UTL	581	$0	$0	$109,000	$0	$0	$0	$109,000
UTL	STP	$0	$0	$437,000	$0	$0	$0	$437,000
Total UTL		$0	$0	$546,000	$0	$0	$0	$546,000
CON	581	$0	$0	$0	$851,000	$0	$0	$851,000
CON	STP	$0	$0	$0	$2,537,000	$0	$0	$2,537,000
CON	STU	$0	$0	$0	$865,000	$2,500,000	$0	$3,365,000
Total CON		$0	$0	$0	$4,253,000	$2,500,000	$0	$6,753,000
Total Programmed		$0	$265,000	$2,731,000	$4,253,000	$2,500,000	$0	$9,749,000

102309 - PA 309 Bridge over Morgan Creek

This project involves replacing the Bridge at PA 309 over Morgan Creek. PA 309 will be widened within the limits of the bridge with full-depth pavement reconstruction to accommodate wider shoulders NB and SB (from 3 ft to 8 ft), and milling and paving will be conducted at the approaches to the bridge. Proposed improvements also include slope repairs, drainage improvements, stream channel improvements, upgrading guiderail, and associated miscellaneous construction. Right-of-way impacts include temporary construction easements, and minor permanent right of way acquisitions.

Lead Agency:	PennDOT
Project Type:	Bridge Repair/Replacement
County:	Bucks
Town:	Richland Township
Tip Status:	-
Air Quality Code:	S19
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$9,255,000

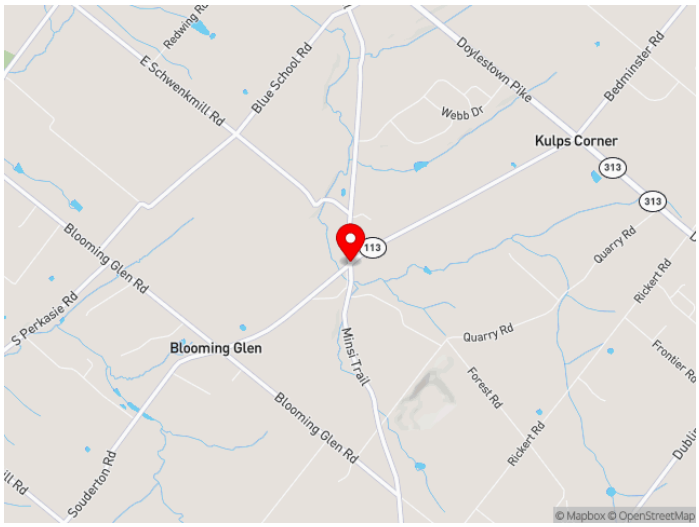


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ROW	185	$0	$106,000	$0	$0	$0	$0	$106,000
ROW	STP	$0	$424,000	$0	$0	$0	$0	$424,000
Total ROW		$0	$530,000	$0	$0	$0	$0	$530,000
UTL	185	$0	$106,000	$0	$0	$0	$0	$106,000
UTL	STP	$0	$424,000	$0	$0	$0	$0	$424,000
Total UTL		$0	$530,000	$0	$0	$0	$0	$530,000
CON	185	$0	$0	$1,639,000	$1,000,000	$5,556,000	$0	$8,195,000
Total CON		$0	$0	$1,639,000	$1,000,000	$5,556,000	$0	$8,195,000
Total Programmed		$0	$1,060,000	$1,639,000	$1,000,000	$5,556,000	$0	$9,255,000

115418 - Route 113 & Minsi Trail Road Roundabout

This project is for the implementation of a roundabout at Souderton Road (SR 113) and Minsi Trail Road (SR 4019).

Lead Agency:	PennDOT
Project Type:	Intersection/Interchange Improvements
County:	Bucks
Town:	Hilltown Township
Tip Status:	-
Air Quality Code:	2040M
MRP ID:	-
CMP:	Minor SOV Capacity
Total Cost:	$2,875,000

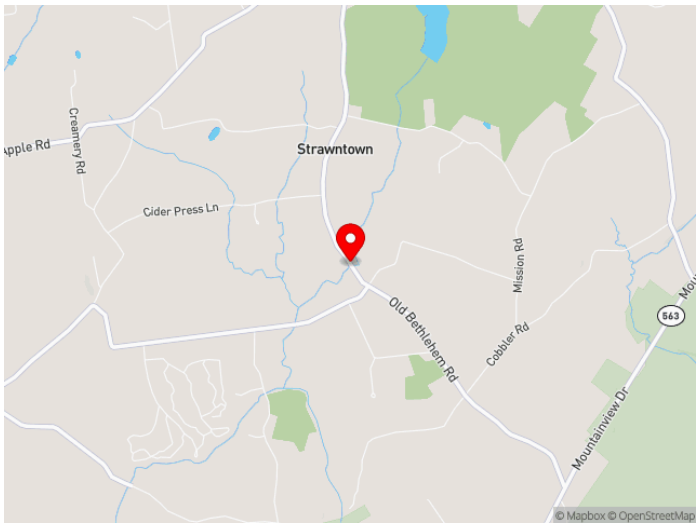


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
FD	HSIP	$0	$275,000	$0	$0	$0	$0	$275,000
Total FD		$0	$275,000	$0	$0	$0	$0	$275,000
CON	HSIP	$0	$2,600,000	$0	$0	$0	$0	$2,600,000
Total CON		$0	$2,600,000	$0	$0	$0	$0	$2,600,000
Total Programmed		$0	$2,875,000	$0	$0	$0	$0	$2,875,000

13240 - Old Bethlehem Road Bridge Over Kimples Creek

This project involves rehabilitating or replacement of the existing 16-foot-wide bridge along SR 4101 Old Bethlehem Road over Kimples Creek in Haycock Township, Bucks County . The existing bridge is currently posted with a 13-ton weight restriction. The existing bridge shows signs of deterioration, provides only a single travel lane, and has limited stopping sight distance. If replaced, the proposed structure would be a 31-foot-wide bridge with two 11-foot lanes, 3-foot shoulders and standard bridge barrier . A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

Lead Agency:	PennDOT
Project Type:	Bridge Repair/Replacement
County:	Bucks
Town:	Haycock Township
Tip Status:	-
Air Quality Code:	S19
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$6,265,000

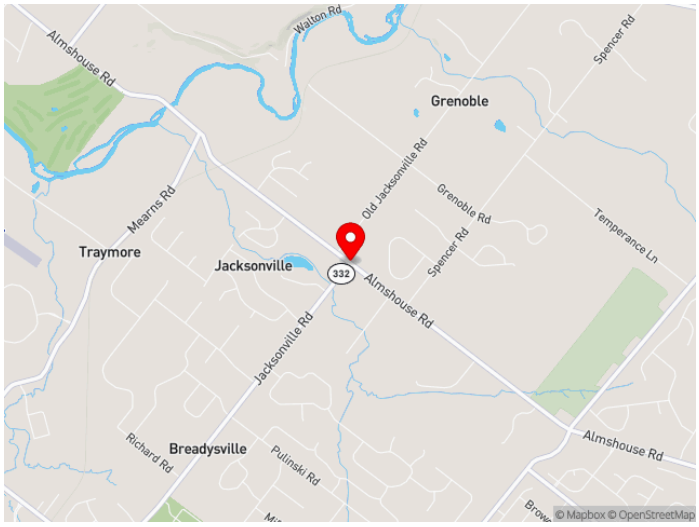


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ROW	185	$0	$43,000	$0	$0	$0	$0	$43,000
ROW	BRIP	$0	$174,000	$0	$0	$0	$0	$174,000
Total ROW		$0	$217,000	$0	$0	$0	$0	$217,000
CON	185	$0	$0	$153,000	$403,000	$653,000	$0	$1,209,000
CON	BRIP	$0	$0	$613,000	$1,613,000	$2,613,000	$0	$4,839,000
Total CON		$0	$0	$766,000	$2,016,000	$3,266,000	$0	$6,048,000
Total Programmed		$0	$217,000	$766,000	$2,016,000	$3,266,000	$0	$6,265,000

110310 - Jacksonville and Almshouse Road Roundabout

Project improvements will consist of the installation of a single-lane roundabout at the intersection of Jacksonville Road and Almshouse Road, widening for an eastbound left turn lane at the intersection of Old Jacksonville Road and Almshouse Road, shoulder widening, drainage improvements, and signing upgrades.

Lead Agency:	PennDOT
Project Type:	Intersection/Interchange Improvements
County:	Bucks
Town:	Northampton Township
Tip Status:	-
Air Quality Code:	2040M
MRP ID:	-
CMP:	Minor SOV Capacity
Total Cost:	$5,304,000



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	STU	$0	$1,000,000	$1,304,000	$1,000,000	$2,000,000	$0	$5,304,000
Total CON		$0	$1,000,000	$1,304,000	$1,000,000	$2,000,000	$0	$5,304,000
Total Programmed		$0	$1,000,000	$1,304,000	$1,000,000	$2,000,000	$0	$5,304,000

116061 - Rockhill Dr & Neshaminy Blvd Intersection Improvements

Intersection of Rockhill Drive & Neshaminy Boulevard. Add 2nd LTL for EB approach on Rockhill Drive. Add 2nd receiving lane on NB Neshaminy Blvd and restripe Neshaminy Blvd between Rockhill Drive and Bristol Road.

Lead Agency:	PennDOT
Project Type:	Intersection/Interchange Improvements
County:	Bucks
Town:	Bensalem Township
Tip Status:	-
Air Quality Code:	R1
MRP ID:	-
CMP:	Minor SOV Capacity
Total Cost:	$9,018,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	581	$0	$301,000	$301,000	$301,000	$301,000	$602,000	$1,806,000
CON	STU	$0	$1,202,000	$1,202,000	$1,202,000	$1,202,000	$2,404,000	$7,212,000
Total CON		$0	$1,503,000	$1,503,000	$1,503,000	$1,503,000	$3,006,000	$9,018,000
Total Future Costs		$0	$0	$0	$0	$0	$3,006,000	$3,006,000
Total Programmed		$0	$1,503,000	$1,503,000	$1,503,000	$1,503,000	$3,006,000	$9,018,000

82028 - Bucks County Electric Vehicle Charging Program

This project will construct 16 Electric Vehicle Charging Stations in Bucks County, at the following proposed locations: -Core Creek Park - 901 Bridgetown Pike, Pavilion 11 -Oxford Park Valley Park Pool - 435 Hood Boulevard -Oxford Valley Public Golf Course - 141 N Oxford Valley Road -Moravian Pottery & Tile Works Museum - 130 E Swamp Road -Upper Bucks Government Services Center - 281 California Road -Bensalem Bucks County Free Library - Bensalem 3700 Hulmeville Road -US Small Business Administration - 409 Hood Boulevard -Doylestown Bucks County Free Library - 150 S Pine Street - Langhorne Bucks County Free Library - 301 S Pine Street -Quakertown Bucks County Free Library - 401 W Mill Street -Perkasie Bucks County Free Library - 491 Arthur Avenue -Silver Lake Park Nature Center - 1306 Bath Road -Churchville Nature Center - 501 Churchville Lane -Peace Valley Nature Center - 170 N Chapman Road -Levittown Bucks County Free Library - 7311 New Falls Road -Tinicum Park - 975 River Road

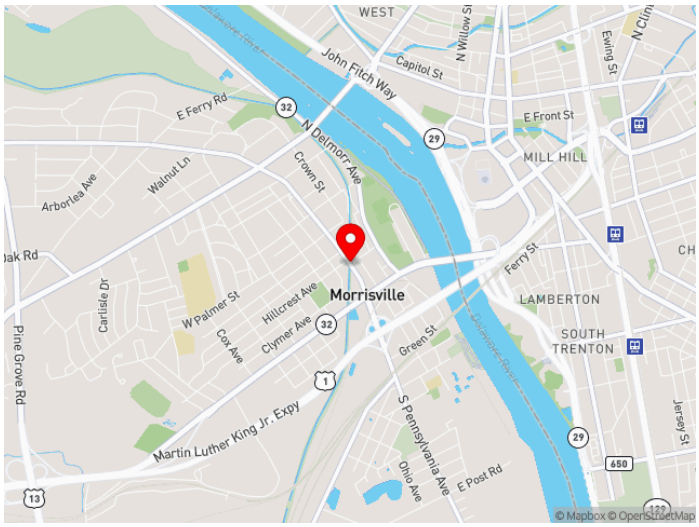
Lead Agency:	PennDOT
Project Type:	Other
County:	Bucks
Town:	-
Tip Status:	-
Air Quality Code:	NRS
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$1,600,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	CRPU	$0	$1,600,000	$0	$0	$0	$0	$1,600,000
Total CON		$0	$1,600,000	$0	$0	$0	$0	$1,600,000
Total Programmed		$0	$1,600,000	$0	$0	$0	$0	$1,600,000

84258 - Pennsylvania Avenue Bridge over Delaware Canal

This project involves the replacement of the Pennsylvania Avenue Bridge (SR 2073) over the Delaware Canal in Morrisville Borough, Bucks County.

Lead Agency:	PennDOT
Project Type:	Bridge Repair/Replacement
County:	Bucks
Town:	Morrisville Borough
Tip Status:	-
Air Quality Code:	S19
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$1,500,000

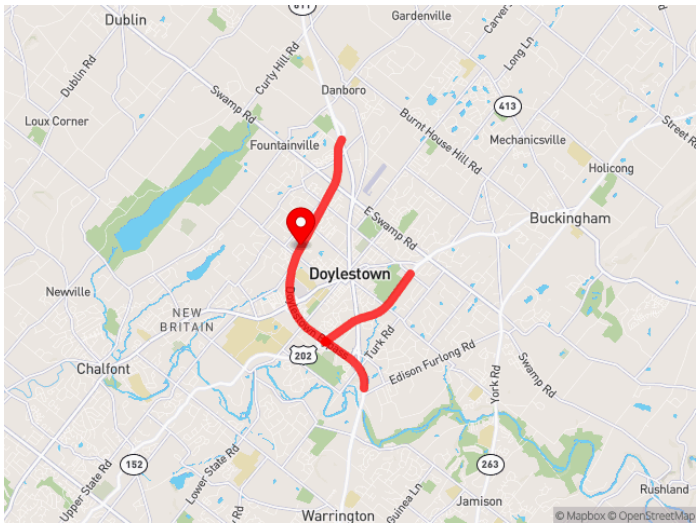


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	BRIP*	$0	$1,500,000	$0	$0	$0	$0	$1,500,000
Total CON		$0	$1,500,000	$0	$0	$0	$0	$1,500,000
Total Programmed		$0	$1,500,000	$0	$0	$0	$0	$1,500,000

86939 - US 202/PA 611 (Doylestown Bypass) Preventative Maintenance

The purpose of this project is to rehabilitate the concrete roadway surface (both mainline and ramps) and provide necessary repairs to 19 bridges (including both mainline and overhead bridges). Overhead bridges include 1) SR313(Swamp Road o/ Doylestown Bypass) 2&3) SR1001(Easton Rd/South Main St o/ Doylestown Bypass) 3) SR2198(East Rd o/ Doylestown Bypass) 5) SR4007(Limekiln Pk o/ Doylestown Bypass) 6) SR4009(Old Dublin Pike o/ Doylestown Bypass) 7) SR4190(Broad St o/ Doylestown Bypass) 8) SR4202(Butler Pk o/ Doylestown Bypass). The roadway work includes saw cutting, removing and repairing the structurally deficient concrete pavement; as well as upgrading the guide rail, end treatments, signing, lane markings, and maintenance to the drainage systems. The bridges will be provided with the necessary repairs. There is no proposal to acquire any right of way.

Lead Agency:	PennDOT
Project Type:	Roadway Rehabilitation
County:	Bucks
Town:	Doylestown Township
Tip Status:	-
Air Quality Code:	S10
MRP ID:	PAR074
CMP:	Not SOV Capacity Adding
Total Cost:	$106,696,000

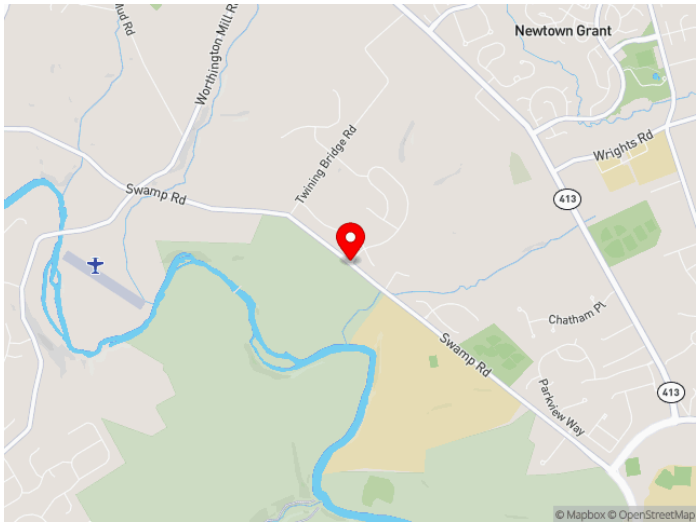


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
PE	581	$0	$100,000	$0	$0	$0	$0	$100,000
PE	STU	$0	$400,000	$0	$0	$0	$0	$400,000
Total PE		$0	$500,000	$0	$0	$0	$0	$500,000
UTL	581	$0	$106,000	$0	$0	$0	$0	$106,000
Total UTL		$0	$106,000	$0	$0	$0	$0	$106,000
CON	185	$0	$0	$0	$0	$0	$2,000,000	$2,000,000
CON	581	$0	$500,000	$304,000	$304,000	$1,554,000	$16,552,000	$19,214,000
CON	BRIP	$0	$0	$0	$0	$0	$8,000,000	$8,000,000
CON	NHPP	$0	$0	$0	$0	$6,218,000	$16,331,000	$22,549,000
CON	STP	$0	$0	$0	$0	$0	$1,256,000	$1,256,000
CON	STU	$0	$2,000,000	$1,218,000	$1,218,000	$0	$48,635,000	$53,071,000
Total CON		$0	$2,500,000	$1,522,000	$1,522,000	$7,772,000	$92,774,000	$106,090,000
Total Future Costs		$0	$0	$0	$0	$0	$92,774,000	$92,774,000
Total Programmed		$0	$3,106,000	$1,522,000	$1,522,000	$7,772,000	$92,774,000	$106,696,000

64781 - Swamp Road/Pennswood Road Bridge Over Branch of Neshaminy Creek

This project involves the rehabilitation of the single span concrete non-composite adjacent box beam bridge carrying S.R. 2036 (Swamp Road) over an unnamed tributary to Neshaminy Creek in Newton Township, Bucks County, PA. The bridge is located between the entrance to the Nob Hill Residential Development and the western entrance to the Bucks County Community College. The Historic Temora Farm Property is located on the north side of the bridge and roadway and the Tyler Run State Park is on the south side. Stone retaining walls extend east and west of the existing bridge along the northern side of the roadway will be rehabilitated. A driveway is located northeast of the bridge providing access to the Temora Farm. A small structure integral with the walls along the roadway carries this driveway over a branch of the creek. The superstructure of the existing bridge was replaced with a non-composite superstructure under an emergency contract in 2007. The existing bridge has a single 28 foot span and a clear roadway width of 23.5 feet. This proposed project will rehabilitate the existing bridge by replacing the bituminous overlay on the bridge, repointing the existing stone masonry abutments and wingwalls as needed, placing rock scour protection along the abutments and wingwalls, and placing rock scour protection in the existing scour hole upstream of the bridge. The failed stone retaining wall in the northeast quadrant will be rebuilt in-kind for a length of approximately 92 feet. The remainder of the retaining walls will be rehabilitated by repointing masonry joints and replacing stones (in kind) as needed, placing new cut stone cap, and installing rock scour protection. The goal of this project is to complete the proposed work with as minimal disturbance to the surrounding area as possible. To achieve this goal, the horizontal and vertical alignment of the bridge will be maintained. Mill and overlay of the existing roadway will be completed within the limits of the retaining walls, maintaining 10' lane and existing shoulder widths. Pavement reconstruction will only be needed along the rebuilt limits of the retaining wall in the northeast quadrant. Guide rail, signing, and pavement markings will be updated. During construction, traffic will be maintained utilizing a detour.

Lead Agency:	PennDOT
Project Type:	Bridge Repair/Replacement
County:	Bucks
Town:	Newtown Township
Tip Status:	-
Air Quality Code:	S19
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$5,794,000

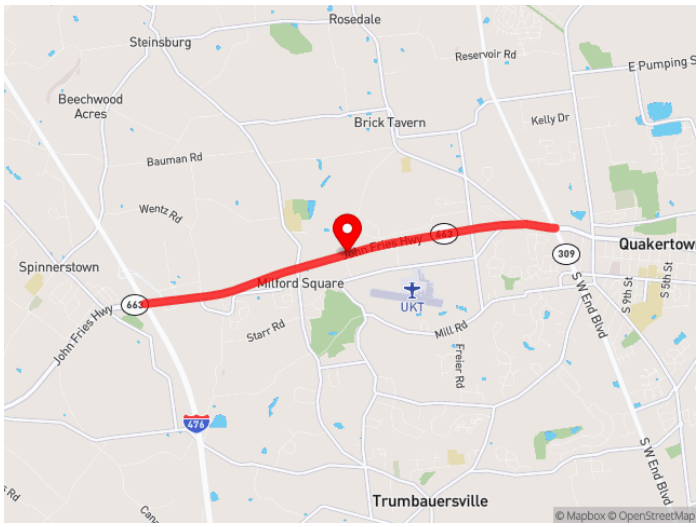


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
FD	185	$0	$424,000	$0	$0	$0	$0	$424,000
Total FD		$0	$424,000	$0	$0	$0	$0	$424,000
ROW	185	$0	$0	$874,000	$0	$0	$0	$874,000
Total ROW		$0	$0	$874,000	$0	$0	$0	$874,000
UTL	185	$0	$0	$44,000	$0	$0	$0	$44,000
UTL	STP	$0	$0	$175,000	$0	$0	$0	$175,000
Total UTL		$0	$0	$219,000	$0	$0	$0	$219,000
CON	185	$0	$0	$0	$4,277,000	$0	$0	$4,277,000
Total CON		$0	$0	$0	$4,277,000	$0	$0	$4,277,000
Total Programmed		$0	$424,000	$1,093,000	$4,277,000	$0	$0	$5,794,000

99431 - Route 663 (John Fries Highway) Widening

Widening PA 663 from 1 to 2 lanes directional, from West of Rosenberger Road to east of Allentown Road in Milford Township.

Lead Agency:	PennDOT
Project Type:	Roadway New Capacity
County:	Bucks
Town:	Milford Township
Tip Status:	-
Air Quality Code:	2040M
MRP ID:	PAR036
CMP:	Major SOV Capacity
Total Cost:	$13,531,000

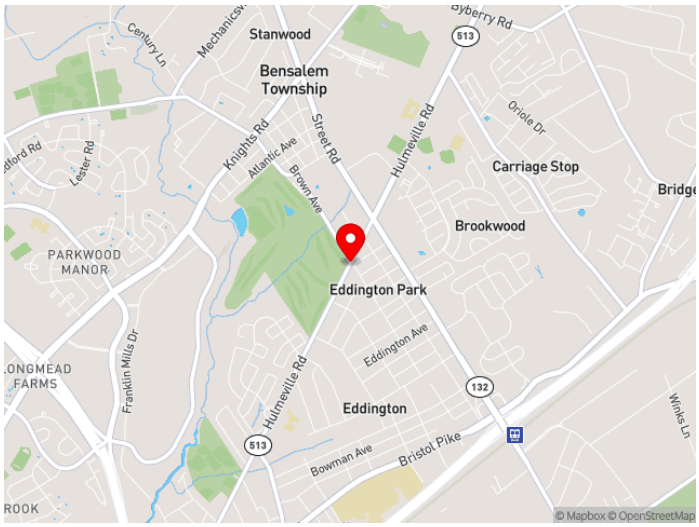


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
PE	581	$0	$159,000	$0	$0	$0	$0	$159,000
PE	STP	$0	$637,000	$0	$0	$0	$0	$637,000
Total PE		$0	$796,000	$0	$0	$0	$0	$796,000
FD	581	$0	$0	$0	$191,000	$0	$0	$191,000
FD	STP	$0	$0	$0	$765,000	$0	$0	$765,000
Total FD		$0	$0	$0	$956,000	$0	$0	$956,000
ROW	581	$0	$0	$0	$0	$0	$119,000	$119,000
ROW	STP	$0	$0	$0	$0	$0	$478,000	$478,000
Total ROW		$0	$0	$0	$0	$0	$597,000	$597,000
UTL	581	$0	$0	$0	$0	$0	$72,000	$72,000
UTL	STP	$0	$0	$0	$0	$0	$287,000	$287,000
Total UTL		$0	$0	$0	$0	$0	$359,000	$359,000
CON	581	$0	$0	$0	$0	$0	$2,165,000	$2,165,000
CON	STU	$0	$0	$0	$0	$0	$8,658,000	$8,658,000
Total CON		$0	$0	$0	$0	$0	$10,823,000	$10,823,000
Total Future Costs		$0	$0	$0	$0	$0	$11,779,000	$11,779,000
Total Programmed		$0	$796,000	$0	$956,000	$0	$11,779,000	$13,531,000

81295 - Hulmeville Road/Brown Avenue Intersection Improvements

Funding would be used to design and construct northbound and southbound left turn lanes and install new signal equipment.

Lead Agency:	PennDOT
Project Type:	Signal/ITS Improvements
County:	Bucks
Town:	Bensalem Township
Tip Status:	-
Air Quality Code:	R1
MRP ID:	-
CMP:	Minor SOV Capacity
Total Cost:	$2,667,000

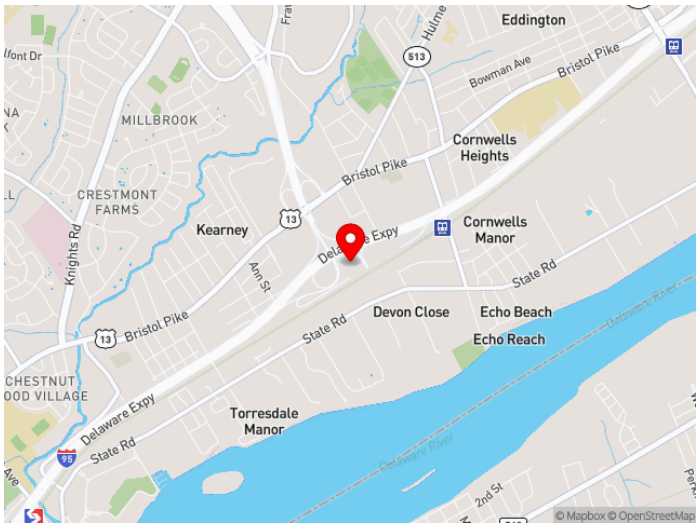


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
PE	581	$0	$186,000	$0	$0	$0	$0	$186,000
Total PE		$0	$186,000	$0	$0	$0	$0	$186,000
FD	581	$0	$0	$41,000	$0	$0	$0	$41,000
FD	STU	$0	$0	$162,000	$0	$0	$0	$162,000
Total FD		$0	$0	$203,000	$0	$0	$0	$203,000
ROW	581	$0	$0	$0	$0	$0	$13,000	$13,000
ROW	STU	$0	$0	$0	$0	$0	$51,000	$51,000
Total ROW		$0	$0	$0	$0	$0	$64,000	$64,000
UTL	581	$0	$0	$0	$0	$0	$25,000	$25,000
UTL	STU	$0	$0	$0	$0	$0	$101,000	$101,000
Total UTL		$0	$0	$0	$0	$0	$126,000	$126,000
CON	581	$0	$0	$0	$0	$0	$418,000	$418,000
CON	STU	$0	$0	$0	$0	$0	$1,670,000	$1,670,000
Total CON		$0	$0	$0	$0	$0	$2,088,000	$2,088,000
Total Future Costs		$0	$0	$0	$0	$0	$2,278,000	$2,278,000
Total Programmed		$0	$186,000	$203,000	$0	$0	$2,278,000	$2,667,000

17918 - I-95, Transit Improvements/FLEX (Cornwells Heights)

In Philadelphia and Bucks Counties, funds will be used for the continuation of SEPTA's shuttle bus operations between the Cornwells Heights SEPTA Station and adjacent PENNDOT Park and Ride lot. This service serves as a CMP (Congestion Management Process) commitment for I-95 reconstruction projects. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's annual memoranda on supplemental strategies for details related to this project.

Lead Agency:	PennDOT
Project Type:	Intersection/Interchange Improvements
County:	Bucks
Town:	Bensalem Township
Tip Status:	-
Air Quality Code:	M1
MRP ID:	PAR011
CMP:	Not SOV Capacity Adding
Total Cost:	$1,058,000



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	STP	$0	$529,000	$529,000	$0	$0	$0	$1,058,000
Total CON		$0	$529,000	$529,000	$0	$0	$0	$1,058,000
Total Programmed		$0	$529,000	$529,000	$0	$0	$0	$1,058,000

82079 - Bucks County Bridge Preservation

Bridge preservation and repair activities.

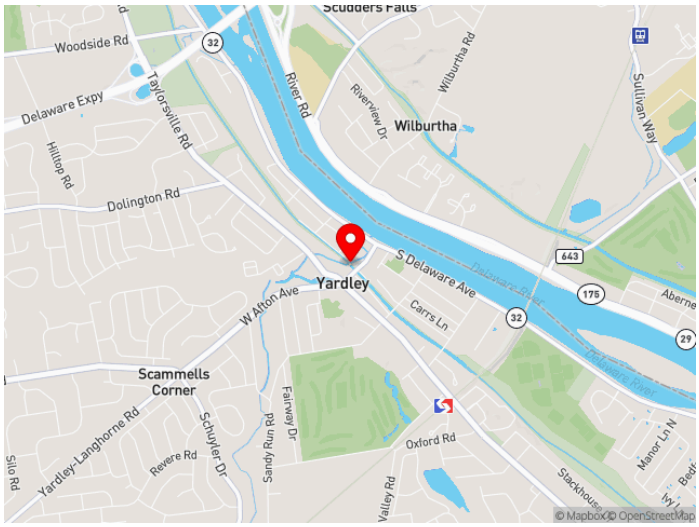
Lead Agency:	PennDOT
Project Type:	Bridge Repair/Replacement
County:	Bucks
Town:	-
Tip Status:	-
Air Quality Code:	S19
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$5,850,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
PE	BRIP	$0	$750,000	$0	$0	$0	$0	$750,000
Total PE		$0	$750,000	$0	$0	$0	$0	$750,000
ROW	BRIP	$0	$50,000	$0	$0	$0	$0	$50,000
Total ROW		$0	$50,000	$0	$0	$0	$0	$50,000
UTL	BRIP	$0	$50,000	$0	$0	$0	$0	$50,000
Total UTL		$0	$50,000	$0	$0	$0	$0	$50,000
CON	BRIP	$0	$0	$2,500,000	$2,500,000	$0	$0	$5,000,000
Total CON		$0	$0	$2,500,000	$2,500,000	$0	$0	$5,000,000
Total Programmed		$0	$850,000	$2,500,000	$2,500,000	$0	$0	$5,850,000

74827 - Delaware Canal Enhancement

The proposed structure will be a single span pre-stressed concrete adjacent box beam bridge for the Aqueduct and a pre-stressed concrete adjacent box beam bridge for the Tow Path. The existing Delaware Canal Aqueduct and Tow Path Bridge are located over Brock Creek in Delaware Canal State Park, Yardley Borough. The Delaware Canal runs in a northwest to southwest direction through Yardley, almost parallel to Main Street. The Aqueduct is just northwest of the crossing of S.R. 332/Afton Avenue and carries the Delaware Canal over Brock Creek. At the project location, the Delaware River flows parallel to the Delaware Canal approximately 1000 feet northeast of the site. The existing Aqueduct is a single span reinforced concrete u-slab, having a 24-inch depth, with reinforced concrete abutments and wingwalls. The existing tow path bridge is a single span reinforced concrete arch located on the same substructure as the aqueduct, although it appears to have been constructed at different times. Both of the structures have a clear span of 27.3' and are located on a skew of approximately 61° to Brock Creek. The structures of interest are located in a very flood prone location. It is believed that the low under clearance and short span of the existing aqueduct coupled with debris further reducing the hydraulic opening is the primary reason for flooding.

Lead Agency:	PennDOT
Project Type:	Streetscape
County:	Bucks
Town:	Yardley Borough
Tip Status:	-
Air Quality Code:	S19
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$2,550,000



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	STU	$0	$0	$0	$0	$2,550,000	$0	$2,550,000
Total CON		$0	$0	$0	$0	$2,550,000	$0	$2,550,000
Total Programmed		$0	$0	$0	$0	$2,550,000	$0	$2,550,000

82140 - PA 313 ITS and Signal Interconnect

PA 313 (Swamp Road / Dublin Pike), US 202, and PA 611 are critical Bucks County corridors, connecting growing residential and commercial areas and serving as alternate routes during highway incidents. Enhancing traffic management and communications on these roadways supports PennDOT District 6-0s ongoing Intelligent Transportation System (ITS) initiatives. This project includes:CCTV Cameras for situational awareness, incident detection, and active traffic management. Advanced Changeable Message Signs (ACMS) for real-time travel and incident updates. Traffic Signal Interconnections at 16 locations to improve coordination and flow. Fiber Optic Cable (10.8 miles) to connect field devices to the Regional Traffic Management Center, installed along: PA 313 (Rickerts Rd US 202) US 202 (PA 313 PA 413) PA 611 (PA 313 existing PennDOT fiber near Limekiln Rd)

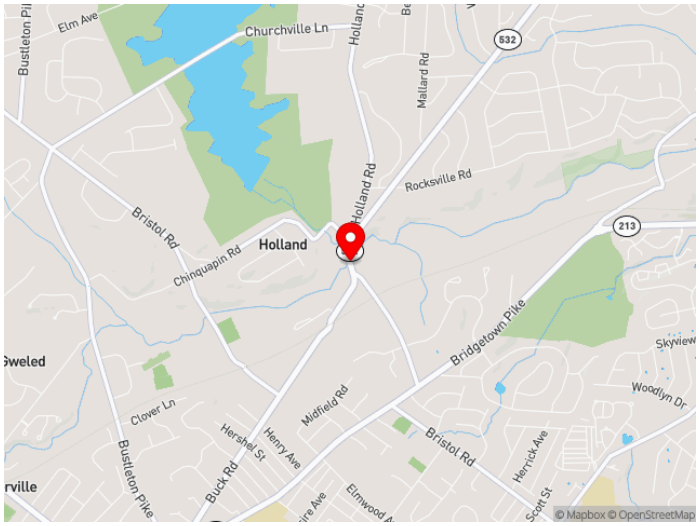
Lead Agency:	PennDOT
Project Type:	Signal/ITS Improvements
County:	Bucks
Town:	Bedminster Township, Buckingham Township, Doylestown Borough, Doylestown Township, Dublin Borough, Hilltown Township, New Britain Township, Plumstead Township
Tip Status:	New
Air Quality Code:	2030M
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$1,360,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	sCRP	$0	$0	$0	$1,360,000	$0	$0	$1,360,000
Total CON		$0	$0	$0	$1,360,000	$0	$0	$1,360,000
Total Programmed		$0	$0	$0	$1,360,000	$0	$0	$1,360,000

102272 - Holland Road at Buck Road and Route 532

This project includes the replacement of the poor condition Buck Road Bridge over Mill Creek with a wider structure to accommodate turning lanes. It also includes improvements to the Buck Road/Old Bristol Road signalized intersection and the addition of sidewalks throughout corridor. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

Lead Agency:	PennDOT
Project Type:	Bridge Repair/Replacement
County:	Bucks
Town:	Northampton Township
Tip Status:	-
Air Quality Code:	S19
MRP ID:	-
CMP:	Minor SOV Capacity
Total Cost:	$12,726,000

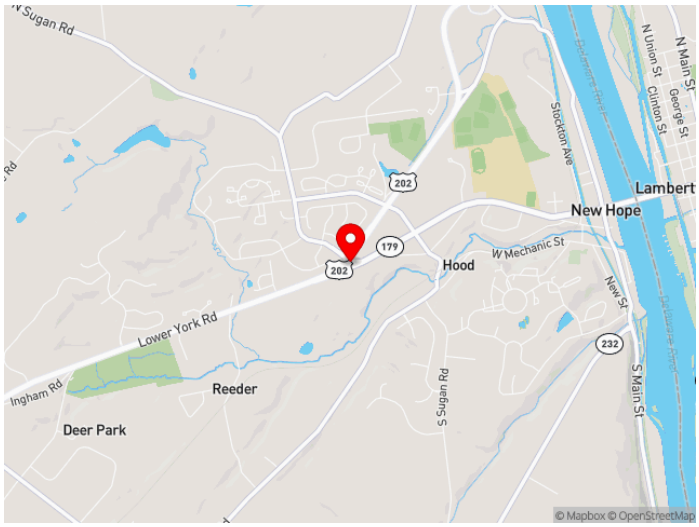


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	185	$0	$1,272,000	$0	$0	$0	$0	$1,272,000
CON	581	$0	$0	$424,000	$424,000	$424,000	$0	$1,272,000
CON	NHPP	$0	$0	$1,697,000	$0	$1,697,000	$0	$3,394,000
CON	STU	$0	$5,091,000	$0	$1,697,000	$0	$0	$6,788,000
Total CON		$0	$6,363,000	$2,121,000	$2,121,000	$2,121,000	$0	$12,726,000
Total Programmed		$0	$6,363,000	$2,121,000	$2,121,000	$2,121,000	$0	$12,726,000

118022 - Route 202/179 Roundabout

This project is for the implementation of a roundabout at the intersection of Route 202 and Route 179. Surrounding driveways will be realigned to function more efficiently. Pedestrian movements will be improved.

Lead Agency:	PennDOT
Project Type:	Intersection/Interchange Improvements
County:	Bucks
Town:	Doylestown Township
Tip Status:	-
Air Quality Code:	2040M
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$9,230,000

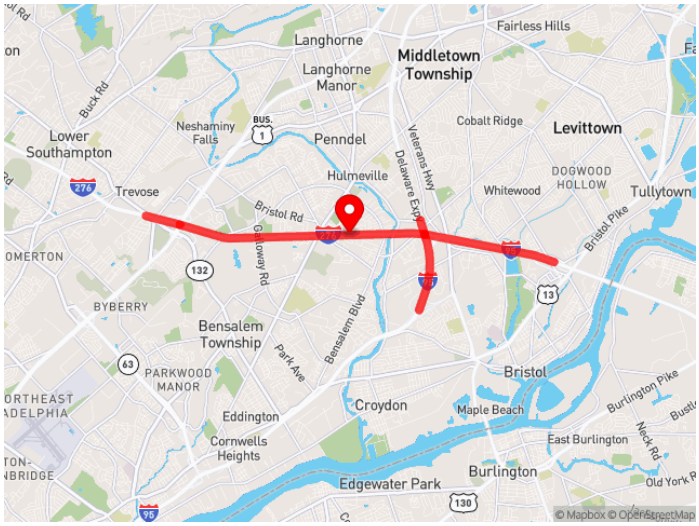


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	581	$0	$250,000	$346,000	$250,000	$421,000	$579,000	$1,846,000
CON	STU	$0	$1,000,000	$1,384,000	$1,000,000	$1,684,000	$2,316,000	$7,384,000
Total CON		$0	$1,250,000	$1,730,000	$1,250,000	$2,105,000	$2,895,000	$9,230,000
Total Future Costs		$0	$0	$0	$0	$0	$2,895,000	$2,895,000
Total Programmed		$0	$1,250,000	$1,730,000	$1,250,000	$2,105,000	$2,895,000	$9,230,000

119730 - I-95, I-295, PA Turnpike Interchange Stage 2

This interstate completion project will fully connect I-95, I-295 and I-276 in Pennsylvania and complete remaining sections of Turnpike widening and reconstruction in PA. Considering this overall program completed a Final Environmental Impact Statement (FEIS) and received a Record of Decision (ROD) in 2003, subsequent design and construction activities have been continuously led by the PTC, in cooperation with PennDOT under FHWA oversight. Stage 1 of this project was completed, opened to traffic, and facilitated a revised routing of I-95 in PA and NJ, thereby making I-95 continuous along the east coast from Florida to Maine. All of the design and construction funding in this action for Stage 2 is for Sections C and A (as well as the ROW funding). ROW and CON funding for Stage 2 Sections other than C and A will be better known regarding amounts and timing moving forward. This will be revisited in future TIP updates. Stage 2 includes construction of the remaining six new interchange ramp movements which do not have the I-95 designation, and completion of the mainline widening from two lanes in each direction to three lanes in each direction in addition to the associated reconstruction work on the Turnpike and I-95/I-295. Stage 3, currently in the preliminary engineering phase, will replace the Delaware River Bridge with a new parallel bridge over the Delaware River. Stage 2 includes the following distinct design/construction sections: * Section A (mainline Turnpike widening and reconstruction near the Bensalem Interchange to the Neshaminy Falls toll plaza); * Section C (mainline Turnpike widening and reconstruction from the Neshaminy Falls Toll Plaza to the Bensalem Boulevard overpass); * Section E (Turnpike/US 13 mainline interchange reconstruction and mainline widening to the west); and * Section D40 (the remaining six ramps of the I-276/I-95/I-295 Interchange and related mainline improvements). Sections A and C are progressing through final design. Sections E and D40 completed preliminary design and await identified funding sources for the respective design/construction phases to enable them to proceed. Section C is anticipated to proceed to the construction phase, while Section A will progress in Final Design. Updates will be made on section status and PTC Capital Plan funding allocations for Stage 2 as they occur or in future TIP updates. Section A includes the reconstruction and widening of the Turnpike mainline (I-276) from west of the Bensalem Interchange to the Neshaminy Falls toll plaza. I-276 will be widened to 6 through lanes with additional auxiliary lanes to/from the interchange. The typical section transitions due to a median width reduction from 26' to 10' in the ultimate condition. Included in this project is the replacement and widening of three mainline bridge structures carrying the turnpike over CSX Railroad, Street Road (SR 0132), and Old Lincoln Highway (SR 2037) in addition to 7 retaining walls and 1 noise wall. Section C includes the reconstruction and widening of the Pennsylvania Turnpike (I-276) from the Neshaminy Falls Interchange to a point approximately 575 feet west of the Bensalem Boulevard (SR 2015/MP 355.2) overhead structure (approximately 2.2 miles total). Through this construction, the mainline will be converted from a four-lane divided roadway to a six-lane divided roadway typical section. Also included is the construction of eight (8) noise walls adjacent to the mainline and modernizing of the Open Road Tolling System at the Neshaminy Falls Tolling Point.

Lead Agency:	PennDOT
Project Type:	Roadway New Capacity
County:	Bucks
Town:	Bristol Township
Tip Status:	-
Air Quality Code:	2040M
MRP ID:	PAX002
CMP:	Major SOV Capacity
Total Cost:	$115,700,000

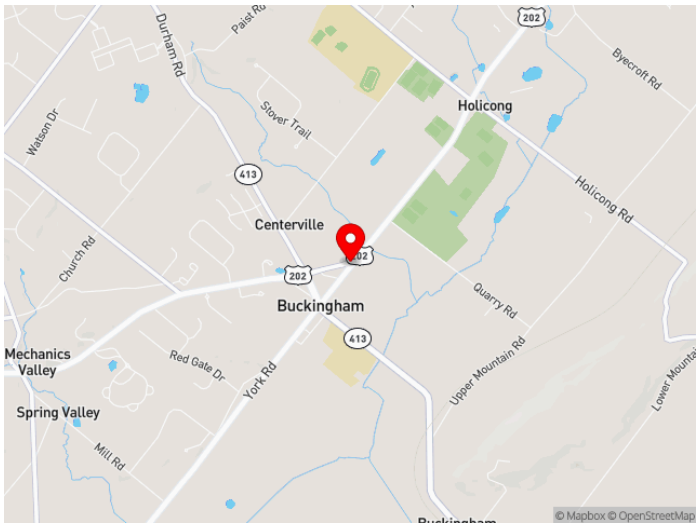


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
FD	TPK	$0	$1,000,000	$500,000	$500,000	$500,000	$0	$2,500,000
Total FD		$0	$1,000,000	$500,000	$500,000	$500,000	$0	$2,500,000
CON	TPK	$0	$9,100,000	$43,800,000	$42,800,000	$17,500,000	$0	$113,200,000
Total CON		$0	$9,100,000	$43,800,000	$42,800,000	$17,500,000	$0	$113,200,000
Total Programmed		$0	$10,100,000	$44,300,000	$43,300,000	$18,000,000	$0	$115,700,000

115419 - US 202/Route 263 (York Road) Roundabout

This project is for the implementation of a roundabout at US 202/Route 263 & York Road.

Lead Agency:	PennDOT
Project Type:	Intersection/Interchange Improvements
County:	Bucks
Town:	Buckingham Township
Tip Status:	-
Air Quality Code:	2040M
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$2,294,000

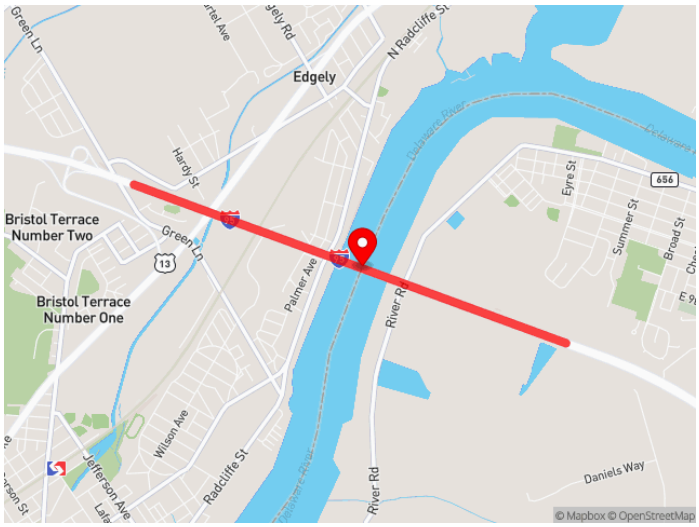


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
UTL	HSIP	$0	$200,000	$0	$0	$0	$0	$200,000
Total UTL		$0	$200,000	$0	$0	$0	$0	$200,000
CON	HSIP	$0	$2,094,000	$0	$0	$0	$0	$2,094,000
Total CON		$0	$2,094,000	$0	$0	$0	$0	$2,094,000
Total Programmed		$0	$2,294,000	$0	$0	$0	$0	$2,294,000

119977 - I-95, I-295, PA Turnpike Interchange Stage 3 - Delaware River Bridge Replacement

The overall I-95, PA Turnpike Interchange project is an interstate completion project that will fully connect I-95, I-295 and I-276 in Pennsylvania and complete remaining planned sections of Turnpike widening and reconstruction in PA. The project also involves the replacement of the bridge over the Delaware River, considering the structure's age and the need to provide lane continuity between the Pennsylvania Turnpike Commission and the New Jersey Turnpike Authority facilities. The overall I-95, PA Turnpike Interchange program completed a Final Environmental Impact Statement (FEIS) and received a Record of Decision (ROD) in 2003, and subsequent design and construction activities have been continuously led by the PTC, in cooperation with PennDOT under FHWA oversight. Due to needed revisions to the FEIS selected Bridge Alternative, a Supplemental EIS has been initiated and is being conducted concurrent with the PE phase. Stage 1 of this project was completed, opened to traffic, and now provides a revised routing of I-95 in PA and NJ, thereby making I-95 continuous along the east coast from Florida to Maine. Stage 2 includes construction of the remaining six proposed interchange ramp movements, and completion of the mainline reconstruction and widening from two lanes in each direction to three lanes in each direction in PA, in addition to the associated reconstruction work on I-295. Stage 3 will replace the Delaware River Bridge with a new parallel bridge over the Delaware River. The Delaware River Bridge (DRB) is the final stage of the I-95, PA Turnpike Interchange Program. It will involve the construction of the new Delaware River Bridge, mainline improvements on the bridge approaches, ITS devices in PA and NJ, and tolling systems within the project limits in PA. The PTC and the New Jersey Turnpike Authority (NJTA) are conducting environmental studies and an Alternatives Analysis, and have initiated Preliminary Engineering. Interagency coordination and cost sharing are being conducted in accordance with a Memorandum of Understanding (MOU) executed jointly by the PTC and NJTA. The PTC expects to develop more refined estimates as this work proceeds. The PTC FY 2026 10-year Capital Plan contains $42.6 Million for design, environmental clearance, permitting and related tasks. This total and the yearly amounts will be updated in future PTC capital plans as the design advances, costs are known, and the development of the project schedule is further defined. All funding in this action for Stage 3 is for the Preliminary Engineering phase of the I-95 (Turnpike) Connector Bridge between Pennsylvania and New Jersey. The status and funding for this stage of the program will be revisited for future TIP updates. When completed, the project will achieve design year capacity requirements on the bridge and address long established project needs. As importantly, it will achieve lane continuity between the six-lane PA Turnpike mainline west of US 1 over the Delaware River to the six-lane New Jersey Turnpike Extension.

Lead Agency:	PennDOT
Project Type:	Bridge Repair/Replacement
County:	Bucks
Town:	Bristol Township
Tip Status:	-
Air Quality Code:	X5
MRP ID:	PAX003
CMP:	Not SOV Capacity Adding
Total Cost:	$20,520,000

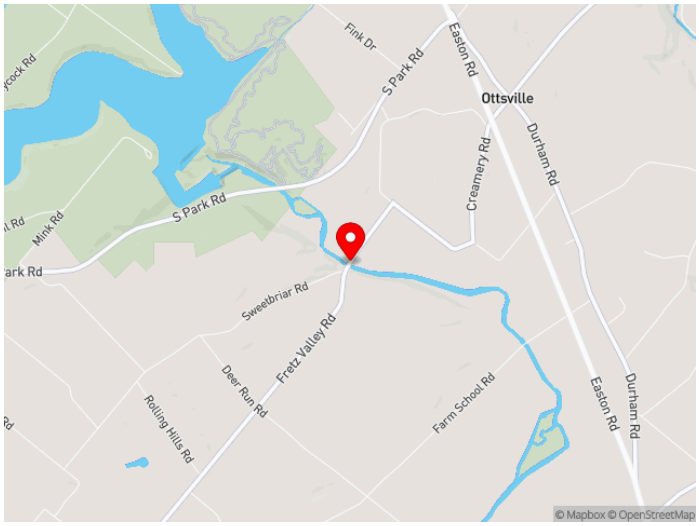


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
PE	TPK	$0	$4,120,000	$5,300,000	$5,500,000	$5,600,000	$0	$20,520,000
Total PE		$0	$4,120,000	$5,300,000	$5,500,000	$5,600,000	$0	$20,520,000
Total Programmed		$0	$4,120,000	$5,300,000	$5,500,000	$5,600,000	$0	$20,520,000

90550 - Creamery Road Bridge over Tohickon Creek

This project involves rehabilitating or replacing the Creamery Road and Tohickon Creek. The improvement is a breakout of MPMS #88706 for Bridge Rehabilitation in order to process federal authorization. Improvements also include associated roadway approach reconstruction, guiderail and drainage improvements. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

Lead Agency:	PennDOT
Project Type:	Bridge Repair/Replacement
County:	Bucks
Town:	Bedminster Township, Tinicum Township
Tip Status:	-
Air Quality Code:	S19
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$8,635,000

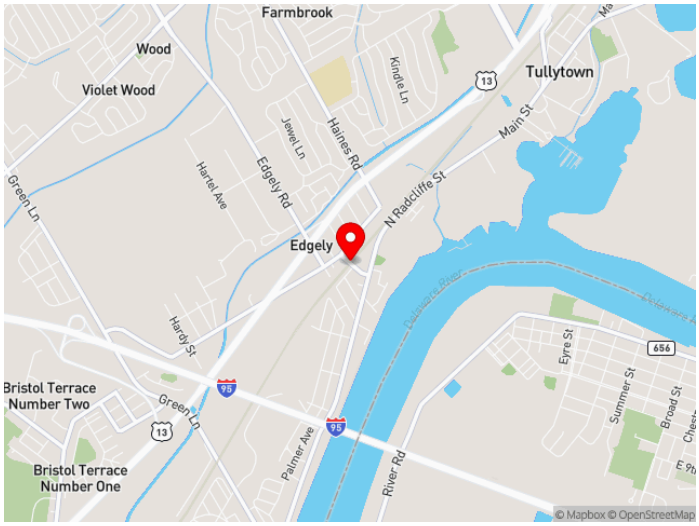


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
FD	185	$0	$212,000	$0	$0	$0	$0	$212,000
FD	STP	$0	$849,000	$0	$0	$0	$0	$849,000
Total FD		$0	$1,061,000	$0	$0	$0	$0	$1,061,000
ROW	185	$0	$0	$81,000	$0	$0	$0	$81,000
ROW	STU	$0	$0	$325,000	$0	$0	$0	$325,000
Total ROW		$0	$0	$406,000	$0	$0	$0	$406,000
UTL	185	$0	$0	$13,000	$0	$0	$0	$13,000
UTL	STU	$0	$0	$52,000	$0	$0	$0	$52,000
Total UTL		$0	$0	$65,000	$0	$0	$0	$65,000
CON	185	$0	$0	$1,421,000	$2,791,000	$2,891,000	$0	$7,103,000
Total CON		$0	$0	$1,421,000	$2,791,000	$2,891,000	$0	$7,103,000
Total Programmed		$0	$1,061,000	$1,892,000	$2,791,000	$2,891,000	$0	$8,635,000

13233 - Randall Avenue over Amtrak

An inspection report from 2022 reported the bridge is in a state of poor-to-serious condition that ranges from cracking and rusting to section loss, severe spalling, and collision damage; the bridge transition deemed intolerable, with replacement/action required; and the under clearance, approach rail ends, deck geometry and approach alignment only meeting or better than minimum tolerable limits. Funds will be used to perform the preliminary field investigations required, engineering design of a new structure, publicly bidding the project, demolition of the existing structure, and construction of the new bridge. A new structure will aim to improve the mobility and safety of multiple modes of transportation; meet new bridge standards for abutments, moment slabs, guiderails, bridge decking and sidewalks; and address the current weight and size limitations of the existing Randall Avenue Bridge. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

Lead Agency:	PennDOT
Project Type:	Bridge Repair/Replacement
County:	Bucks
Town:	Bristol Township
Tip Status:	-
Air Quality Code:	S19
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$33,382,000

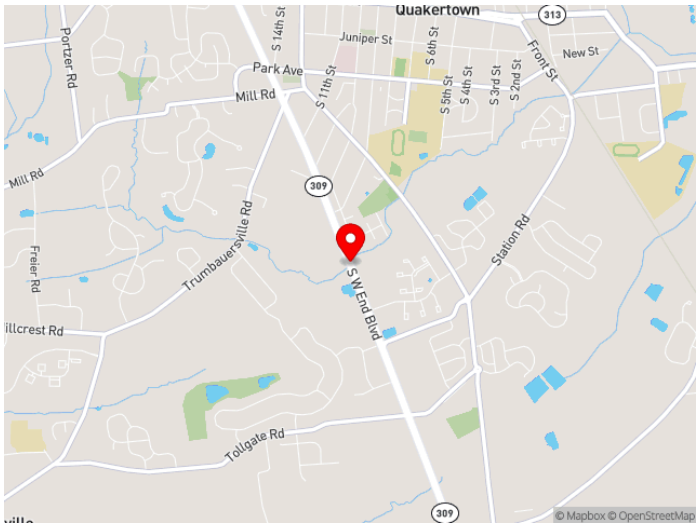


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
FD	BOF	$0	$0	$588,000	$588,000	$0	$0	$1,176,000
Total FD		$0	$0	$588,000	$588,000	$0	$0	$1,176,000
ROW	BOF	$0	$0	$0	$0	$0	$179,000	$179,000
Total ROW		$0	$0	$0	$0	$0	$179,000	$179,000
UTL	BOF	$0	$0	$0	$0	$0	$263,000	$263,000
Total UTL		$0	$0	$0	$0	$0	$263,000	$263,000
CON	BOF	$0	$0	$0	$0	$0	$31,764,000	$31,764,000
Total CON		$0	$0	$0	$0	$0	$31,764,000	$31,764,000
Total Future Costs		$0	$0	$0	$0	$0	$32,206,000	$32,206,000
Total Programmed		$0	$0	$588,000	$588,000	$0	$32,206,000	$33,382,000

102664 - PA 309 Bridge over Beaver Run

This project involves replacing the Bridge at PA309 over Beaver Run. PA 309 will be widened within the limits of the bridge with full-depth pavement reconstruction to accommodate wider shoulders NB and SB (from 3 ft to 8 ft), and milling and paving will be conducted at the approaches to the bridge. Proposed improvements also include slope repairs, drainage improvements, stream channel improvements, upgrading guiderail, and associated miscellaneous construction. Right-of-way impacts include temporary construction easements, and minor permanent right of way acquisitions.

Lead Agency:	PennDOT
Project Type:	Bridge Repair/Replacement
County:	Bucks
Town:	Richland Township
Tip Status:	-
Air Quality Code:	S19
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$9,521,000

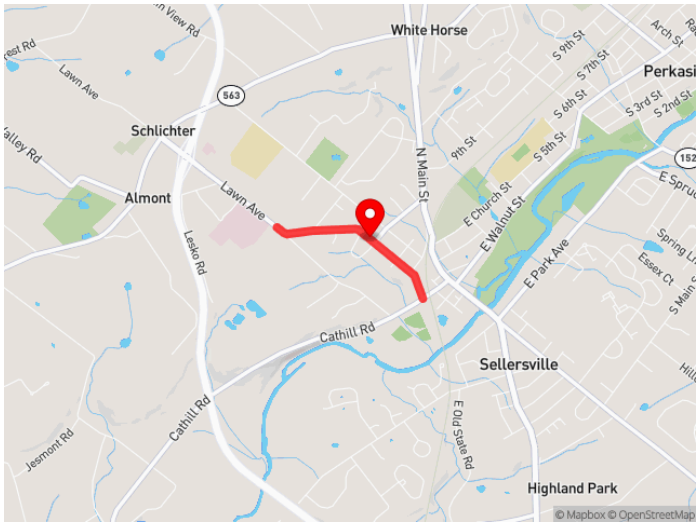


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ROW	185	$0	$159,000	$0	$0	$0	$0	$159,000
ROW	STU	$0	$637,000	$0	$0	$0	$0	$637,000
Total ROW		$0	$796,000	$0	$0	$0	$0	$796,000
UTL	185	$0	$106,000	$0	$0	$0	$0	$106,000
UTL	STP	$0	$424,000	$0	$0	$0	$0	$424,000
Total UTL		$0	$530,000	$0	$0	$0	$0	$530,000
CON	185	$0	$0	$1,639,000	$1,000,000	$5,556,000	$0	$8,195,000
Total CON		$0	$0	$1,639,000	$1,000,000	$5,556,000	$0	$8,195,000
Total Programmed		$0	$1,326,000	$1,639,000	$1,000,000	$5,556,000	$0	$9,521,000

12965 - Lawn Avenue Reconstruction

Reconstruct roadway, curbs, sidewalks, and walls. Construct new sidewalk and curbs in areas currently without them. Perform a minor relocation of one horizontal curve. Install new drainage facilities as required. Relocate affected water and sanitary sewer lines as required. A portion of the roadway from Noble St to Maple Ave is proposed to be turned back to the borough upon completion of the project. Upon completion of the project sidewalk will be in place from Grandview Hospital to the borough center.

Lead Agency:	PennDOT
Project Type:	Roadway Rehabilitation
County:	Bucks
Town:	Sellersville Borough, West Rockhill Township
Tip Status:	-
Air Quality Code:	S10
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$23,197,000

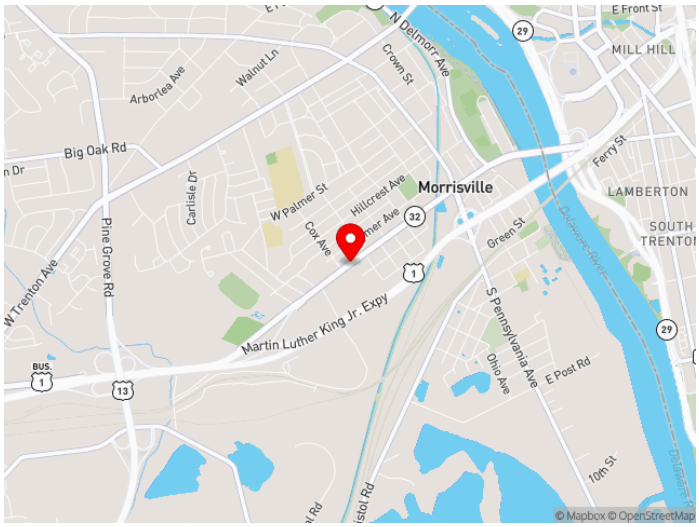


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
FD	581	$0	$106,000	$0	$0	$0	$0	$106,000
FD	STU	$0	$424,000	$0	$0	$0	$0	$424,000
Total FD		$0	$530,000	$0	$0	$0	$0	$530,000
ROW	581	$0	$106,000	$0	$0	$0	$0	$106,000
ROW	STU	$0	$424,000	$0	$0	$0	$0	$424,000
Total ROW		$0	$530,000	$0	$0	$0	$0	$530,000
UTL	581	$0	$127,000	$0	$0	$0	$0	$127,000
UTL	STU	$0	$509,000	$0	$0	$0	$0	$509,000
Total UTL		$0	$636,000	$0	$0	$0	$0	$636,000
CON	581	$0	$0	$0	$433,000	$683,000	$2,683,000	$3,799,000
CON	NHPP	$0	$0	$0	$0	$0	$3,000,000	$3,000,000
CON	STU	$0	$0	$0	$1,734,000	$2,734,000	$10,234,000	$14,702,000
Total CON		$0	$0	$0	$2,167,000	$3,417,000	$15,917,000	$21,501,000
Total Future Costs		$0	$0	$0	$0	$0	$15,917,000	$15,917,000
Total Programmed		$0	$1,696,000	$0	$2,167,000	$3,417,000	$15,917,000	$23,197,000

104746 - West Bridge Street Bridge over Tributary to Delaware River

This project involves the replacement of the West Bridge Street Bridge (SR 32) over Tributary to Delaware River in Falls Township and Morrisville Borough, Bucks County. The bridge is currently posted for 34 tons.

Lead Agency:	PennDOT
Project Type:	Bridge Repair/Replacement
County:	Bucks
Town:	Falls Township
Tip Status:	-
Air Quality Code:	S19
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$3,531,000



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
FD	185	$0	$127,000	$0	$0	$0	$0	$127,000
FD	BRIP	$0	$509,000	$0	$0	$0	$0	$509,000
Total FD		$0	$636,000	$0	$0	$0	$0	$636,000
ROW	BRIP	$0	$0	$109,000	$0	$0	$0	$109,000
Total ROW		$0	$0	$109,000	$0	$0	$0	$109,000
UTL	BRIP	$0	$0	$55,000	$0	$0	$0	$55,000
Total UTL		$0	$0	$55,000	$0	$0	$0	$55,000
CON	185	$0	$0	$196,000	$175,000	$175,000	$0	$546,000
CON	BRIP	$0	$0	$785,000	$700,000	$700,000	$0	$2,185,000
Total CON		$0	$0	$981,000	$875,000	$875,000	$0	$2,731,000
Total Programmed		$0	$636,000	$1,145,000	$875,000	$875,000	$0	$3,531,000

82144 - SR 413 Veterans Highway & Wharton Rd/Old Rodgers Rd Intersection

The implementation of safety countermeasures will reduce angle crashes and read end crashes and improve the overall safety of the corridor. The treatments proposed as part of this project include: Add a leading pedestrian interval, Install retroreflective backplates, Upgrade signal cabinets, Install curb extensions, Install ADA ramps, Install high visibility crosswalks.

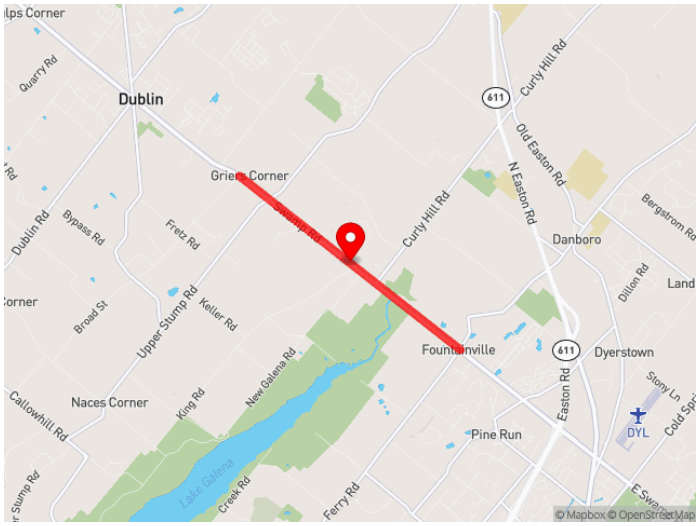
Lead Agency:	PennDOT
Project Type:	Intersection/Interchange Improvements
County:	Bucks
Town:	Bristol Township
Tip Status:	New
Air Quality Code:	S6
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$1,524,150

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
PE	sHVRU	$0	$0	$225,800	$0	$0	$0	$225,800
Total PE		$0	$0	$225,800	$0	$0	$0	$225,800
FD	sHVRU	$0	$0	$169,350	$0	$0	$0	$169,350
Total FD		$0	$0	$169,350	$0	$0	$0	$169,350
UTL	sHVRU	$0	$0	$0	$8,000	$0	$0	$8,000
Total UTL		$0	$0	$0	$8,000	$0	$0	$8,000
CON	sHVRU	$0	$0	$0	$1,121,000	$0	$0	$1,121,000
Total CON		$0	$0	$0	$1,121,000	$0	$0	$1,121,000
Total Programmed		$0	$0	$395,150	$1,129,000	$0	$0	$1,524,150

57619 - Route 313 Corridor Improvements

The project consists of a corridor safety study, improvements at five (5) intersections, and two (2) bridge replacements along SR 313 (Swamp Road) in New Britain, Plumstead, Bedminster, and Hilltown Townships, Bucks County. The project study area limits extend along SR 313 from approximately 650' west of SR 1006 (Ferry Road) to T-413 (Old Dublin Pike/Applebutter Road). The project is currently in the Study Phase and this page will be updated with additional project information and resources as the design progresses.

Lead Agency:	PennDOT
Project Type:	Intersection/Interchange Improvements
County:	Bucks
Town:	Hilltown Township, New Britain Township, Plumstead Township
Tip Status:	-
Air Quality Code:	R1
MRP ID:	-
CMP:	Minor SOV Capacity
Total Cost:	$24,747,000

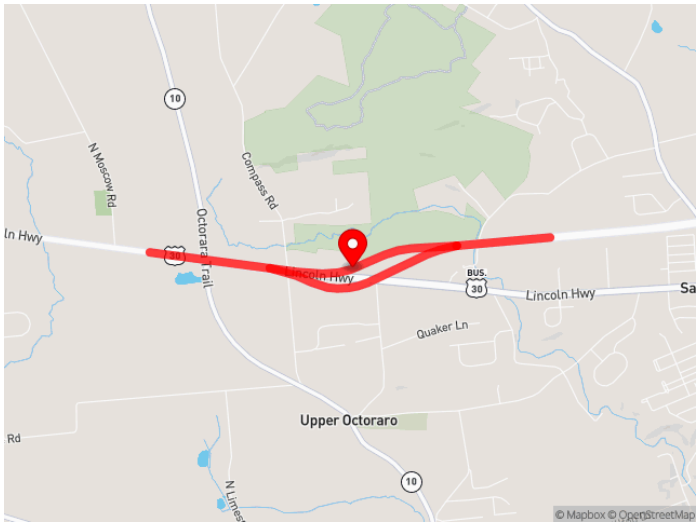


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
FD	NHPP	$0	$4,986,000	$0	$0	$0	$0	$4,986,000
Total FD		$0	$4,986,000	$0	$0	$0	$0	$4,986,000
ROW	581	$0	$0	$0	$0	$0	$382,000	$382,000
ROW	STU	$0	$0	$0	$0	$0	$1,528,000	$1,528,000
Total ROW		$0	$0	$0	$0	$0	$1,910,000	$1,910,000
UTL	581	$0	$0	$0	$0	$0	$268,000	$268,000
UTL	NHPP	$0	$0	$0	$0	$0	$75,000	$75,000
UTL	STU	$0	$0	$0	$0	$0	$999,000	$999,000
Total UTL		$0	$0	$0	$0	$0	$1,342,000	$1,342,000
CON	581	$0	$0	$0	$0	$0	$3,302,000	$3,302,000
CON	NHPP	$0	$0	$0	$0	$0	$13,207,000	$13,207,000
Total CON		$0	$0	$0	$0	$0	$16,509,000	$16,509,000
Total Future Costs		$0	$0	$0	$0	$0	$19,761,000	$19,761,000
Total Programmed		$0	$4,986,000	$0	$0	$0	$19,761,000	$24,747,000

107551 - SR30/SR10 to Business 30 Interchange Improvement

The proposed Octorara Trail (SR 0010)/Lincoln Highway (Business US 30) Interchange project (US 30, Section 010) is being undertaken in conjunction with corridor wide improvements planned for the 14.5-mile US 30 Coatesville/Downingtown Bypass. The project extends along US 30 from approximately 1,250 feet west of SR 10 in West Sadsbury Township to approximately 1,500 feet east of the highway's bridge over Old Mill Road in Sadsbury Township. Planned work will consist of the full reconstruction of US 30 to upgrade the existing roadway which is approaching the end of its serviceable life. Reconfiguration of the interchange with Business US 30 will be considered to address the existing nonconventional split of the two roadways. The project will also address deficient median conditions, shoulder widths and the functionally obsolete bridges (Business US 30 over EB US 30 and US 30 over Old Mill Road) within the project limits. The addition of turning lanes at the SR 10 intersection will be made to improve movement through the intersection. This is a breakout of MPMS #84884

Lead Agency:	PennDOT
Project Type:	Intersection/Interchange Improvements
County:	Chester
Town:	Sadsbury Township, West Sadsbury Township
Tip Status:	-
Air Quality Code:	R1
MRP ID:	PAR006
CMP:	Major SOV Capacity
Total Cost:	$106,950,000

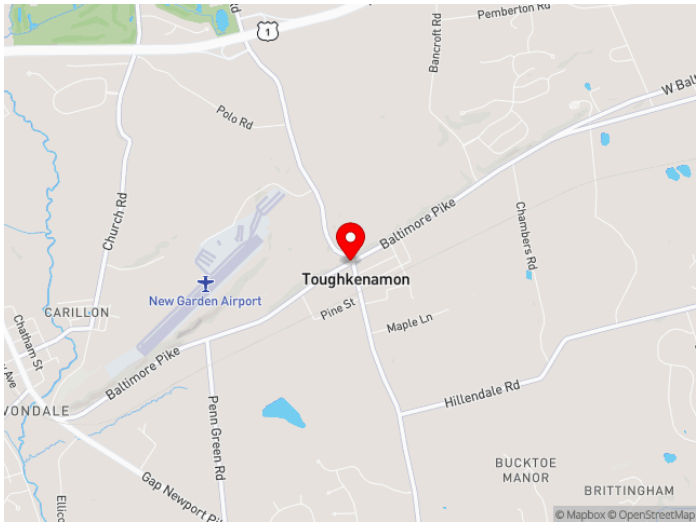


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
FD	581	$0	$1,231,000	$0	$0	$0	$0	$1,231,000
FD	NHPP	$0	$4,923,000	$0	$0	$0	$0	$4,923,000
Total FD		$0	$6,154,000	$0	$0	$0	$0	$6,154,000
ROW	NHPP	$0	$8,063,000	$0	$0	$0	$0	$8,063,000
Total ROW		$0	$8,063,000	$0	$0	$0	$0	$8,063,000
UTL	581	$0	$764,000	$0	$0	$0	$0	$764,000
UTL	NHPP	$0	$3,055,000	$0	$0	$0	$0	$3,055,000
Total UTL		$0	$3,819,000	$0	$0	$0	$0	$3,819,000
CON	581	$0	$0	$0	$5,000,000	$5,000,000	$7,782,000	$17,782,000
CON	NHPP	$0	$0	$0	$0	$0	$31,132,000	$31,132,000
CON	SPK-NHPP	$0	$0	$0	$20,000,000	$20,000,000	$0	$40,000,000
Total CON		$0	$0	$0	$25,000,000	$25,000,000	$38,914,000	$88,914,000
Total Future Costs		$0	$0	$0	$0	$0	$38,914,000	$38,914,000
Total Programmed		$0	$18,036,000	$0	$25,000,000	$25,000,000	$38,914,000	$106,950,000

110312 - Baltimore Pike/Newark Road Intersection Improvements

This project is located in the village of Toughkenamon in New Garden Township, Chester County. This project will improve safety by: * Realigning the northern leg of Newark Road to reduce the reverse curve and better align it with the southern leg. * Adding a 500-foot-long left-turn lane on the northern leg. * Moving the intersection with Baltimore Pike westward to align Newark Road's northern and southern legs. * Improving turning radii on all four corners of the intersection for better heavy vehicle maneuverability. * Widening the southern Newark Road to include a 100-foot-long left-turn and 150-foot-long right-turn lane. * Widening Baltimore Pike's western leg to provide a 225-foot-long left-turn lane. * Widening Baltimore Pike's eastern leg to include a 175-foot-long left-turn lane and a 250-foot-long right-turn lane. * Installing pedestrian facilities such as curb ramps and sidewalks along all four corners and the four legs of the intersection. * Installing new traffic signals and street lighting. * A new stormwater conveyance system and Stormwater Control Measures (SCMs) along Newark Road and Baltimore Pike and within the intersection will be installed. * A new downstream stormwater conveyance system will be built between Baltimore Pike and Church Street and along Church Street, Center Street and Willow Street to the existing stormwater outfall to the Unnamed Tributary to the West branch of Red Clay Creek. * Relocating utility poles affected by the widening and realignment, along with subsurface sewer, gas, and water lines on the northern Newark Road leg. Additional subsurface relocations may be necessary on Baltimore Pike and the southern Newark Road to accommodate drainage infrastructure.

Lead Agency:	PennDOT
Project Type:	Intersection/Interchange Improvements
County:	Chester
Town:	New Garden Township
Tip Status:	-
Air Quality Code:	R1
MRP ID:	-
CMP:	Minor SOV Capacity
Total Cost:	$12,516,000

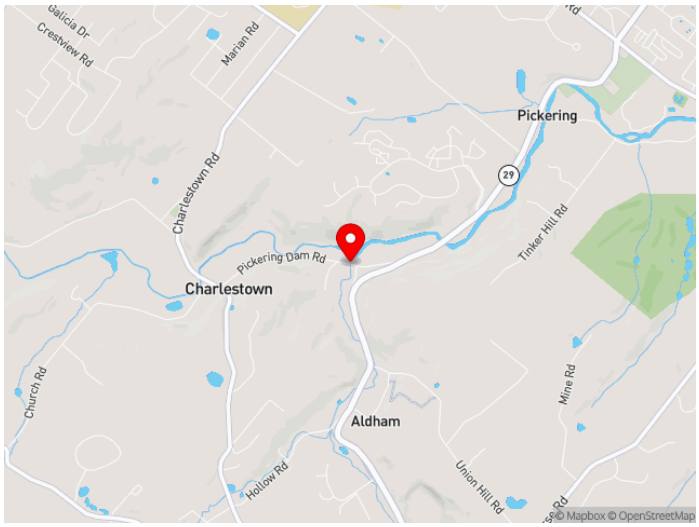


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	581	$0	$1,086,000	$1,086,000	$1,086,000	$2,086,000	$7,172,000	$12,516,000
Total CON		$0	$1,086,000	$1,086,000	$1,086,000	$2,086,000	$7,172,000	$12,516,000
Total Future Costs		$0	$0	$0	$0	$0	$7,172,000	$7,172,000
Total Programmed		$0	$1,086,000	$1,086,000	$1,086,000	$2,086,000	$7,172,000	$12,516,000

110765 - Pickering Dam Road over Branch of Pickering Creek

This project involves replacement of the Pickering Dam Road bridge over Branch Pickering Creek in Charlestown Township. The proposed improvement includes replacing the existing structure with a precast concrete box culvert and installing PA Type 10-M bridge barrier. Additional work includes full-depth reconstruction of the approach roadways with mill-and-overlay tie-ins, guiderail installation at all corners, minor westward relocation of the Pickering Trail trailhead to accommodate the northwest corner guiderail, and roadway embankment stabilization with rock scour protection at the proposed structure.

Lead Agency:	PennDOT
Project Type:	Bridge Repair/Replacement
County:	Chester
Town:	Charlestown Township
Tip Status:	-
Air Quality Code:	S19
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$1,915,000

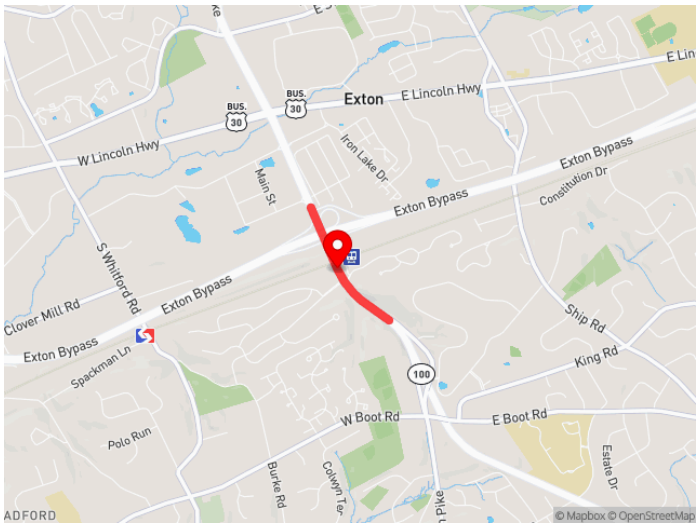


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
UTL	185	$0	$36,000	$0	$0	$0	$0	$36,000
Total UTL		$0	$36,000	$0	$0	$0	$0	$36,000
CON	185	$0	$629,000	$500,000	$750,000	$0	$0	$1,879,000
Total CON		$0	$629,000	$500,000	$750,000	$0	$0	$1,879,000
Total Programmed		$0	$665,000	$500,000	$750,000	$0	$0	$1,915,000

118025 - PA 100 Northbound at Exton Station

The proposed improvements comprise four distinct elements: (1) Addition of a northbound through-lane from Pottstown Pike through the intersection with the US 30 Bypass ramps; (2) Shift the existing travel lanes and the center median to accommodate an additional through-lane, particularly under the Amtrak/SEPTA and Norfolk Southern railroad overpasses; (3) Modifications to Mountain View Drive intersection to retain right-in and right-out access to the Exton Train Station and Courts at Valley View neighborhood; (4) Modifications to Whiteland Woods Boulevard intersection to retain right-in and right-out access.

Lead Agency:	PennDOT
Project Type:	Roadway New Capacity
County:	Chester
Town:	West Whiteland Township
Tip Status:	-
Air Quality Code:	2030M
MRP ID:	PAR060
CMP:	Minor SOV Capacity
Total Cost:	$7,405,000

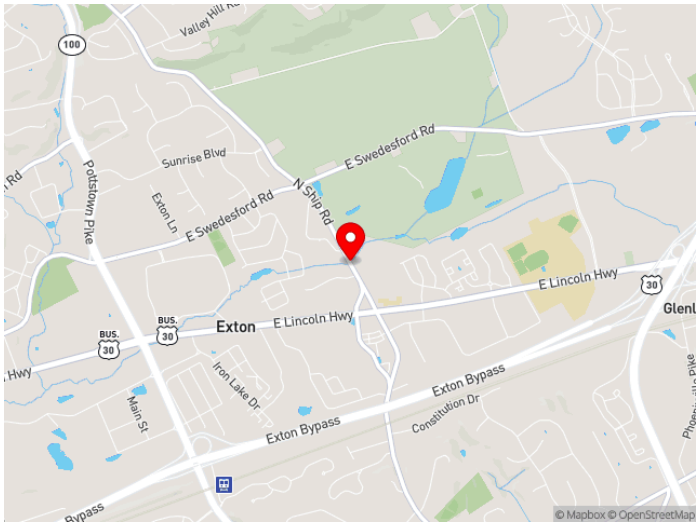


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
FD	STU	$0	$796,000	$0	$0	$0	$0	$796,000
Total FD		$0	$796,000	$0	$0	$0	$0	$796,000
UTL	581	$0	$53,000	$0	$0	$0	$0	$53,000
Total UTL		$0	$53,000	$0	$0	$0	$0	$53,000
CON	581	$0	$0	$1,311,000	$0	$0	$0	$1,311,000
CON	STP	$0	$0	$5,245,000	$0	$0	$0	$5,245,000
Total CON		$0	$0	$6,556,000	$0	$0	$0	$6,556,000
Total Programmed		$0	$849,000	$6,556,000	$0	$0	$0	$7,405,000

98039 - Ship Road over Valley Creek (Bridge)

This project will include the removal and replacement of an existing poor condition bridge along Ship Road over Valley Creek in West Whiteland Township, Chester County. A final alternative for bridge replacement was determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

Lead Agency:	PennDOT
Project Type:	Bridge Repair/Replacement
County:	Chester
Town:	West Whiteland Township
Tip Status:	-
Air Quality Code:	S19
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$1,804,000

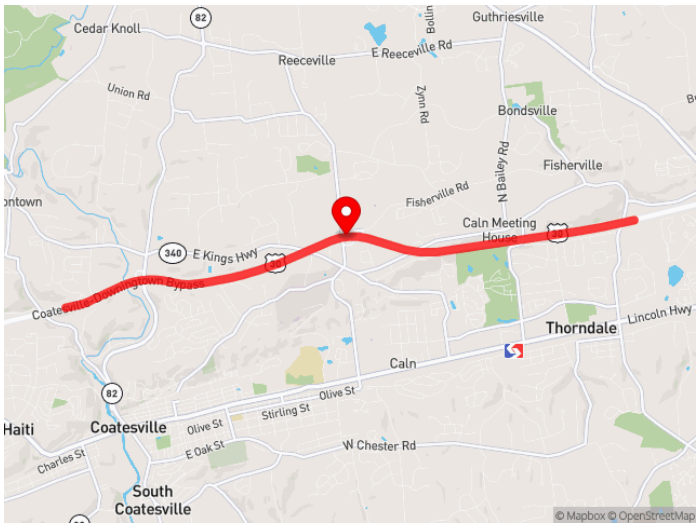


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	185	$0	$1,804,000	$0	$0	$0	$0	$1,804,000
Total CON		$0	$1,804,000	$0	$0	$0	$0	$1,804,000
Total Programmed		$0	$1,804,000	$0	$0	$0	$0	$1,804,000

107554 - US30 & PA82 Interchange Improvement

The SR 82 Interchange project (US 30, Section 082) is being undertaken in conjunction with corridor wide improvements planned for the 14.5-mile US 30 Coatesville-Downingtown Bypass. The project extends along US 30 from approximately 0.2 miles east of Wagontown Road in Valley Township to 0.1 miles west of the SR 340 bridge over US 30 in Caln Township. Proposed work will consist of the full reconstruction of US 30 to upgrade the existing roadway which is approaching the end of its serviceable life. The US 30/PA82 interchange will be reconstructed with a SPUI (Single Point Urban Interchange) to address substandard acceleration/deceleration ramp lengths and poor geometry of the westbound exit ramp. The project will also address deficient median conditions, shoulder widths and the functionally obsolete bridges (US 30 over W. Brandywine Creek, US 30 over SR 82, & US 30 over Moore Road) within the project limits. Reconfiguration of the SR 82/SR 340 intersection will also be undertaken as part of the project to improve movement through the intersection. No additional travel lanes are proposed on any of the roadways involved in the project. This is a breakout of MPMS #84884.

Lead Agency:	PennDOT
Project Type:	Intersection/Interchange Improvements
County:	Chester
Town:	Valley Township, West Caln Township
Tip Status:	-
Air Quality Code:	R3
MRP ID:	PAR006
CMP:	Major SOV Capacity
Total Cost:	$208,302,000

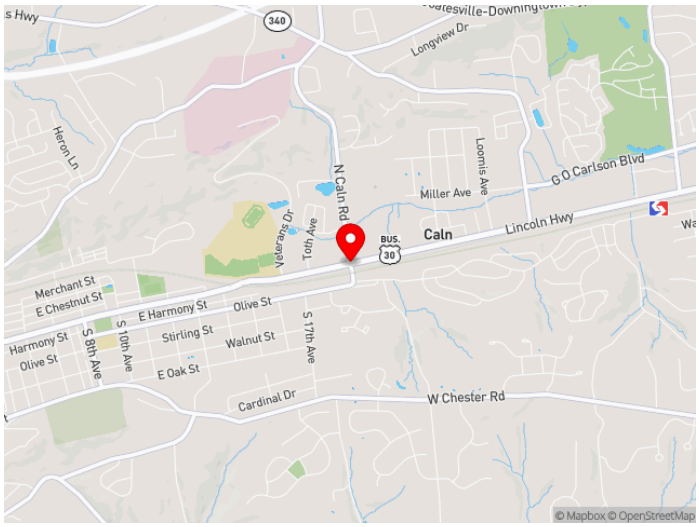


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
FD	581	$0	$2,376,000	$0	$0	$0	$0	$2,376,000
FD	NHPP	$0	$9,506,000	$0	$0	$0	$0	$9,506,000
Total FD		$0	$11,882,000	$0	$0	$0	$0	$11,882,000
ROW	581	$0	$0	$1,869,000	$1,119,000	$750,000	$0	$3,738,000
ROW	NHPP	$0	$0	$7,474,000	$1,670,000	$0	$0	$9,144,000
ROW	STU	$0	$0	$0	$2,804,000	$3,000,000	$0	$5,804,000
Total ROW		$0	$0	$9,343,000	$5,593,000	$3,750,000	$0	$18,686,000
UTL	581	$0	$0	$732,000	$732,000	$0	$0	$1,464,000
UTL	NHPP	$0	$0	$2,929,000	$2,929,000	$0	$0	$5,858,000
Total UTL		$0	$0	$3,661,000	$3,661,000	$0	$0	$7,322,000
CON	581	$0	$0	$0	$0	$2,500,000	$31,584,000	$34,084,000
CON	NHPP	$0	$0	$0	$0	$0	$106,328,000	$106,328,000
CON	SPK-FH	$0	$0	$0	$0	$0	$10,000,000	$10,000,000
CON	SPK-NHPP	$0	$0	$0	$0	$10,000,000	$10,000,000	$20,000,000
Total CON		$0	$0	$0	$0	$12,500,000	$157,912,000	$170,412,000
Total Future Costs		$0	$0	$0	$0	$0	$157,912,000	$157,912,000
Total Programmed		$0	$11,882,000	$13,004,000	$9,254,000	$16,250,000	$157,912,000	$208,302,000

120957 - North Caln Rd/Olive St and Lincoln Hwy

A previous study conducted by Caln Township have recommended realigning North Caln and Olive Street, as well as potentially prohibiting the northbound Olive Street left-turn movement, and to optimize traffic signal timing and phasing.

Lead Agency:	PennDOT
Project Type:	Intersection/Interchange Improvements
County:	Chester
Town:	Caln Township
Tip Status:	-
Air Quality Code:	R1
MRP ID:	-
CMP:	Minor SOV Capacity
Total Cost:	$1,814,000

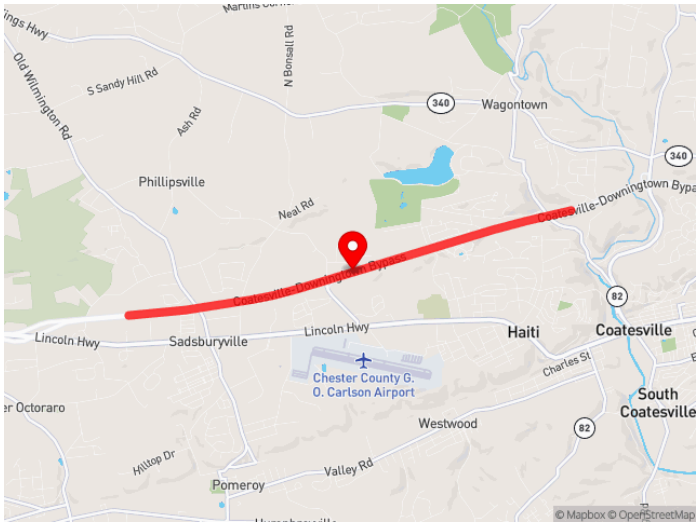


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
PE	581	$0	$0	$33,000	$0	$0	$0	$33,000
Total PE		$0	$0	$33,000	$0	$0	$0	$33,000
FD	581	$0	$0	$0	$17,000	$0	$0	$17,000
FD	STU	$0	$0	$0	$67,000	$0	$0	$67,000
Total FD		$0	$0	$0	$84,000	$0	$0	$84,000
ROW	581	$0	$0	$0	$0	$25,000	$0	$25,000
ROW	STU	$0	$0	$0	$0	$98,000	$0	$98,000
Total ROW		$0	$0	$0	$0	$123,000	$0	$123,000
UTL	581	$0	$0	$0	$0	$0	$119,000	$119,000
UTL	STU	$0	$0	$0	$0	$0	$476,000	$476,000
Total UTL		$0	$0	$0	$0	$0	$595,000	$595,000
CON	581	$0	$0	$0	$0	$0	$196,000	$196,000
CON	STU	$0	$0	$0	$0	$0	$783,000	$783,000
Total CON		$0	$0	$0	$0	$0	$979,000	$979,000
Total Future Costs		$0	$0	$0	$0	$0	$1,574,000	$1,574,000
Total Programmed		$0	$0	$33,000	$84,000	$123,000	$1,574,000	$1,814,000

107553 - SR30 & Airport Rd Interchange Improvement

The Airport Road Interchange project (US 30, Section AIR) is being undertaken in conjunction with corridor wide improvements planned for the 14.5-mile US 30 Coatesville-Downingtown Bypass. The project is currently in its early Final Design phase and extends along US 30 from approximately 1,000 feet east of the highway's bridge over Old Mill Road in Sadsbury Township to approximately 950 feet east of Wagontown Road in Valley Township. Planned work will consist of the full reconstruction of US 30 to upgrade the existing roadway which is approaching the end of its serviceable life. The Airport Road interchange will be reconstructed with a DDI (Diverging Diamond Interchange) to address the short acceleration/deceleration ramp lengths and add the missing westbound entrance and eastbound exit ramps. As part of the interchange reconfiguration turning lanes will be added to Airport Road and West Highland Boulevard will be relocated to align with Highland Boulevard/Airport Road intersection. The Airport Road and Business 30 intersection will also be improved, Business 30 east bound will receive an additional left turn lane to improve traffic flow to north bound Airport Road. The project will also address deficient median conditions, shoulder widths and the functionally obsolete bridges (Airport Road over US 30 and US 30 over Wagontown Road) within the project limits. No additional travel lanes are proposed for any of the project roadways This is a breakout of MPMS #84884

Lead Agency:	PennDOT
Project Type:	Intersection/Interchange Improvements
County:	Chester
Town:	Valley Township, West Caln Township
Tip Status:	-
Air Quality Code:	2050M
MRP ID:	PAR006
CMP:	Major SOV Capacity
Total Cost:	$211,478,000

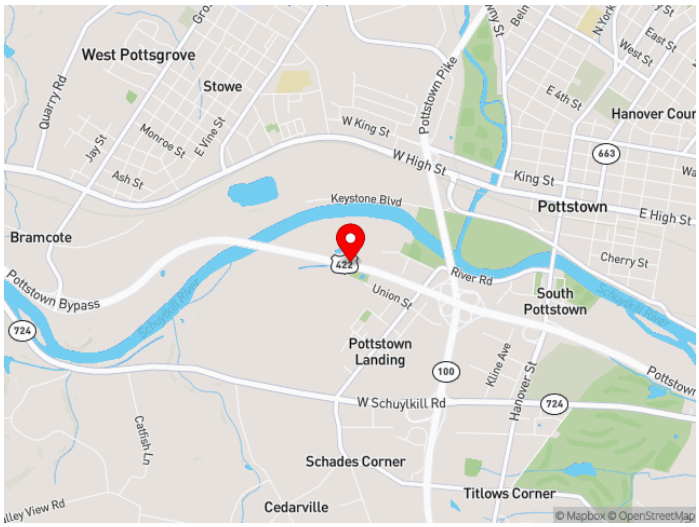


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
FD	STU	$0	$1,000,000	$4,000,000	$4,000,000	$0	$0	$9,000,000
Total FD		$0	$1,000,000	$4,000,000	$4,000,000	$0	$0	$9,000,000
ROW	581	$0	$1,475,000	$1,475,000	$0	$0	$0	$2,950,000
ROW	NHPP	$0	$5,899,000	$5,899,000	$0	$0	$0	$11,798,000
Total ROW		$0	$7,374,000	$7,374,000	$0	$0	$0	$14,748,000
UTL	581	$0	$0	$765,000	$765,000	$0	$0	$1,530,000
UTL	NHPP	$0	$0	$3,060,000	$3,060,000	$0	$0	$6,120,000
Total UTL		$0	$0	$3,825,000	$3,825,000	$0	$0	$7,650,000
CON	581	$0	$0	$0	$3,750,000	$3,750,000	$28,516,000	$36,016,000
CON	NHPP	$0	$0	$0	$0	$0	$114,064,000	$114,064,000
CON	SPK-NHPP	$0	$0	$0	$15,000,000	$15,000,000	$0	$30,000,000
Total CON		$0	$0	$0	$18,750,000	$18,750,000	$142,580,000	$180,080,000
Total Future Costs		$0	$0	$0	$0	$0	$142,580,000	$142,580,000
Total Programmed		$0	$8,374,000	$15,199,000	$26,575,000	$18,750,000	$142,580,000	$211,478,000

14698 - US 422, Reconstruction (M2B)

Reconstruction of approximately 1.5 miles of expressway including three (3) bridges carrying SR 0422 over Laurelwood Road, SR 0100 (32.8 Sufficiency Rating), and Hanover Street. Acceleration and deceleration lane lengths along US 0422 will be increased to meet current design standards as well as increased shoulder widths will be provided meeting current design standards and US 0422 typical section. SR 0422 will be reconstructed with a 9 foot left shoulder, 2-12 foot lanes, and a 12 foot right shoulder in each direction of travel. A concrete glare screen will be provided for physical separation between eastbound and westbound traffic. Sound barriers along portions of eastbound US 422 will be constructed as part of the project. Also see MPMS #s 16738, 64220, 64222, 84308, and 66986.

Lead Agency:	PennDOT
Project Type:	Roadway Rehabilitation
County:	Chester
Town:	North Coventry Township
Tip Status:	-
Air Quality Code:	S10
MRP ID:	PAR001
CMP:	Minor SOV Capacity
Total Cost:	$151,584,000

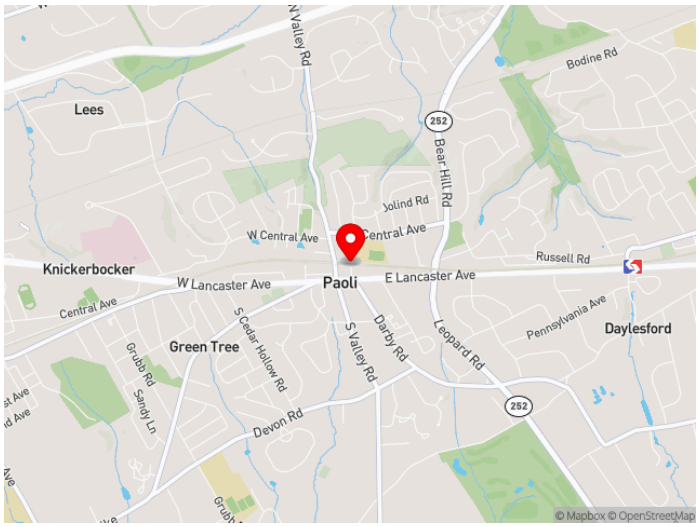


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
UTL	NHPP*	$0	$2,000,000	$0	$0	$0	$0	$2,000,000
Total UTL		$0	$2,000,000	$0	$0	$0	$0	$2,000,000
CON	581	$0	$9,000,000	$5,000,000	$479,000	$3,979,000	$11,458,000	$29,916,000
CON	NHPP	$0	$0	$0	$0	$15,917,000	$23,917,000	$39,834,000
CON	SPK-NHPP	$0	$36,000,000	$20,000,000	$0	$0	$0	$56,000,000
CON	STP	$0	$0	$0	$0	$0	$709,000	$709,000
CON	STU	$0	$0	$0	$1,917,000	$0	$21,208,000	$23,125,000
Total CON		$0	$45,000,000	$25,000,000	$2,396,000	$19,896,000	$57,292,000	$149,584,000
Total Future Costs		$0	$0	$0	$0	$0	$57,292,000	$57,292,000
Total Programmed		$0	$47,000,000	$25,000,000	$2,396,000	$19,896,000	$57,292,000	$151,584,000

47979 - North Valley Road over Amtrak

This project will replace the existing bridge on North Valley Road (SR1005) over Amtrak/SEPTA (BMS # 15-1005-0080-1331 adjacent to the Paoli Train Station) with a new bridge across from the intersection of Lancaster Avenue and Darby Road. The North Valley Road Bridge is functionally obsolete and has substandard vertical geometry. This project also includes traffic signal improvements and a single-lane roundabout at Central Ave & N.Valley Rd. This project also includes the addition of a new access road from Lancaster Ave to the Paoli Station, traffic signal improvements, and a single-lane roundabout at Central Ave & N.Valley Rd. See MPMS #60574 for transit components of the Paoli Transportation Center. The North Valley Road Bridge is functionally obsolete and has substandard vertical geometry.

Lead Agency:	PennDOT
Project Type:	Bridge Repair/Replacement
County:	Chester
Town:	Tredyffrin Township, Willistown Township
Tip Status:	-
Air Quality Code:	S19
MRP ID:	PAR029
CMP:	Minor SOV Capacity
Total Cost:	$33,045,000

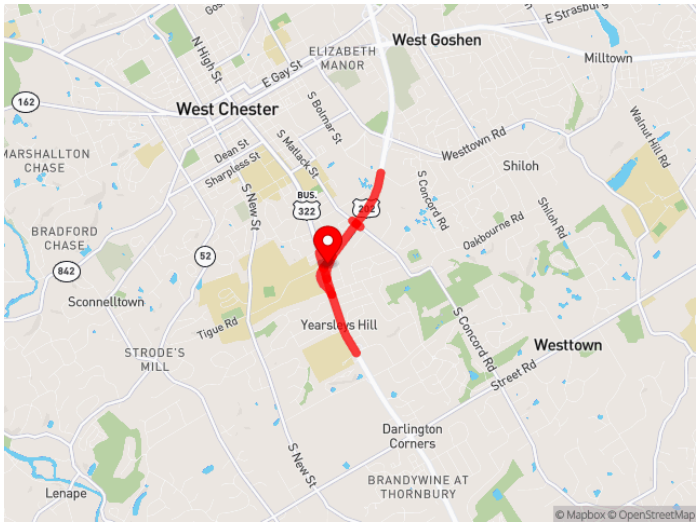


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	185	$0	$0	$729,000	$729,000	$729,000	$4,423,000	$6,610,000
CON	BRIP	$0	$0	$2,457,000	$2,457,000	$2,457,000	$14,914,000	$22,285,000
CON	STU	$0	$0	$458,000	$458,000	$458,000	$2,776,000	$4,150,000
Total CON		$0	$0	$3,644,000	$3,644,000	$3,644,000	$22,113,000	$33,045,000
Total Future Costs		$0	$0	$0	$0	$0	$22,113,000	$22,113,000
Total Programmed		$0	$0	$3,644,000	$3,644,000	$3,644,000	$22,113,000	$33,045,000

118024 - US 202 and High Street Interchange

The scope of the project is to improve capacity and safety of US 202 through the High Street Interchange and the Matlack Street intersection. The project will include reconfiguring of US 202 and High Street through the High Street interchange and grade separated interchange at the intersection with Matlack Street. The project will include replacement of the existing US 202 structure over High St, a new US 202 structure over Matlack Street, multiple retaining walls and upgrading the pavement and drainage on US 202 from Cheney Drive to the US 202 bridge over SEPTA.

Lead Agency:	PennDOT
Project Type:	Intersection/Interchange Improvements
County:	Chester
Town:	West Goshen Township, Westtown Township
Tip Status:	-
Air Quality Code:	S2
MRP ID:	PAR086
CMP:	Major SOV Capacity
Total Cost:	$97,833,000

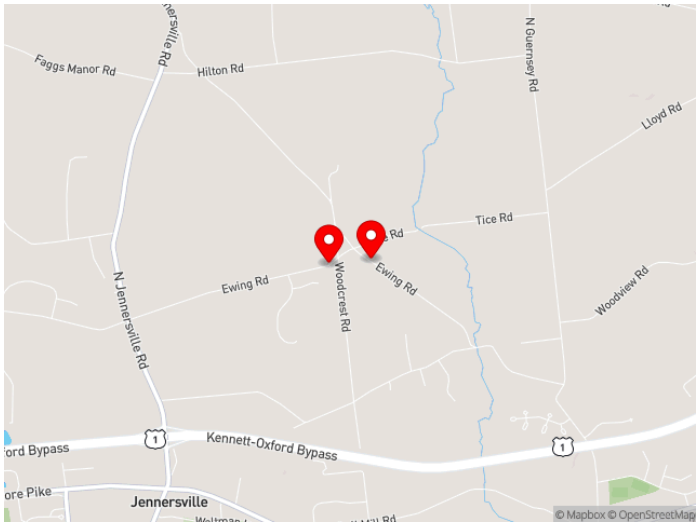


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
FD	581	$0	$2,000,000	$1,000,000	$2,304,000	$0	$0	$5,304,000
Total FD		$0	$2,000,000	$1,000,000	$2,304,000	$0	$0	$5,304,000
ROW	STU	$0	$0	$0	$0	$0	$1,791,000	$1,791,000
Total ROW		$0	$0	$0	$0	$0	$1,791,000	$1,791,000
UTL	581	$0	$0	$0	$0	$0	$1,194,000	$1,194,000
Total UTL		$0	$0	$0	$0	$0	$1,194,000	$1,194,000
CON	581	$0	$0	$0	$0	$0	$17,904,000	$17,904,000
CON	STP	$0	$0	$0	$0	$0	$57,730,000	$57,730,000
CON	STU	$0	$0	$0	$0	$0	$13,910,000	$13,910,000
Total CON		$0	$0	$0	$0	$0	$89,544,000	$89,544,000
Total Future Costs		$0	$0	$0	$0	$0	$92,529,000	$92,529,000
Total Programmed		$0	$2,000,000	$1,000,000	$2,304,000	$0	$92,529,000	$97,833,000

86302 - Ewing Road over White Clay Creek Bridge

This project involves rehabilitating or replacement of the two separate bridges along SR 3044 Ewing Road over the Unnamed Tributary to Middle Branch of White Clay Creek in Penn Township, Chester County. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

Lead Agency:	PennDOT
Project Type:	Bridge Repair/Replacement
County:	Chester
Town:	Penn Township
Tip Status:	-
Air Quality Code:	S19
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$2,295,000



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	185	$0	$0	$2,295,000	$0	$0	$0	$2,295,000
Total CON		$0	$0	$2,295,000	$0	$0	$0	$2,295,000
Total Programmed		$0	$0	$2,295,000	$0	$0	$0	$2,295,000

110311 - PA 41 at State Road Intersection

This project will address the geometry of the intersection, realign the intersection, improve sight distance, improve turning lanes, incorporate ITS, improve sidewalk and pedestrian access, and accommodate heavy vehicle traffic at the intersection.

Lead Agency:	PennDOT
Project Type:	Intersection/Interchange Improvements
County:	Chester
Town:	Avondale Borough
Tip Status:	-
Air Quality Code:	R1
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$6,644,000

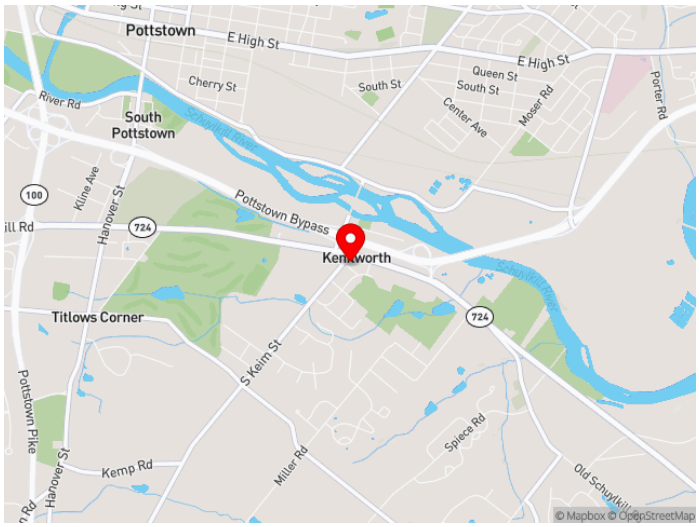


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
FD	581	$0	$530,000	$0	$0	$0	$0	$530,000
Total FD		$0	$530,000	$0	$0	$0	$0	$530,000
ROW	STU	$0	$106,000	$0	$0	$0	$0	$106,000
Total ROW		$0	$106,000	$0	$0	$0	$0	$106,000
UTL	581	$0	$212,000	$0	$0	$0	$0	$212,000
Total UTL		$0	$212,000	$0	$0	$0	$0	$212,000
CON	581	$0	$0	$0	$0	$2,105,000	$3,691,000	$5,796,000
Total CON		$0	$0	$0	$0	$2,105,000	$3,691,000	$5,796,000
Total Future Costs		$0	$0	$0	$0	$0	$3,691,000	$3,691,000
Total Programmed		$0	$848,000	$0	$0	$2,105,000	$3,691,000	$6,644,000

64220 - US 422 Expressway Reconstruction (M03)

Reconstruction of approximately one mile of expressway including one bridge carrying SR 0422 over Ramp GH at the SR 0724 Interchange; and one bridge carrying Keim Street over SR 0422. The Keim Street Bridge will provide 16'-6" of vertical clearance with SR 0422. SR 0422 horizontal radii will be increased to meet current design standards including stopping sight distance as well as increased shoulder widths and vertical clearance. SR 0422 will be reconstructed with a 9 foot left shoulder, 2-12 foot lanes, and a 12 foot right shoulder in each direction of travel. A concrete glare screen will be provided for physical separation between eastbound and westbound traffic. Acceleration and deceleration lanes at Keim Street Interchange and PA 724 Interchange will be improved to meet current design standards. Also see MPMS #s14698, 16738, 64222, 66986, and 84308.

Lead Agency:	PennDOT
Project Type:	Roadway Rehabilitation
County:	Chester
Town:	North Coventry Township
Tip Status:	-
Air Quality Code:	S10
MRP ID:	PAR001
CMP:	Not SOV Capacity Adding
Total Cost:	$111,272,000

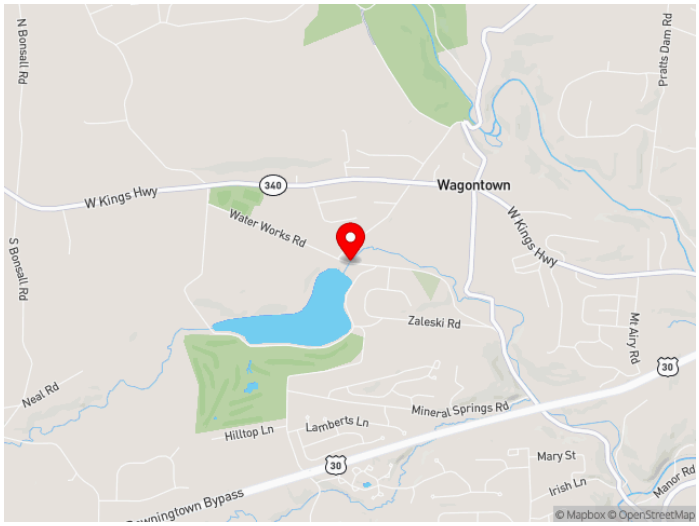


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ROW	581	$0	$637,000	$0	$0	$0	$0	$637,000
ROW	NHPP	$0	$2,546,000	$0	$0	$0	$0	$2,546,000
Total ROW		$0	$3,183,000	$0	$0	$0	$0	$3,183,000
UTL	581	$0	$0	$219,000	$0	$0	$0	$219,000
UTL	NHPP	$0	$0	$874,000	$0	$0	$0	$874,000
Total UTL		$0	$0	$1,093,000	$0	$0	$0	$1,093,000
CON	581	$0	$0	$1,927,000	$1,927,000	$677,000	$17,666,000	$22,197,000
CON	NHPP	$0	$0	$7,709,000	$5,000,000	$2,709,000	$43,545,000	$58,963,000
CON	STU	$0	$0	$0	$2,709,000	$0	$23,127,000	$25,836,000
Total CON		$0	$0	$9,636,000	$9,636,000	$3,386,000	$84,338,000	$106,996,000
Total Future Costs		$0	$0	$0	$0	$0	$84,338,000	$84,338,000
Total Programmed		$0	$3,183,000	$10,729,000	$9,636,000	$3,386,000	$84,338,000	$111,272,000

98035 - Water Works Road over Rock Run

This project involves rehabilitating or replacement of the bridge along SR 4003 Water Works Road over the Rock Run Creek in West Caln Township, Chester County. The improvement is a breakout of MPMS #88706 for Bridge Rehabilitation in order to process federal authorization. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

Lead Agency:	PennDOT
Project Type:	Bridge Repair/Replacement
County:	Chester
Town:	West Caln Township
Tip Status:	-
Air Quality Code:	S19
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$2,721,000

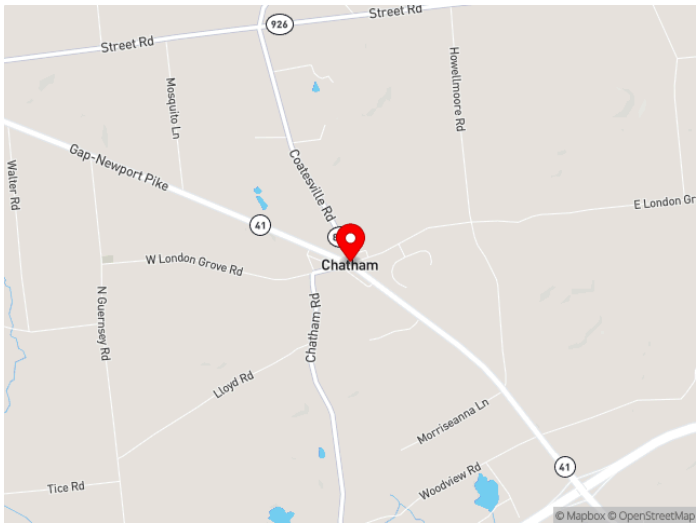


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
UTL	185	$0	$20,000	$0	$0	$0	$0	$20,000
UTL	BOF	$0	$79,000	$0	$0	$0	$0	$79,000
Total UTL		$0	$99,000	$0	$0	$0	$0	$99,000
CON	185	$0	$0	$175,000	$175,000	$175,000	$0	$525,000
CON	BOF	$0	$0	$699,000	$699,000	$699,000	$0	$2,097,000
Total CON		$0	$0	$874,000	$874,000	$874,000	$0	$2,622,000
Total Programmed		$0	$99,000	$874,000	$874,000	$874,000	$0	$2,721,000

102708 - PA 41 at PA 841 Improvements

Construction of a roundabout with pedestrian accommodations is anticipated at this location. The preferred roundabout alternative was chosen through an extensive Section 106 Consulting Party process. Preliminary Engineering and Environmental studies are currently ongoing. . The project will provide a safe and efficient means of accommodating the regional movement of people, goods and services and to provide for local access connections to support the existing community and businesses in the village of Chatham. Currently, the intersection of PA 41 & PA 841 has a confusing layout, traffic is forecasted to operate in LOS E on the PA 841 approaches to the intersection in the design year (2035), and there are limited pedestrian accommodations. Pursuant to the completion of a needs assessment in 2014, an alternatives analysis, identified ten alternative concepts. Five of these alternatives were selected for additional evaluation. A preferred alternative for this intersection will be determined, which may take several years due to the complexity of the engineering solutions and environmental features and impacts. An improvement study of Chatham village recommended a gateway treatment on PA 41 that would support many of the short-listed alternatives. This gateway project is a companion project, MPMS #105755.

Lead Agency:	PennDOT
Project Type:	Intersection/Interchange Improvements
County:	Chester
Town:	London Grove Township
Tip Status:	-
Air Quality Code:	2040M
MRP ID:	-
CMP:	Minor SOV Capacity
Total Cost:	$11,411,000

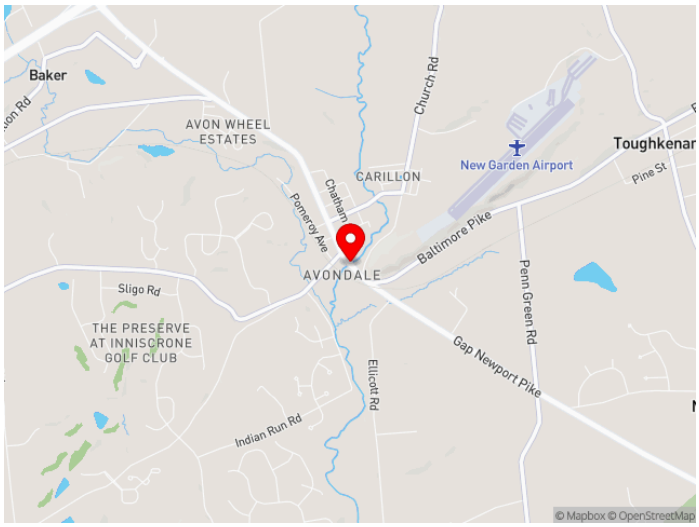


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
FD	581	$0	$135,000	$0	$0	$0	$0	$135,000
FD	STP	$0	$539,000	$0	$0	$0	$0	$539,000
Total FD		$0	$674,000	$0	$0	$0	$0	$674,000
ROW	581	$0	$318,000	$0	$0	$0	$0	$318,000
ROW	STP	$0	$1,273,000	$0	$0	$0	$0	$1,273,000
Total ROW		$0	$1,591,000	$0	$0	$0	$0	$1,591,000
UTL	581	$0	$0	$0	$0	$38,000	$0	$38,000
UTL	STP	$0	$0	$0	$0	$153,000	$0	$153,000
Total UTL		$0	$0	$0	$0	$191,000	$0	$191,000
CON	581	$0	$0	$0	$0	$0	$1,791,000	$1,791,000
CON	STP	$0	$0	$0	$0	$0	$7,164,000	$7,164,000
Total CON		$0	$0	$0	$0	$0	$8,955,000	$8,955,000
Total Future Costs		$0	$0	$0	$0	$0	$8,955,000	$8,955,000
Total Programmed		$0	$2,265,000	$0	$0	$191,000	$8,955,000	$11,411,000

78617 - PA 41 over White Clay Creek

This project will replace a bridge on PA 41 over White Clay Creek in Avondale Borough. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

Lead Agency:	PennDOT
Project Type:	Bridge Repair/Replacement
County:	Chester
Town:	Avondale Borough
Tip Status:	-
Air Quality Code:	S19
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$7,904,000

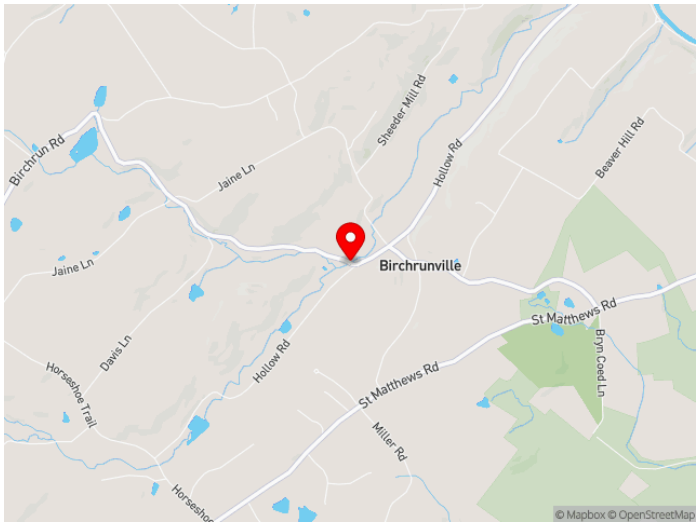


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
FD	185	$0	$149,000	$0	$0	$0	$0	$149,000
FD	STP	$0	$594,000	$0	$0	$0	$0	$594,000
Total FD		$0	$743,000	$0	$0	$0	$0	$743,000
ROW	185	$0	$255,000	$0	$0	$0	$0	$255,000
ROW	STP	$0	$1,018,000	$0	$0	$0	$0	$1,018,000
Total ROW		$0	$1,273,000	$0	$0	$0	$0	$1,273,000
UTL	185	$0	$85,000	$0	$0	$0	$0	$85,000
UTL	STP	$0	$339,000	$0	$0	$0	$0	$339,000
Total UTL		$0	$424,000	$0	$0	$0	$0	$424,000
CON	185	$0	$0	$4,451,000	$1,013,000	$0	$0	$5,464,000
Total CON		$0	$0	$4,451,000	$1,013,000	$0	$0	$5,464,000
Total Programmed		$0	$2,440,000	$4,451,000	$1,013,000	$0	$0	$7,904,000

98041 - Birchrun Road over Birch Run (Bridge)

This project will include the removal and replacement of an existing poor condition Bridge on Birchrun Road over Birch Run in West Vincent Township. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

Lead Agency:	PennDOT
Project Type:	Bridge Repair/Replacement
County:	Chester
Town:	West Vincent Township
Tip Status:	-
Air Quality Code:	S19
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$2,852,000

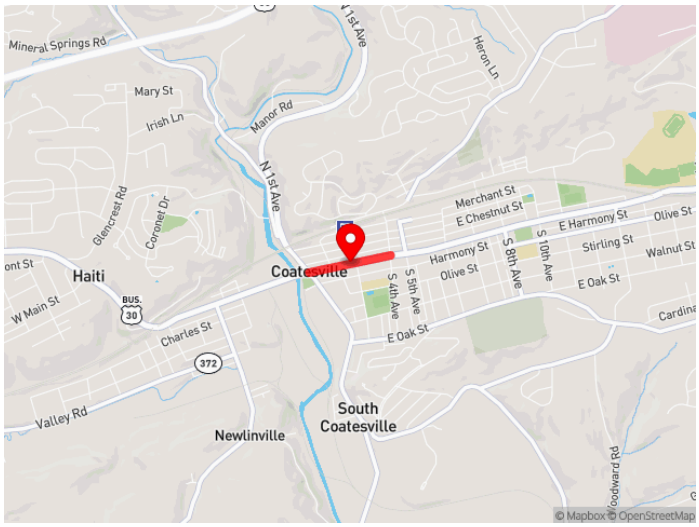


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
FD	185	$0	$424,000	$0	$0	$0	$0	$424,000
Total FD		$0	$424,000	$0	$0	$0	$0	$424,000
ROW	185	$0	$53,000	$0	$0	$0	$0	$53,000
Total ROW		$0	$53,000	$0	$0	$0	$0	$53,000
UTL	185	$0	$16,000	$0	$0	$0	$0	$16,000
UTL	STP	$0	$64,000	$0	$0	$0	$0	$64,000
Total UTL		$0	$80,000	$0	$0	$0	$0	$80,000
CON	185	$0	$0	$2,295,000	$0	$0	$0	$2,295,000
Total CON		$0	$0	$2,295,000	$0	$0	$0	$2,295,000
Total Programmed		$0	$557,000	$2,295,000	$0	$0	$0	$2,852,000

111761 - Lincoln Highway Streetscape Improvements

This project is located on Lincoln Highway (Business Route US 30) between First Avenue (PA 82) and 4th Street in the City of Coatesville, Chester County. Lincoln Highway serves as the major east-west roadway in the City and First Avenue provides north-south connectivity. This project will improve pedestrian facilities between the recently completed intersection improvement at PA 82 and Lincoln Highway and the Third Street Streetscape, and will improve connectivity to AMTRAK's Coatesville Train Station. The City of Coatesville is continuing to advance projects to create opportunities for revitalization and redevelopment of the City core. This project is a continuation of the planned improvements and is intended to improve pedestrian facilities and refresh the appearance of the main street. This project was awarded TIIF(e581) and MTF grant funding previously.

Lead Agency:	PennDOT
Project Type:	Streetscape
County:	Chester
Town:	Coatesville City
Tip Status:	Return
Air Quality Code:	A2
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$2,272,000

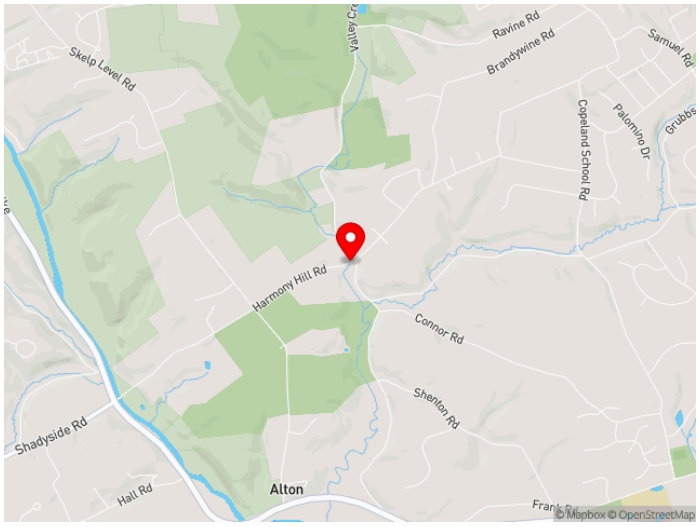


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
PE	e581/TIIF (Transportation Infrastructure Investment Fund)	$0	$357,000	$0	$0	$0	$0	$357,000
PE	LOC	$0	$75,000	$0	$0	$0	$0	$75,000
Total PE		$0	$432,000	$0	$0	$0	$0	$432,000
FD	LOC	$0	$0	$95,000	$0	$0	$0	$95,000
Total FD		$0	$0	$95,000	$0	$0	$0	$95,000
UTL	LOC	$0	$0	$0	$63,000	$0	$0	$63,000
Total UTL		$0	$0	$0	$63,000	$0	$0	$63,000
CON	411	$0	$0	$0	$122,000	$0	$0	$122,000
CON	e581/TIIF (Transportation Infrastructure Investment Fund)	$0	$0	$0	$847,000	$0	$0	$847,000
CON	LOC	$0	$0	$0	$713,000	$0	$0	$713,000
Total CON		$0	$0	$0	$1,682,000	$0	$0	$1,682,000
Total Programmed		$0	$432,000	$95,000	$1,745,000	$0	$0	$2,272,000

82018 - Harmny Hill Road over Valley Creek (CB #278)

The purpose of the project is to address the poor condition of the bridge and provide continued safe and efficient multi-use circulation and vehicular access on Harmony Hill Road over Valley Creek (CB #278). A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or stateCategorical Exclusion clearance.

Lead Agency:	PennDOT
Project Type:	Bridge Repair/Replacement
County:	Chester
Town:	East Bradford Township
Tip Status:	-
Air Quality Code:	S19
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$2,049,000



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
FD	BOF	$0	$0	$437,000	$0	$0	$0	$437,000
Total FD		$0	$0	$437,000	$0	$0	$0	$437,000
ROW	BOF	$0	$0	$0	$0	$0	$30,000	$30,000
Total ROW		$0	$0	$0	$0	$0	$30,000	$30,000
UTL	BOF	$0	$0	$0	$0	$0	$30,000	$30,000
Total UTL		$0	$0	$0	$0	$0	$30,000	$30,000
CON	BOF	$0	$0	$0	$0	$0	$1,552,000	$1,552,000
Total CON		$0	$0	$0	$0	$0	$1,552,000	$1,552,000
Total Future Costs		$0	$0	$0	$0	$0	$1,612,000	$1,612,000
Total Programmed		$0	$0	$437,000	$0	$0	$1,612,000	$2,049,000

82080 - Chester County Bridge Preservation

Bridge repair and preservation activities.

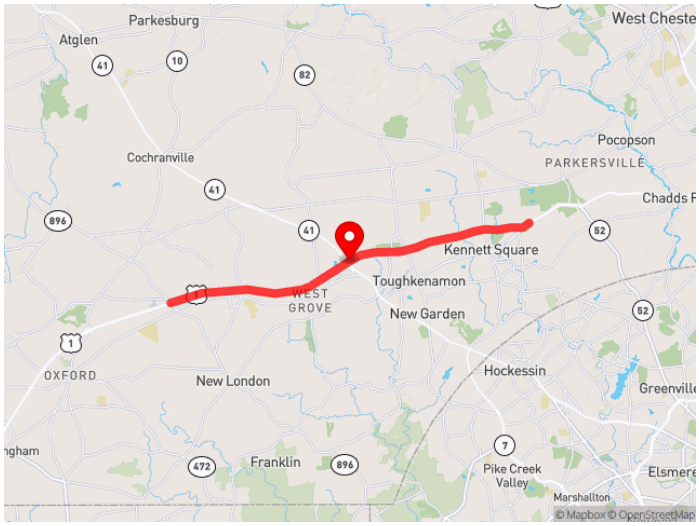
Lead Agency:	PennDOT
Project Type:	Bridge Repair/Replacement
County:	Chester
Town:	-
Tip Status:	-
Air Quality Code:	S19
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$5,850,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
PE	BRIP	$0	$750,000	$0	$0	$0	$0	$750,000
Total PE		$0	$750,000	$0	$0	$0	$0	$750,000
ROW	BRIP	$0	$50,000	$0	$0	$0	$0	$50,000
Total ROW		$0	$50,000	$0	$0	$0	$0	$50,000
UTL	BRIP	$0	$50,000	$0	$0	$0	$0	$50,000
Total UTL		$0	$50,000	$0	$0	$0	$0	$50,000
CON	BRIP	$0	$0	$2,500,000	$2,500,000	$0	$0	$5,000,000
Total CON		$0	$0	$2,500,000	$2,500,000	$0	$0	$5,000,000
Total Programmed		$0	$850,000	$2,500,000	$2,500,000	$0	$0	$5,850,000

14581 - US 1 Expressway Reconstruction: PA 896 to PA 41

The project consists of full depth reconstruction of the existing pavement, minor shoulder widening, guiderail replacement, drainage improvements and new stormwater management facilities. Proposed bridge work includes the rehabilitation or replacement of the mainline and overhead bridges. The mainline pavement will be lowered, or the intersecting roadway will be raised at each overpass to obtain the required vertical clearance over the bypass. Proposed traffic operations improvements include lengthening of acceleration and deceleration lanes at entrance and exit ramps, intersection control improvements at the ramp terminal intersections and intelligent transportation systems including CCTV cameras and Dynamic Message Signs. Interchanges included in the work are at PA 796, PA 841, and PA 41. The intersections of Chatham Road (PA 841) and E. Evergreen St, and E. Evergreen St (PA 841) and Oakland Ave in West Grove Borough will be improved as part of the project. See also MPMS #14580, #113307, and #113312.

Lead Agency:	PennDOT
Project Type:	Roadway Rehabilitation
County:	Chester
Town:	East Marlborough Township, Kennett Township, London Grove Township, New Garden Township, Penn Township
Tip Status:	-
Air Quality Code:	S10
MRP ID:	PAR002
CMP:	Minor SOV Capacity
Total Cost:	$215,472,000

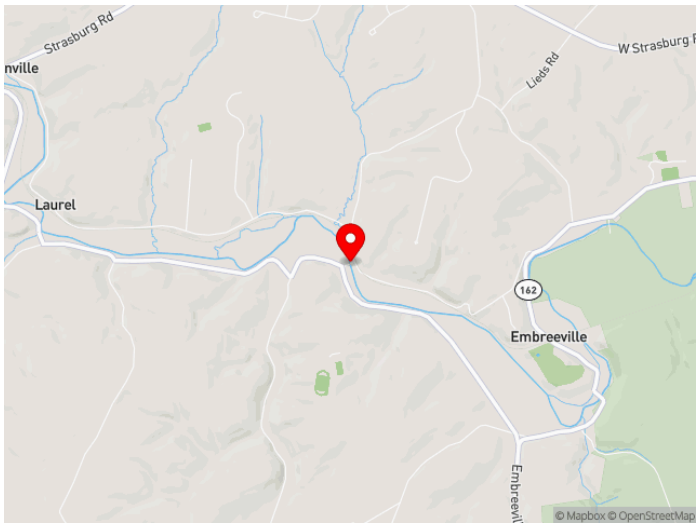


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
FD	581	$0	$424,000	$0	$0	$0	$0	$424,000
FD	NHPP	$0	$1,697,000	$0	$0	$0	$0	$1,697,000
Total FD		$0	$2,121,000	$0	$0	$0	$0	$2,121,000
ROW	581	$0	$212,000	$0	$0	$0	$0	$212,000
ROW	STP	$0	$849,000	$0	$0	$0	$0	$849,000
Total ROW		$0	$1,061,000	$0	$0	$0	$0	$1,061,000
UTL	581	$0	$0	$61,000	$0	$0	$0	$61,000
UTL	STP	$0	$0	$246,000	$0	$0	$0	$246,000
Total UTL		$0	$0	$307,000	$0	$0	$0	$307,000
CON	581	$0	$0	$1,377,000	$3,750,000	$3,750,000	$33,516,000	$42,393,000
CON	NHPP	$0	$0	$5,510,000	$0	$0	$39,550,000	$45,060,000
CON	SPK-NHPP	$0	$0	$0	$15,000,000	$15,000,000	$0	$30,000,000
CON	STP	$0	$0	$0	$0	$0	$10,558,000	$10,558,000
CON	STU	$0	$0	$0	$0	$0	$83,972,000	$83,972,000
Total CON		$0	$0	$6,887,000	$18,750,000	$18,750,000	$167,596,000	$211,983,000
Total Future Costs		$0	$0	$0	$0	$0	$167,596,000	$167,596,000
Total Programmed		$0	$3,182,000	$7,194,000	$18,750,000	$18,750,000	$167,596,000	$215,472,000

118552 - Harvey's Bridge Road over West Bridge Brandywine Creek (CB#92)

This project will rehab or replace a bridge. Chester County Bridge #92 is a three-span, single lane, reinforced concrete through girder bridge supported by concrete abutments. Constructed in 1926, the bridge is weight restricted at 8 Tons. It is rated in poor condition due to advanced scour at the piers and is coded as Scour Critical Category B, requiring monitoring on a 12-hour interval during heavy rain of 2 or more in a 24-hour period. The concrete deck and girders are spalled with exposed and corroded steel reinforcement. Harveys Bridge spans between two T intersections and constricts approaching two-lane, two-way traffic to one lane, resulting in a severely reduced Deck Geometry rating of 2- Basically intolerable condition requiring high priority of replacement, an indication of the bridges inability to meet current safety criteria. The bridge provides the only crossing of a 3.5 mile stretch of the W. Branch of Brandywine Creek between PA State Route 162, Embreeville Road, and Strasburg Road in Newlin Township. Because of its limited load carrying capacity, routine services to local residents are restricted and fire response times are increased, presenting increased risk of property damage and injury for local residents. Harveys Bridge has experienced numerous overloads following closure of the PA Route 162 bridge due to damage sustained during Tropical Storm Ida.

Lead Agency:	PennDOT
Project Type:	Bridge Repair/Replacement
County:	Chester
Town:	Newlin Township
Tip Status:	-
Air Quality Code:	2040M
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$9,912,000

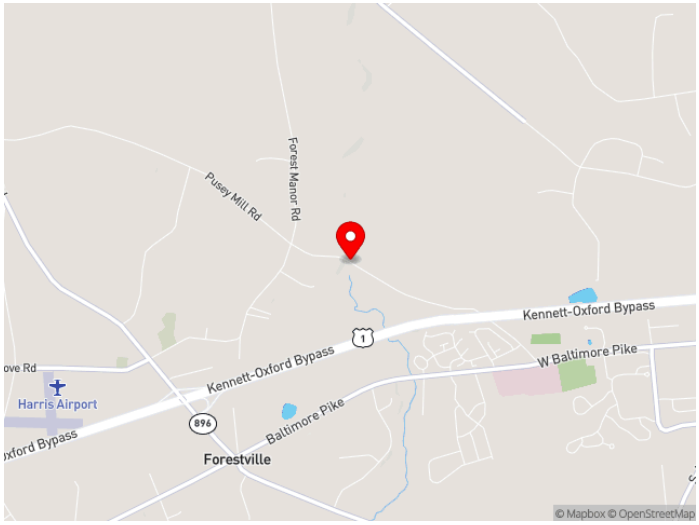


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	BOF	$0	$1,117,000	$510,000	$1,039,000	$939,000	$6,307,000	$9,912,000
Total CON		$0	$1,117,000	$510,000	$1,039,000	$939,000	$6,307,000	$9,912,000
Total Future Costs		$0	$0	$0	$0	$0	$6,307,000	$6,307,000
Total Programmed		$0	$1,117,000	$510,000	$1,039,000	$939,000	$6,307,000	$9,912,000

103589 - County Bridge #38 Pusey Mill Rd over Big Elk Creek

Funding will provide for the design, engineering, construction, utility, and right-of-way costs associated with returning this bridge to a state of good repair. This bridge borders Upper Oxford and Penn Townships. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

Lead Agency:	PennDOT
Project Type:	Bridge Repair/Replacement
County:	Chester
Town:	Penn Township, Upper Oxford Township
Tip Status:	-
Air Quality Code:	S19
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$3,275,000



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
FD	BRIP	$0	$0	$0	$478,000	$0	$0	$478,000
Total FD		$0	$0	$0	$478,000	$0	$0	$478,000
ROW	BRIP	$0	$0	$0	$0	$92,000	$0	$92,000
Total ROW		$0	$0	$0	$0	$92,000	$0	$92,000
UTL	BRIP	$0	$0	$0	$0	$0	$95,000	$95,000
Total UTL		$0	$0	$0	$0	$0	$95,000	$95,000
CON	BRIP	$0	$0	$0	$0	$0	$2,610,000	$2,610,000
Total CON		$0	$0	$0	$0	$0	$2,610,000	$2,610,000
Total Future Costs		$0	$0	$0	$0	$0	$2,705,000	$2,705,000
Total Programmed		$0	$0	$0	$478,000	$92,000	$2,705,000	$3,275,000

82146 - Lincoln Highway Safety: Veterans Dr - Toth Ave

The safety countermeasures proposed as part of this project include: Implement a Leading Pedestrian Interval Add pedestrian countdown timers Install retroreflective backplates Upgrade signal cabinets Install pedestrian facilities Extend sidewalk on southern side of Lincoln Highway to existing SEPTA bus stop Install sidewalk on northern side of Lincoln Highway between Veterans Drive and Toth Ave Install a pedestrian refuge island between Veterans Drive and Toth Ave

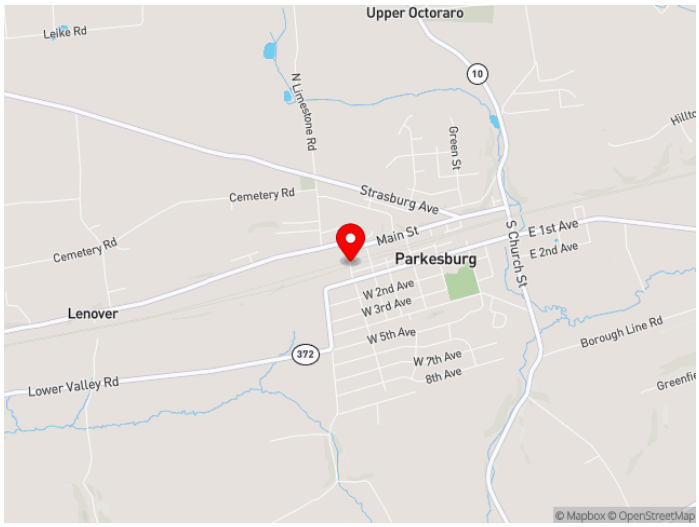
Lead Agency:	PennDOT
Project Type:	Bicycle/Pedestrian Improvement
County:	Chester
Town:	Caln Township
Tip Status:	New
Air Quality Code:	S6
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$2,560,950

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
PE	sHVRU	$0	$0	$0	$379,400	$0	$0	$379,400
Total PE		$0	$0	$0	$379,400	$0	$0	$379,400
FD	sHVRU	$0	$0	$0	$284,550	$0	$0	$284,550
Total FD		$0	$0	$0	$284,550	$0	$0	$284,550
ROW	HVRU	$0	$0	$0	$0	$151,000	$0	$151,000
Total ROW		$0	$0	$0	$0	$151,000	$0	$151,000
UTL	HVRU	$0	$0	$0	$0	$27,000	$0	$27,000
Total UTL		$0	$0	$0	$0	$27,000	$0	$27,000
CON	HVRU	$0	$0	$0	$0	$1,719,000	$0	$1,719,000
Total CON		$0	$0	$0	$0	$1,719,000	$0	$1,719,000
Total Programmed		$0	$0	$0	$663,950	$1,897,000	$0	$2,560,950

14134 - West Bridge Street Bridge Over Amtrak

The existing bridge on West Bridge Street in the Borough of Parkesburg, which is in poor condition and functionally obsolete, will be replaced. The structural deterioration advanced to the point that the bridge was no longer able to safely carry vehicular loads. The bridge was closed to traffic in 1994. In addition to the vehicular restriction, both sidewalks are restricted from use due to the severe deterioration of the wooden deck. The existing roadway width of 5.8 meters (19.0 ft) contains two travel lanes and no shoulders. This bridge will be replaced with a two-lane bridge with minimal shoulders and sidewalks on both sides. The bicycle and pedestrian checklists have been incorporated into the project. As part of this project, the East Bridge Street over Amtrak bridge will be removed also.

Lead Agency:	PennDOT
Project Type:	Bridge Repair/Replacement
County:	Chester
Town:	Parkesburg Borough
Tip Status:	-
Air Quality Code:	S19
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$9,408,000

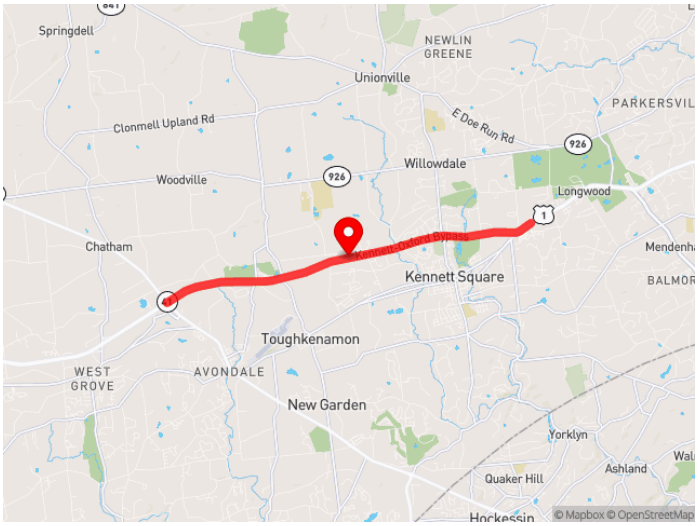


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	183	$0	$235,000	$235,000	$235,000	$235,000	$470,000	$1,410,000
CON	BOF	$0	$1,255,000	$1,255,000	$1,255,000	$1,255,000	$2,510,000	$7,530,000
CON	LOC	$0	$78,000	$78,000	$78,000	$78,000	$156,000	$468,000
Total CON		$0	$1,568,000	$1,568,000	$1,568,000	$1,568,000	$3,136,000	$9,408,000
Total Future Costs		$0	$0	$0	$0	$0	$3,136,000	$3,136,000
Total Programmed		$0	$1,568,000	$1,568,000	$1,568,000	$1,568,000	$3,136,000	$9,408,000

113312 - US 1 Expressway Reconstruction: PA 41 to Schoolhouse Road

The project consists of full depth reconstruction of the existing pavement, minor shoulder widening, guiderail replacement, drainage improvements and new stormwater management facilities. Proposed bridge work includes the rehabilitation or replacement of mainline and overhead bridges. The mainline pavement will be lowered, or the intersecting roadway will be raised at each overpass to obtain the required vertical clearance over the bypass. Proposed traffic operations improvements include lengthening of acceleration and deceleration lanes at entrance and exit ramps, intersection control improvements at the ramp terminal intersections and intelligent transportation systems including CCTV cameras and Dynamic Message Signs. Interchanges included in the work are at Newark Road, PA 82, and Baltimore Pike. See also MPMS #14580, #14581, and #113307. Bridge Key #9902, #9915, and #9910 are eligible for BOF funding.

Lead Agency:	PennDOT
Project Type:	Roadway Rehabilitation
County:	Chester
Town:	East Marlborough Township, Kennett Township, London Grove Township, New Garden Township
Tip Status:	-
Air Quality Code:	S10
MRP ID:	PAR002
CMP:	Minor SOV Capacity
Total Cost:	$230,006,000



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
FD	581	$0	$0	$0	$9,004,000	$0	$0	$9,004,000
Total FD		$0	$0	$0	$9,004,000	$0	$0	$9,004,000
ROW	581	$0	$2,652,000	$0	$0	$0	$0	$2,652,000
Total ROW		$0	$2,652,000	$0	$0	$0	$0	$2,652,000
CON	581	$0	$0	$0	$367,000	$1,867,000	$41,436,000	$43,670,000
CON	BOF	$0	$0	$0	$0	$700,000	$0	$700,000
CON	BRIP	$0	$0	$0	$0	$0	$19,000,000	$19,000,000
CON	NHPP	$0	$0	$0	$0	$0	$33,662,000	$33,662,000
CON	STU	$0	$0	$0	$1,468,000	$6,768,000	$113,082,000	$121,318,000
Total CON		$0	$0	$0	$1,835,000	$9,335,000	$207,180,000	$218,350,000
Total Future Costs		$0	$0	$0	$0	$0	$207,180,000	$207,180,000
Total Programmed		$0	$2,652,000	$0	$10,839,000	$9,335,000	$207,180,000	$230,006,000

82148 - High Street Safety: Market St to Chestnut St

The safety countermeasures proposed as part of this project include: Add a leading pedestrian interval at the following intersections: Market St, Chestnut St Install retroreflective backplates Upgrade signal cabinets Installation of high visibility crosswalks Change Left-Turn Phasing from permissive to protected/permissive at Chestnut St Install curb bump outs at the following intersections: Market St, Chestnut St

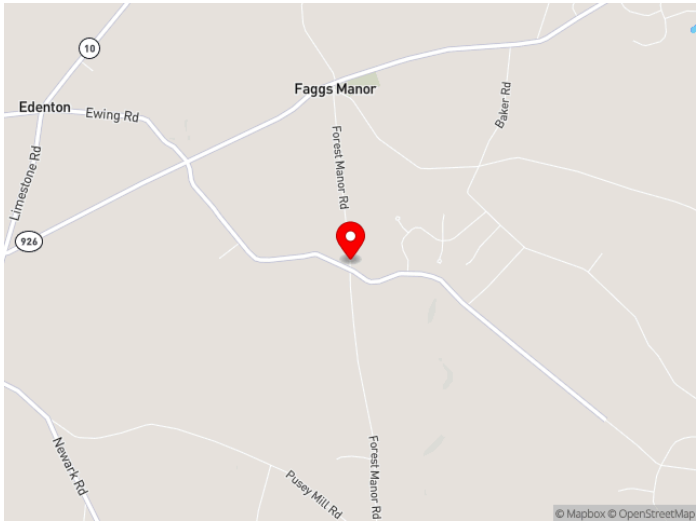
Lead Agency:	PennDOT
Project Type:	Bicycle/Pedestrian Improvement
County:	Chester
Town:	West Chester Borough
Tip Status:	New
Air Quality Code:	S6
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$4,568,400

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
PE	sHVRU	$0	$0	$676,800	$0	$0	$0	$676,800
Total PE		$0	$0	$676,800	$0	$0	$0	$676,800
FD	sHVRU	$0	$0	$507,600	$0	$0	$0	$507,600
Total FD		$0	$0	$507,600	$0	$0	$0	$507,600
UTL	sHVRU	$0	$0	$100,000	$0	$0	$0	$100,000
Total UTL		$0	$0	$100,000	$0	$0	$0	$100,000
CON	sHVRU	$0	$0	$0	$3,284,000	$0	$0	$3,284,000
Total CON		$0	$0	$0	$3,284,000	$0	$0	$3,284,000
Total Programmed		$0	$0	$1,284,400	$3,284,000	$0	$0	$4,568,400

78530 - Forrest Manor Road over Branch Elk Creek (CB #38)

The purpose of this project is to address the poor condition of the bridge and provide continued safe and efficient multi-use circulation and vehicular access on Forest Manor Road over East Branch Big Elk Creek (CB #38). A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

Lead Agency:	PennDOT
Project Type:	Bridge Repair/Replacement
County:	Chester
Town:	Upper Oxford Township
Tip Status:	-
Air Quality Code:	S19
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$1,447,000

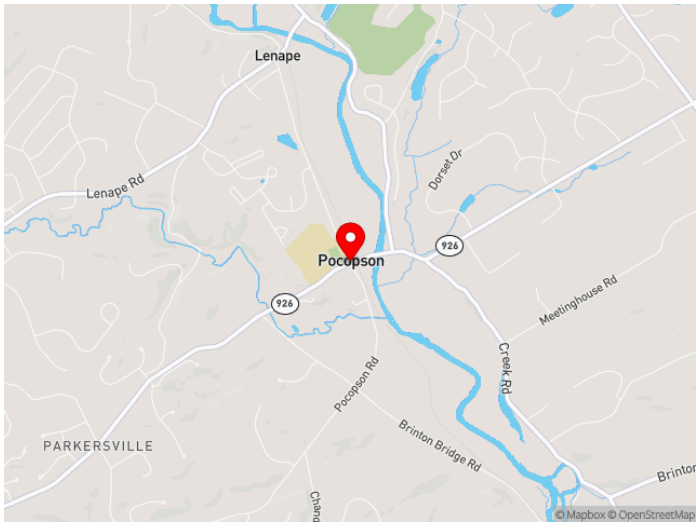


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
FD	BOF	$0	$0	$328,000	$0	$0	$0	$328,000
Total FD		$0	$0	$328,000	$0	$0	$0	$328,000
ROW	BOF	$0	$0	$0	$0	$29,000	$0	$29,000
Total ROW		$0	$0	$0	$0	$29,000	$0	$29,000
CON	BOF	$0	$0	$0	$0	$490,000	$600,000	$1,090,000
Total CON		$0	$0	$0	$0	$490,000	$600,000	$1,090,000
Total Future Costs		$0	$0	$0	$0	$0	$600,000	$600,000
Total Programmed		$0	$0	$328,000	$0	$519,000	$600,000	$1,447,000

82075 - Pocopson Road at Street Road

Funding will provide for the design, engineering, construction, utility, and right-of-way costs associated with the identified improvements necessary to address both safety and congestion concerns. This project will include the addition of a turn lane on the northbound segment of Pocopson Rd, a possible upgrade of signalization, and any turning movement enhancements deemed appropriate by project engineers.

Lead Agency:	PennDOT
Project Type:	Intersection/Interchange Improvements
County:	Chester
Town:	Pocopson Township
Tip Status:	-
Air Quality Code:	R1
MRP ID:	-
CMP:	Minor SOV Capacity
Total Cost:	$2,876,000

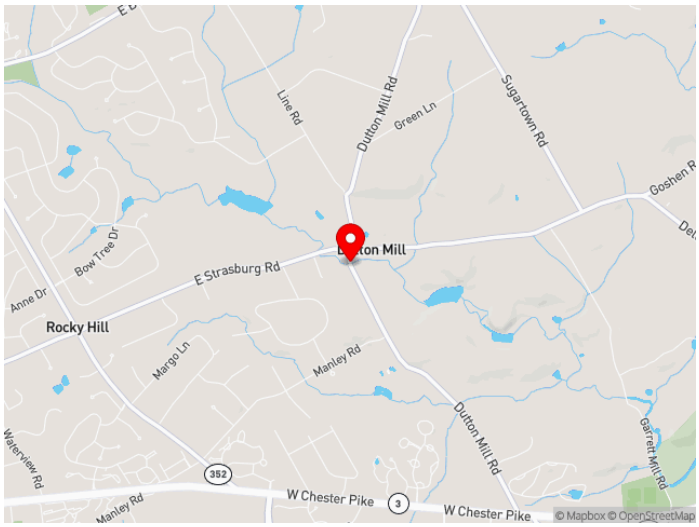


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
PE	581	$0	$0	$164,000	$0	$0	$0	$164,000
Total PE		$0	$0	$164,000	$0	$0	$0	$164,000
FD	581	$0	$0	$0	$36,000	$0	$0	$36,000
FD	STU	$0	$0	$0	$143,000	$0	$0	$143,000
Total FD		$0	$0	$0	$179,000	$0	$0	$179,000
ROW	581	$0	$0	$0	$0	$25,000	$0	$25,000
ROW	STU	$0	$0	$0	$0	$98,000	$0	$98,000
Total ROW		$0	$0	$0	$0	$123,000	$0	$123,000
UTL	581	$0	$0	$0	$0	$0	$25,000	$25,000
UTL	STU	$0	$0	$0	$0	$0	$101,000	$101,000
Total UTL		$0	$0	$0	$0	$0	$126,000	$126,000
CON	581	$0	$0	$0	$0	$0	$457,000	$457,000
CON	STU	$0	$0	$0	$0	$0	$1,827,000	$1,827,000
Total CON		$0	$0	$0	$0	$0	$2,284,000	$2,284,000
Total Future Costs		$0	$0	$0	$0	$0	$2,410,000	$2,410,000
Total Programmed		$0	$0	$164,000	$179,000	$123,000	$2,410,000	$2,876,000

14652 - Dutton Mill over Ridley Creek (CB #157)

This project involves the replacment of the Dutton Mill over Ridley Creek bridge in East Goshen Township (CB #157). A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

Lead Agency:	PennDOT
Project Type:	Bridge Repair/Replacement
County:	Chester
Town:	East Goshen Township
Tip Status:	-
Air Quality Code:	S19
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$5,227,000

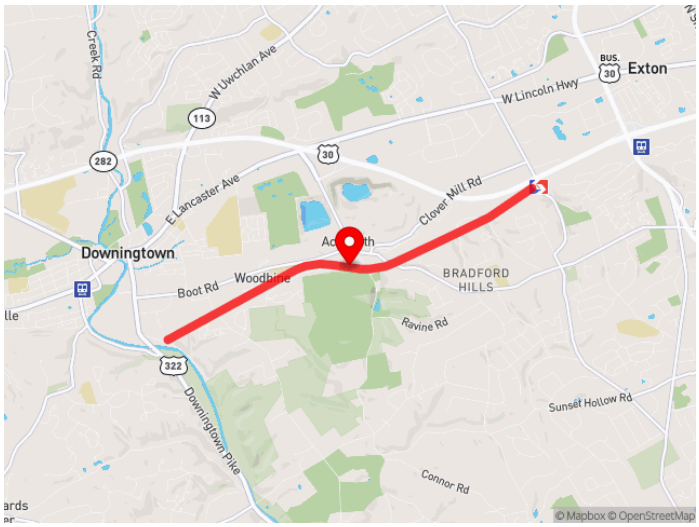


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
UTL	183	$0	$106,000	$0	$0	$0	$0	$106,000
Total UTL		$0	$106,000	$0	$0	$0	$0	$106,000
CON	BRIP	$0	$0	$1,207,000	$1,000,000	$1,707,000	$1,207,000	$5,121,000
Total CON		$0	$0	$1,207,000	$1,000,000	$1,707,000	$1,207,000	$5,121,000
Total Future Costs		$0	$0	$0	$0	$0	$1,207,000	$1,207,000
Total Programmed		$0	$106,000	$1,207,000	$1,000,000	$1,707,000	$1,207,000	$5,227,000

81744 - Chester Valley Trail: P&T Phase 1

To develop a multi-use trail between the Whitford Bridge and Downingtown. Trestle along the alignment of the former Philadelphia and Thorndale Branch in West Whiteland, East Bradford, and East Caln townships. The Chester Valley Trail is part of the Circuit Trails network and this segment will serve as an important local and regional transportation resource. The Circuit is a planned 800-mile interconnected network of multi-use trails spanning Greater Philadelphia with Philadelphia and Camden as its hub, and is included in DVRPC's Long-Range Plan. Existing and future Circuit Trails are required to meet minimum design standards (10-feet wide, paved, and separated from traffic with limited exceptions) to reflect their intended use as the arteries of a dedicated, regional, non-motorized transportation system.

Lead Agency:	PennDOT
Project Type:	Bicycle/Pedestrian Improvement
County:	Chester
Town:	West Whiteland Township
Tip Status:	-
Air Quality Code:	A2
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$8,538,000

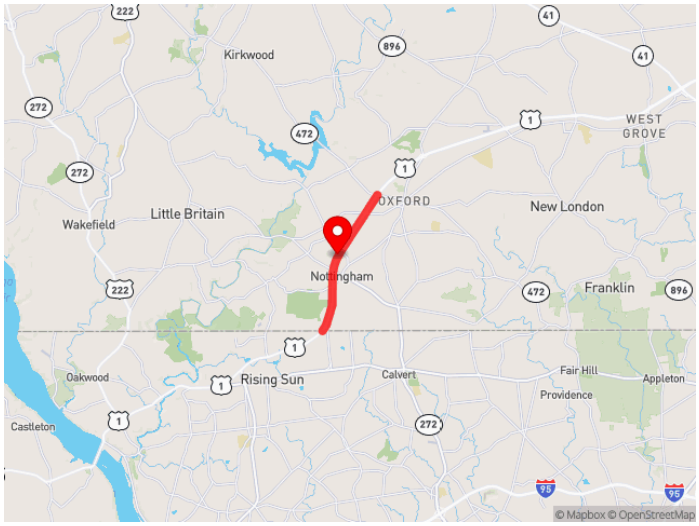


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
PE	LOC	$0	$403,000	$0	$0	$0	$0	$403,000
Total PE		$0	$403,000	$0	$0	$0	$0	$403,000
FD	LOC	$0	$0	$0	$855,000	$0	$0	$855,000
Total FD		$0	$0	$0	$855,000	$0	$0	$855,000
ROW	LOC	$0	$0	$0	$0	$116,000	$0	$116,000
Total ROW		$0	$0	$0	$0	$116,000	$0	$116,000
CON	CRPU	$0	$0	$0	$0	$0	$7,164,000	$7,164,000
Total CON		$0	$0	$0	$0	$0	$7,164,000	$7,164,000
Total Future Costs		$0	$0	$0	$0	$0	$7,164,000	$7,164,000
Total Programmed		$0	$403,000	$0	$855,000	$116,000	$7,164,000	$8,538,000

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

The project consists of full depth reconstruction of the existing pavement, minor shoulder widening, guiderail replacement, drainage improvements and new stormwater management facilities. Proposed bridge work includes the rehabilitation or replacement of mainline and overhead bridges. The mainline pavement will be lowered, or the intersecting roadway will be raised at each overpass to obtain the required vertical clearance over the bypass. Proposed traffic operations improvements include lengthening of acceleration and deceleration lanes at entrance and exit ramps, intersection control improvements at the ramp terminal intersections and intelligent transportation systems including CCTV cameras and Dynamic Message Signs. The intersections with US 1 and Ridge Road and US 1 with Sylmar Road are included in the work. Includes the interchange at PA 272. See also MPMS #14580, #14581, and #113312.

Lead Agency:	PennDOT
Project Type:	Roadway Rehabilitation
County:	Chester
Town:	East Nottingham Township, Lower Oxford Township, West Nottingham Township
Tip Status:	-
Air Quality Code:	S10
MRP ID:	PAR002
CMP:	Minor SOV Capacity
Total Cost:	$244,868,000



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
FD	581	$0	$3,183,000	$3,183,000	$0	$0	$0	$6,366,000
Total FD		$0	$3,183,000	$3,183,000	$0	$0	$0	$6,366,000
ROW	581	$0	$2,001,000	$121,000	$0	$0	$0	$2,122,000
Total ROW		$0	$2,001,000	$121,000	$0	$0	$0	$2,122,000
UTL	581	$0	$53,000	$0	$0	$0	$0	$53,000
UTL	STP	$0	$212,000	$0	$0	$0	$0	$212,000
Total UTL		$0	$265,000	$0	$0	$0	$0	$265,000
CON	581	$0	$0	$0	$0	$0	$47,223,000	$47,223,000
CON	STU	$0	$0	$0	$0	$0	$188,892,000	$188,892,000
Total CON		$0	$0	$0	$0	$0	$236,115,000	$236,115,000
Total Future Costs		$0	$0	$0	$0	$0	$236,115,000	$236,115,000
Total Programmed		$0	$5,449,000	$3,304,000	$0	$0	$236,115,000	$244,868,000

102709 - PA 41 & SR 926 Improvements

Construction of a roundabout was completed at this location in the fall of 2025. Improvements will provide an opportunity for all users to make safe movements at the four-way PA 41/PA 926 intersection that is currently skewed at approximately 23 degrees, as well as accommodate future traffic demands. Presently, traffic control consists of stop signs on the minor street (PA 926) approaches, with no posted turn restrictions. The approaches of PA 41 consists of one left turn lane and one shared through/right turn lane, while the approaches of PA 926 consists of a single shared left turn/through/right turn lane. After the completion of a needs assessment in 2014, an alternatives analysis identified four alternatives; three of these alternatives (including two alternatives that contain a roundabout) were selected for further evaluation. PE activities for PA 41 corridor projects are being completed under MPMS# 14484. Other PA 41 intersection projects: PA 41 & Newark Rd - MPMS# 98096 PA 41 & SR 841 - MPMS# 102708

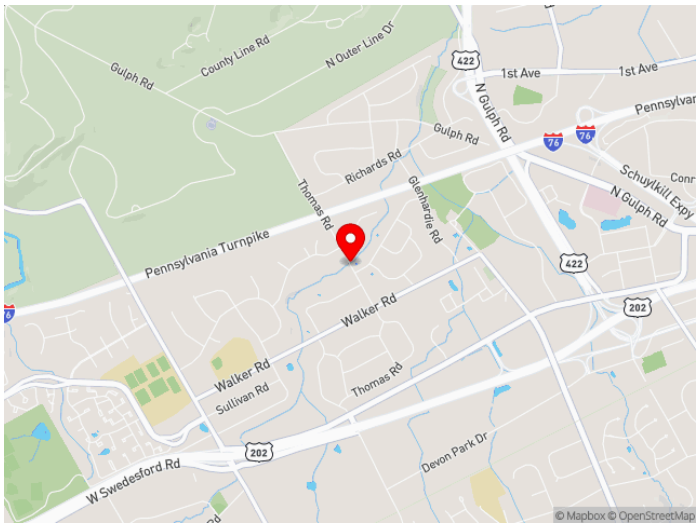
Lead Agency:	PennDOT
Project Type:	Intersection/Interchange Improvements
County:	Chester
Town:	Londonderry Township
Tip Status:	-
Air Quality Code:	2026M
MRP ID:	-
CMP:	Minor SOV Capacity
Total Cost:	$1,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	STU	$0	$1,000	$0	$0	$0	$0	$1,000
Total CON		$0	$1,000	$0	$0	$0	$0	$1,000
Total Programmed		$0	$1,000	$0	$0	$0	$0	$1,000

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

This project the replacement of the Thomas Road over Trout Creek bridge in Tredyffrin Township (CB #300). A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

Lead Agency:	PennDOT
Project Type:	Bridge Repair/Replacement
County:	Chester
Town:	Tredyffrin Township
Tip Status:	-
Air Quality Code:	S19
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$6,588,000

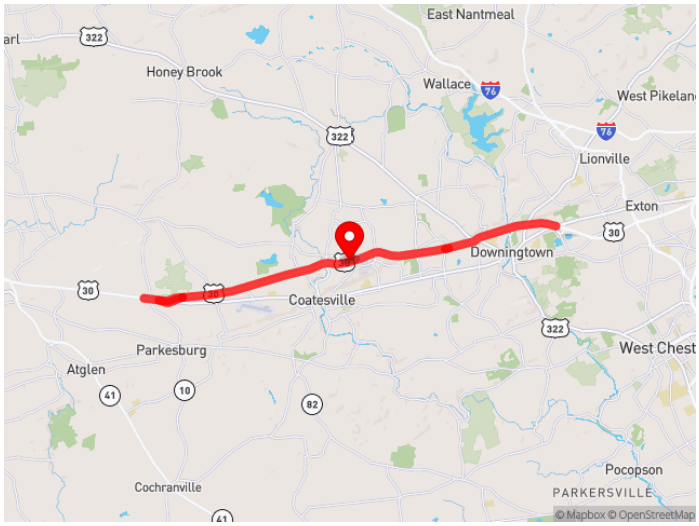


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
FD	183	$0	$579,000	$0	$0	$0	$0	$579,000
Total FD		$0	$579,000	$0	$0	$0	$0	$579,000
ROW	183	$0	$0	$61,000	$0	$0	$0	$61,000
Total ROW		$0	$0	$61,000	$0	$0	$0	$61,000
UTL	183	$0	$0	$75,000	$0	$0	$0	$75,000
Total UTL		$0	$0	$75,000	$0	$0	$0	$75,000
CON	183	$0	$0	$0	$0	$0	$1,175,000	$1,175,000
CON	BRIP	$0	$0	$0	$0	$0	$4,698,000	$4,698,000
Total CON		$0	$0	$0	$0	$0	$5,873,000	$5,873,000
Total Future Costs		$0	$0	$0	$0	$0	$5,873,000	$5,873,000
Total Programmed		$0	$579,000	$136,000	$0	$0	$5,873,000	$6,588,000

14532 - US 30, Coatesville Downingtown Bypass Reconstruction Design

This project serves as the preliminary design phase of a project to reconstruct approximately 14 miles of mainline pavement; potential addition of through lanes and operational improvements as required by traffic analysis for the eastern section; reconstruction and widening of the mainline shoulders; replacement and widening of mainline bridge superstructures; construction of new ramps (to complete partial interchanges at Airport Road); reconstruction, realignment, and lengthening of all on and off ramps (to provide storage length for traffic signals and ramp metering); reconstruction of arterial overpasses; installation of ITS elements (dynamic message signs, closed circuit television, incident detection, and ramp meters); and minor improvements to parallel arterial routes (to be determined) to improve safety, reduce congestion, and upgrade deteriorating infrastructure. This project is for preliminary design only; final design, utility, right of way, and construction phases are identified in MPMS #87781 (Eastern section) and MPMS #84884 (Western section; 2013 estimated cost is $250 million). Additional study work will be undertaken under this MPMS # to determine the appropriate approach to address new capacity and operational needs of the eastern section, as well as the western section as needed. The full length of the corridor is located in West Sadsbury Township, Sadsbury Township, Valley Township, Coatesville City, West Caln Township, Caln Township, East Caln Township, and Downingtown Borough. Earmarks--SAFETEA DEMO #3172, PA ID# 504 - $0 remaining; PA ID #146- $0 remaining. The overall corridor construction cost estimate is $784 million.

Lead Agency:	PennDOT
Project Type:	Roadway Rehabilitation
County:	Chester
Town:	Caln Township, Coatesville City, Downingtown Borough, East Caln Township, Sadsbury Township, Valley Township, West Caln Township, West Sadsbury Township
Tip Status:	-
Air Quality Code:	X12
MRP ID:	PAR006
CMP:	Major SOV Capacity
Total Cost:	$10,000,000

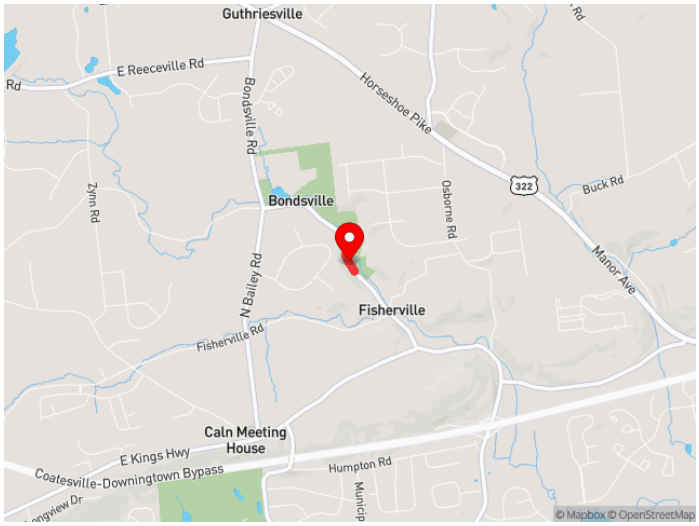


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
PE	NHPP	$0	$2,500,000	$2,500,000	$2,500,000	$2,500,000	$0	$10,000,000
Total PE		$0	$2,500,000	$2,500,000	$2,500,000	$2,500,000	$0	$10,000,000
Total Programmed		$0	$2,500,000	$2,500,000	$2,500,000	$2,500,000	$0	$10,000,000

120062 - Bondsville Road Retaining Wall

Bondsville Road between North Bailey Rd and Fisherville Road in East Brandywine Township is a heavily traveled corridor that connects Thorndale and Guthriesville. The embankment that supports Bondsville Road is being undermined by stream scour and there is potential for a sudden slope failure that will require the closure of the roadway and detouring over 1700 trips a day. This project will eliminate the risk of slope failure and safety concerns adjacent to Bondsville Road along Beaver Creek during major storm events. The streambank erosion and slope instability at Bondsville Road parallel to Beaver Creek has created a near vertical cut of approximately 25 feet for the length of approximately 150 feet. The 1993 aerial imaginary indicated the stream bank was about 55 feet from the edge of the road which has now undermined as close as 6 feet horizontally from the edge of road. There is no shoulder along the travel way. This project will include construction of a new retaining wall, as well as stream restoration and bank strengthening measures along Beaver Creek to improve resilience.

Lead Agency:	PennDOT
Project Type:	Roadway Rehabilitation
County:	Chester
Town:	East Brandywine Township
Tip Status:	-
Air Quality Code:	X13
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$1,500,000

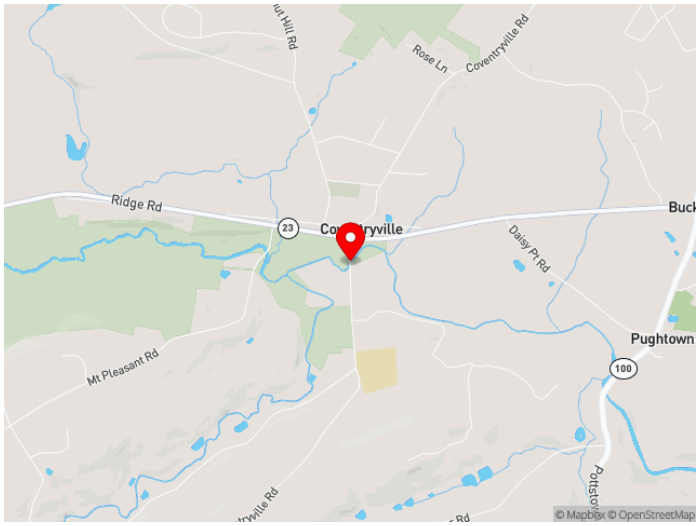


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	STU	$0	$1,500,000	$0	$0	$0	$0	$1,500,000
Total CON		$0	$1,500,000	$0	$0	$0	$0	$1,500,000
Total Programmed		$0	$1,500,000	$0	$0	$0	$0	$1,500,000

86272 - Coventryville Road over French Creek (CB #198)

The purpose of this project is to address the fair condition of the bridge and provide continued safe and efficient multi-use circulation and vehicular access on Conventryville Road Over French Creek (CB #198). A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or stateCategorical Exclusion clearance.

Lead Agency:	PennDOT
Project Type:	Bridge Repair/Replacement
County:	Chester
Town:	South Coventry Township
Tip Status:	-
Air Quality Code:	S19
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$2,494,000



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
FD	BOF	$0	$0	$546,000	$0	$0	$0	$546,000
Total FD		$0	$0	$546,000	$0	$0	$0	$546,000
ROW	BOF	$0	$0	$55,000	$0	$0	$0	$55,000
Total ROW		$0	$0	$55,000	$0	$0	$0	$55,000
UTL	BOF	$0	$0	$27,000	$0	$0	$0	$27,000
Total UTL		$0	$0	$27,000	$0	$0	$0	$27,000
CON	BOF	$0	$0	$0	$0	$866,000	$1,000,000	$1,866,000
Total CON		$0	$0	$0	$0	$866,000	$1,000,000	$1,866,000
Total Future Costs		$0	$0	$0	$0	$0	$1,000,000	$1,000,000
Total Programmed		$0	$0	$628,000	$0	$866,000	$1,000,000	$2,494,000

81794 - Route 100 Trail: Graphite Mine Rd - Fellowship Rd

The project involves the construction of an approximately 2,200 feet long, 8-foot-wide pedestrian path adjacent to Route 100 (S.R. 0100, Pottstown Pike), along with ADA compliance improvements at the Route 100 intersection with Fellowship Road (T-464) and Reserve Drive (T-588). The trail will connect to an existing 10-foot-wide path and continue through the Route 100 intersection. The path will then extend along Reserve Drive before turning south along an existing one-way low volume driveway for the Beth Israel Congregation before following an existing parking lot and playground located behind the synagogue. The path will then generally follow an existing 10-foot-wide mowed footpath located within the Upland Farm Park and open space owned by the Reserve at Eagle Homeowner's Association (HOA). The trail will culminate at an existing 8-foot-wide paved pedestrian path located within the Upland Farm Park.

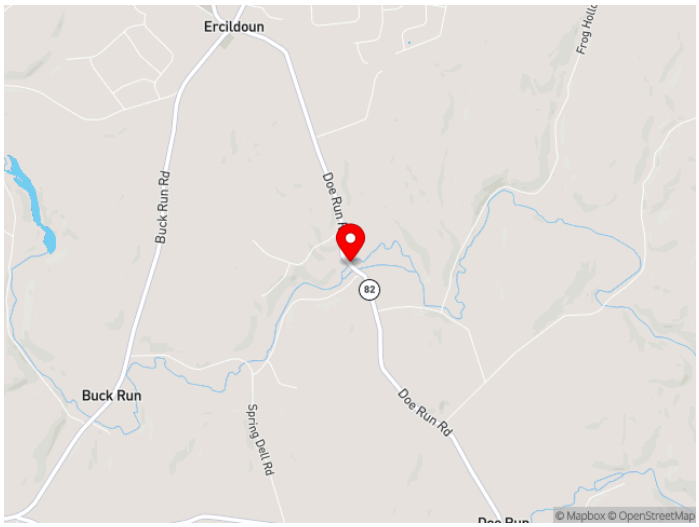
Lead Agency:	PennDOT
Project Type:	Bicycle/Pedestrian Improvement
County:	Chester
Town:	Upper Uwchlan Township
Tip Status:	-
Air Quality Code:	A2
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$1,000,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	TAU	$0	$1,000,000	$0	$0	$0	$0	$1,000,000
Total CON		$0	$1,000,000	$0	$0	$0	$0	$1,000,000
Total Programmed		$0	$1,000,000	$0	$0	$0	$0	$1,000,000

84284 - Doe Run Rd/Buck Run (Bridge)

This project involves the replacement of the existing bridge crossing Buck Run and the 48" pipe culvert that is fed by Mill Race in East Fallowfield and West Marlborough Townships.

Lead Agency:	PennDOT
Project Type:	Bridge Repair/Replacement
County:	Chester
Town:	West Marlborough Township
Tip Status:	-
Air Quality Code:	S19
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$4,774,000

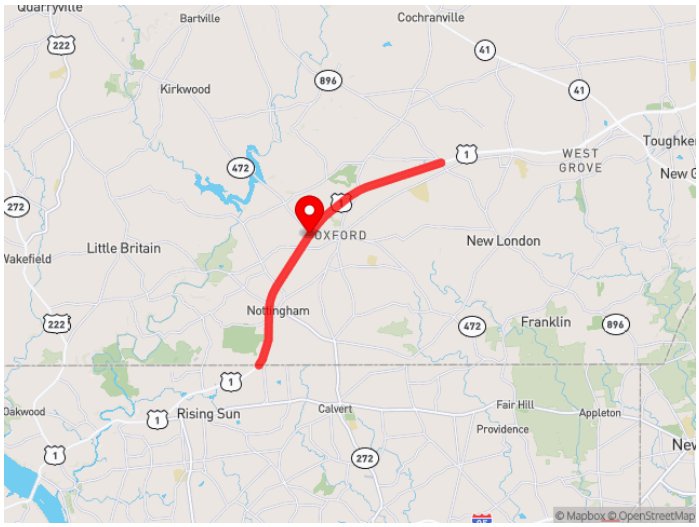


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	BRIP	$0	$1,000,000	$1,036,000	$738,000	$1,000,000	$1,000,000	$4,774,000
Total CON		$0	$1,000,000	$1,036,000	$738,000	$1,000,000	$1,000,000	$4,774,000
Total Future Costs		$0	$0	$0	$0	$0	$1,000,000	$1,000,000
Total Programmed		$0	$1,000,000	$1,036,000	$738,000	$1,000,000	$1,000,000	$4,774,000

14580 - US 1 Expressway Reconstruction: PA 472 to PA 896

The project consists of full depth reconstruction of the existing pavement, minor shoulder widening, guiderail replacement, drainage improvements and new stormwater management facilities. Proposed bridge work includes the rehabilitation or replacement of mainline and overhead bridges. The mainline pavement will be lowered, or the intersecting roadway will be raised at each overpass to obtain the required vertical clearance over the bypass. Proposed traffic operations improvements include lengthening of acceleration and deceleration lanes at entrance and exit ramps, intersection control improvements at the ramp terminal intersections and intelligent transportation systems including CCTV cameras and Dynamic Message Signs. Interchanges included in the work are at PA 472, PA 10 and PA 896. See also MPMS #14581, #113307, and #113312.

Lead Agency:	PennDOT
Project Type:	Roadway Rehabilitation
County:	Chester
Town:	East Nottingham Township, Lower Oxford Township, Oxford Borough, Upper Oxford Township, West Nottingham Township
Tip Status:	-
Air Quality Code:	S10
MRP ID:	PAR002
CMP:	Not SOV Capacity Adding
Total Cost:	$171,262,000

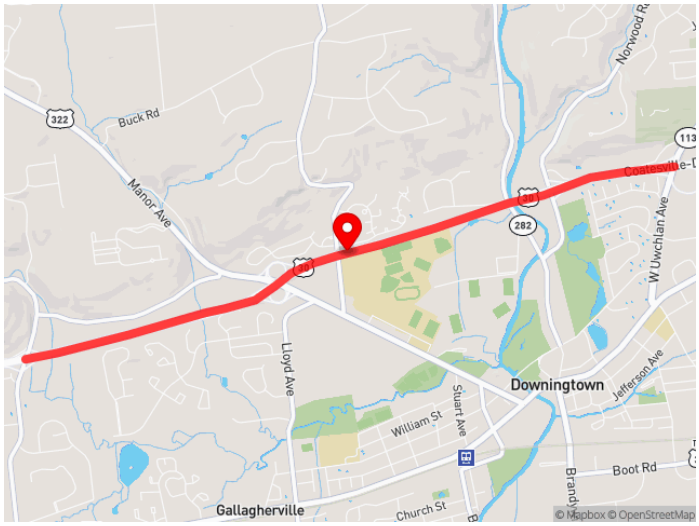


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ROW	NHPP	$0	$2,652,000	$0	$0	$0	$0	$2,652,000
Total ROW		$0	$2,652,000	$0	$0	$0	$0	$2,652,000
CON	581	$0	$0	$566,000	$565,000	$3,066,000	$29,531,000	$33,728,000
CON	BOF	$0	$0	$0	$0	$0	$2,333,000	$2,333,000
CON	BRIP	$0	$0	$0	$0	$0	$12,785,000	$12,785,000
CON	NHPP	$0	$0	$0	$0	$12,262,000	$10,232,000	$22,494,000
CON	STP	$0	$0	$0	$0	$0	$24,001,000	$24,001,000
CON	STU	$0	$0	$2,262,000	$2,262,000	$0	$68,745,000	$73,269,000
Total CON		$0	$0	$2,828,000	$2,827,000	$15,328,000	$147,627,000	$168,610,000
Total Future Costs		$0	$0	$0	$0	$0	$147,627,000	$147,627,000
Total Programmed		$0	$2,652,000	$2,828,000	$2,827,000	$15,328,000	$147,627,000	$171,262,000

87781 - US 30, Coatesville Downingtown Bypass (CER-Eastern Section)

This project provides for the final design, right-of-way, utility and construction phases of the Coatesville-Downingtown Bypass Reconstruction - eastern section - by reconstructing and widening the mainline shoulders; replacing and widening the mainline bridge superstructures; constructing new ramps (to complete partial interchanges); reconstructing, realigning, and lengthening all on and off ramps (to provide storage length for traffic signals and/or ramp metering); and reconstructing arterial overpasses. The overall corridor construction cost estimate is $784 million. MPMS# 14532 provides for the preliminary design portion of this project and the western section, as well as additional study work to determine the approach for this eastern section. MPMS #s 107551, 107553, and 107554 contains the construction of the western section, originally housed under MPMS# 84884. Project CMP (Congestion Management Process) commitments include expansion of Intelligent Transportation Systems (ITS) equipment throughout the corridor, signal improvements on parallel arterials, numerous improvements to rail transit stations and services in consultation with SEPTA and Amtrak, improved access to rail stations, sidewalks and other improvements for pedestrians and bicyclists on parallel arterials, investigation of park-and-ride locations, and outreach to employers to promote transportation demand management strategies. See DVRPC's 2016-2017 memorandum on supplemental strategies for details related to this project. $125.353M out of an estimated $632.848M (2023 CON estimate of $530M YOE'd to FY29) is programmed for construction beginning in FY29. The construction balance that is not shown in FY29-FY36 is in the Long-Range Plan.

Lead Agency:	PennDOT
Project Type:	Roadway Rehabilitation
County:	Chester
Town:	East Caln Township
Tip Status:	-
Air Quality Code:	2050M
MRP ID:	PAR027
CMP:	Major SOV Capacity
Total Cost:	$1,047,049,000



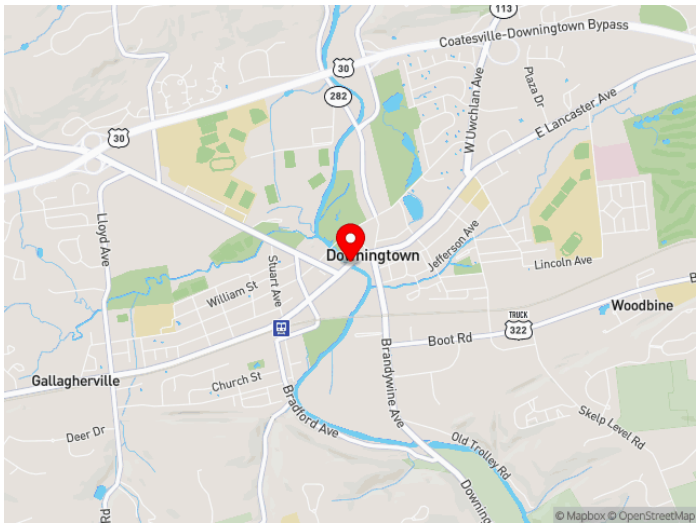
Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
PE	185	$0	$1,000,000	$0	$0	$0	$0	$1,000,000
PE	581	$0	$0	$1,000,000	$1,000,000	$1,000,000	$0	$3,000,000
PE	STP	$0	$0	$0	$0	$4,000,000	$0	$4,000,000
PE	STU	$0	$4,000,000	$4,000,000	$4,000,000	$0	$0	$12,000,000
Total PE		$0	$5,000,000	$5,000,000	$5,000,000	$5,000,000	$0	$20,000,000
FD	185	$0	$0	$1,238,000	$1,238,000	$1,238,000	$0	$3,714,000
FD	581	$0	$0	$0	$0	$0	$3,714,000	$3,714,000
FD	NHPP	$0	$0	$4,953,000	$0	$0	$0	$4,953,000
FD	STP	$0	$0	$0	$4,953,000	$4,953,000	$14,859,000	$24,765,000
Total FD		$0	$0	$6,191,000	$6,191,000	$6,191,000	$18,573,000	$37,146,000
ROW	185	$0	$0	$0	$1,069,000	$1,069,000	$2,138,000	$4,276,000
ROW	STP	$0	$0	$0	$4,277,000	$4,277,000	$8,554,000	$17,108,000
Total ROW		$0	$0	$0	$5,346,000	$5,346,000	$10,692,000	$21,384,000
UTL	185	$0	$0	$664,000	$1,414,000	$1,414,000	$1,414,000	$4,906,000
UTL	581	$0	$0	$0	$0	$0	$3,332,000	$3,332,000
UTL	NHPP	$0	$0	$0	$3,000,000	$0	$0	$3,000,000
UTL	STP	$0	$0	$0	$704,000	$5,657,000	$18,986,000	$25,347,000
UTL	STU	$0	$0	$2,657,000	$1,953,000	$0	$0	$4,610,000
Total UTL		$0	$0	$3,321,000	$7,071,000	$7,071,000	$23,732,000	$41,195,000
CON	185	$0	$0	$0	$0	$0	$114,494,000	$114,494,000
CON	581	$0	$0	$0	$0	$0	$134,045,000	$134,045,000
CON	STU	$0	$0	$0	$0	$0	$678,785,000	$678,785,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Total CON		$0	$0	$0	$0	$0	$927,324,000	$927,324,000
Total Future Costs		$0	$0	$0	$0	$0	$980,321,000	$980,321,000
Total Programmed		$0	$5,000,000	$14,512,000	$23,608,000	$23,608,000	$980,321,000	$1,047,049,000

86301 - LancasterAve/BrandywineCk

This project will include the rehabilitation of the Lancaster Avenue/322 Bridge over the East Branch of Brandywine Creek in the Borough of Downingtown, Chester County. 10/26/2023: This project was combined with MPMS #104786 because it is a duplicate project.

Lead Agency:	PennDOT
Project Type:	Bridge Repair/Replacement
County:	Chester
Town:	Downingtown Borough
Tip Status:	-
Air Quality Code:	S19
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$9,835,000

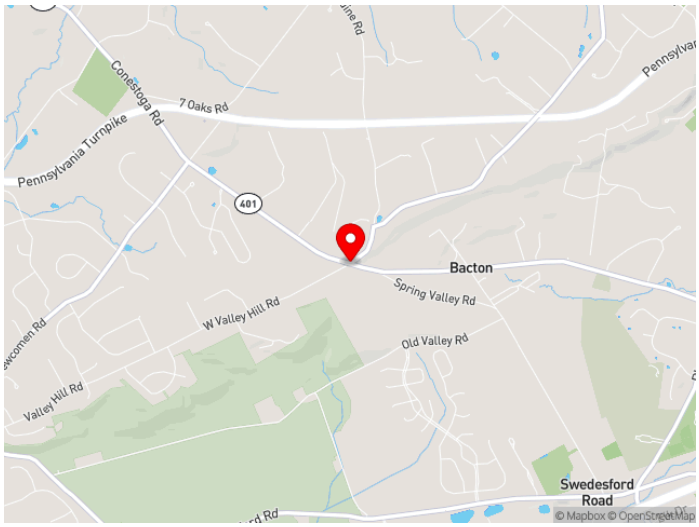


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	185	$0	$0	$2,868,000	$2,000,000	$4,033,000	$213,000	$9,114,000
CON	581	$0	$0	$721,000	$0	$0	$0	$721,000
Total CON		$0	$0	$3,589,000	$2,000,000	$4,033,000	$213,000	$9,835,000
Total Future Costs		$0	$0	$0	$0	$0	$213,000	$213,000
Total Programmed		$0	$0	$3,589,000	$2,000,000	$4,033,000	$213,000	$9,835,000

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

This project involves adding turn lanes with designated left turn phases for PA 401 in Charlestown Township.

Lead Agency:	PennDOT
Project Type:	Intersection/Interchange Improvements
County:	Chester
Town:	Charlestown Township, East Whiteland Township
Tip Status:	-
Air Quality Code:	R1
MRP ID:	-
CMP:	Minor SOV Capacity
Total Cost:	$3,156,000

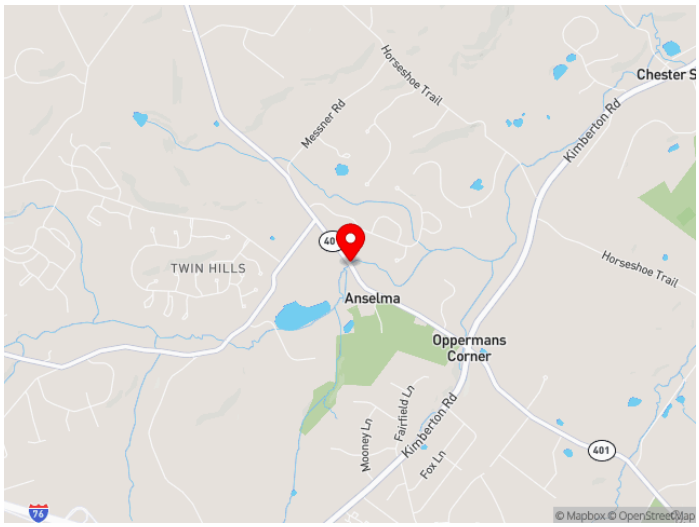


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ROW	CAQ	$0	$212,000	$0	$0	$0	$0	$212,000
Total ROW		$0	$212,000	$0	$0	$0	$0	$212,000
UTL	CAQ	$0	$212,000	$0	$0	$0	$0	$212,000
Total UTL		$0	$212,000	$0	$0	$0	$0	$212,000
CON	CAQ	$0	$0	$2,258,000	$474,000	$0	$0	$2,732,000
Total CON		$0	$0	$2,258,000	$474,000	$0	$0	$2,732,000
Total Programmed		$0	$424,000	$2,258,000	$474,000	$0	$0	$3,156,000

98042 - Conestoga Road over Branch of Pickering Creek

This project will include the replacement of the bridge spanning Conestoga Road over branch of Pickering Creek in West Pikeland Township. A final alternative for bridge replacement was determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

Lead Agency:	PennDOT
Project Type:	Bridge Repair/Replacement
County:	Chester
Town:	West Pikeland Township
Tip Status:	-
Air Quality Code:	S19
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$2,228,000

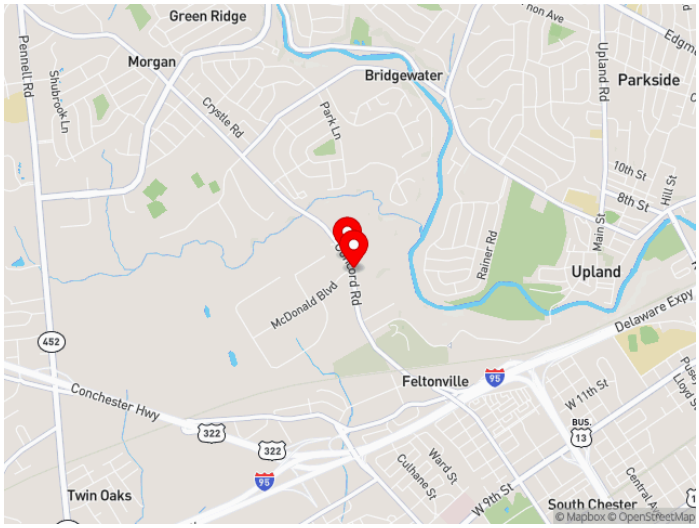


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	STU	$0	$2,228,000	$0	$0	$0	$0	$2,228,000
Total CON		$0	$2,228,000	$0	$0	$0	$0	$2,228,000
Total Programmed		$0	$2,228,000	$0	$0	$0	$0	$2,228,000

120688 - SR 3007 Sec DMB Preliminary Design for Concord Road / McDonald Blvd and Concord Road/Sunfield Drive Intersection Improvements

The proposed project includes intersection improvements at the Concord Road/McDonald Blvd intersection and Concord Road/Sunfield Drive/WestRock driveway. The proposed improvement is paired roundabouts, one at each of the intersections, approximately 300 feet apart. The project will involve the construction of two roundabouts, right-of-way acquisition, and utility relocations. This is a breakout of MPMS #79329 - Bridgewater Road Extension

Lead Agency:	PennDOT
Project Type:	Intersection/Interchange Improvements
County:	Delaware
Town:	Chester Township
Tip Status:	New-B
Air Quality Code:	2040M
MRP ID:	PAR018
CMP:	Minor SOV Capacity
Total Cost:	$7,273,000

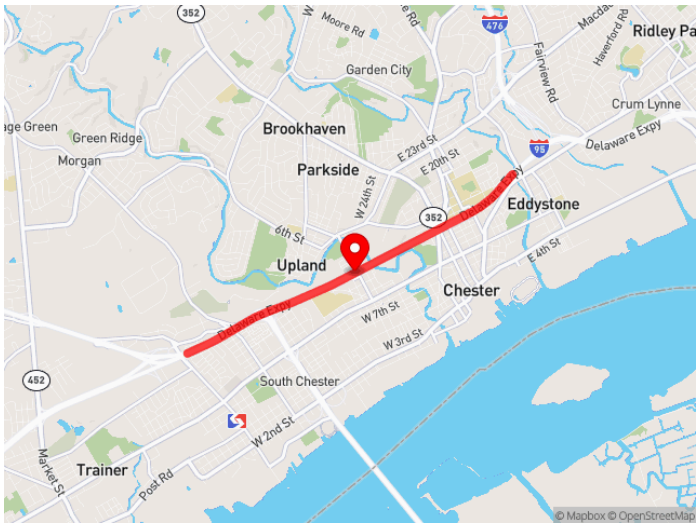


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ROW	581	$0	$67,000	$0	$0	$0	$0	$67,000
ROW	STU	$0	$265,000	$0	$0	$0	$0	$265,000
Total ROW		$0	$332,000	$0	$0	$0	$0	$332,000
UTL	581	$0	$10,000	$0	$0	$0	$0	$10,000
UTL	STU	$0	$36,000	$0	$0	$0	$0	$36,000
Total UTL		$0	$46,000	$0	$0	$0	$0	$46,000
CON	581	$0	$276,000	$276,000	$276,000	$276,000	$276,000	$1,380,000
CON	STU	$0	$1,103,000	$1,103,000	$1,103,000	$1,103,000	$1,103,000	$5,515,000
Total CON		$0	$1,379,000	$1,379,000	$1,379,000	$1,379,000	$1,379,000	$6,895,000
Total Future Costs		$0	$0	$0	$0	$0	$1,379,000	$1,379,000
Total Programmed		$0	$1,757,000	$1,379,000	$1,379,000	$1,379,000	$1,379,000	$7,273,000

108910 - I-95 Noise Abatement (CNA)

This project is located along I-95 between Highland Avenue and Bullens Lane in the City of Chester and Chester Township, Delaware County. It involved the evaluation of potential noise abatement locations. The preliminary phase included modeling to assess noise reduction benefits to residential areas, and coordination with the municipalities and residents to arrive at a list of priority recommendations for implementation. The selection of locations to receive noise abatement were based on areas that will realize noise level reductions, benefit the most residents, and can be constructed within funding availability. Preliminary engineering, final design and environmental evaluations will be completed for the selected locations.

Lead Agency:	PennDOT
Project Type:	Other
County:	Delaware
Town:	Chester City, Chester Township
Tip Status:	-
Air Quality Code:	X6
MRP ID:	PAR085
CMP:	Not SOV Capacity Adding
Total Cost:	$45,348,000

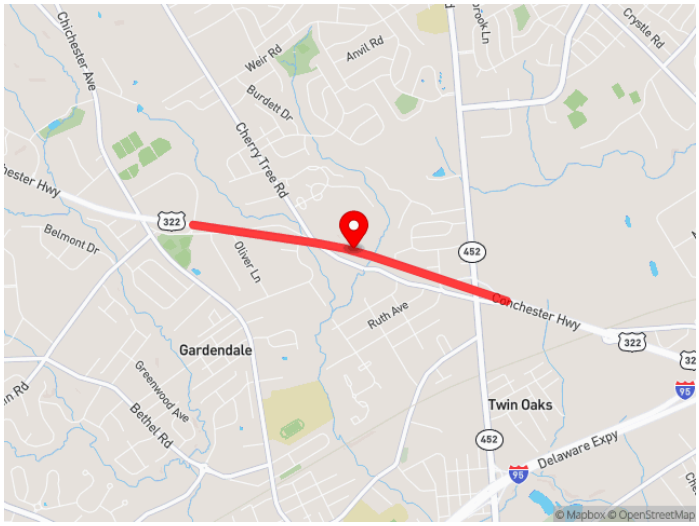


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ROW	581	$0	$744,000	$52,000	$0	$0	$0	$796,000
Total ROW		$0	$744,000	$52,000	$0	$0	$0	$796,000
UTL	581	$0	$0	$656,000	$0	$0	$0	$656,000
Total UTL		$0	$0	$656,000	$0	$0	$0	$656,000
CON	581	$0	$0	$0	$1,000,000	$4,632,000	$38,264,000	$43,896,000
Total CON		$0	$0	$0	$1,000,000	$4,632,000	$38,264,000	$43,896,000
Total Future Costs		$0	$0	$0	$0	$0	$38,264,000	$38,264,000
Total Programmed		$0	$744,000	$708,000	$1,000,000	$4,632,000	$38,264,000	$45,348,000

114034 - US 322: Chelsea Parkway to Market St. Interchange (Section 103)

This project involves widening and improving SR 322 to a four lane typical section with a median from Chelsea Parkway to the Market Street Interchange in Upper Chichester Township. The existing two lane section of SR 322 will be widened to four lanes with exclusive left turn lanes to accommodate left turns at the Cherry Tree Road / SR 3016 intersection. Auxiliary right turn lanes will be provided at multiple intersections. The Cherry Tree Road / SR 3016 intersection will be reconfigured and reconstructed including a new traffic signal, turn lanes, and realignment of Bethel Avenue. The existing four lane section from Cherry Tree Road to the Market Street interchange will be reconsructed and improved. The Market Street interchange will be reconstructed to a partial cloverleaf interchange including two new traffic signals and improvements made to Market Street. Constructon of this project is underway and the anticipated completion date is 11/1/2030.

Lead Agency:	PennDOT
Project Type:	Roadway New Capacity
County:	Delaware
Town:	-
Tip Status:	-
Air Quality Code:	2040M
MRP ID:	PAR007
CMP:	Major SOV Capacity
Total Cost:	$30,000,000



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	NHPP*	$0	$0	$8,681,000	$9,000,000	$0	$0	$17,681,000
CON	STP*	$0	$1,782,000	$1,000,000	$0	$0	$0	$2,782,000
CON	STU*	$0	$0	$2,045,000	$7,492,000	$0	$0	$9,537,000
Total CON		$0	$1,782,000	$11,726,000	$16,492,000	$0	$0	$30,000,000
Total Programmed		$0	$1,782,000	$11,726,000	$16,492,000	$0	$0	$30,000,000

82151 - 69th St/Church Ln Safety Improvements

The SR 2001 corridor (69th Street – Church Lane) from Marshall Road to Baltimore Avenue-Baltimore Pike stretches 1.0 miles in the Borough of East Lansdowne, Upper Darby Township, in Delaware County. Within the project limits, SR 2001 is generally a two-lane, undivided highway consisting of a high frequency of residential and commercial driveways, fixed objects per mile, and unsignalized local road intersections. Several intersections along the corridor are characterized by a lack of turning lanes and permissive left turn phasing. The following countermeasures are proposed as part of this project: • Install Speed Humps along the project corridor for speed management. • Install centerline rumble strips along the project corridor to address head on crashes, opposite direction sideswipe, and run-off-road crashes. • Add retroreflective backplates to signals to enhance visibility to motorists. • Implement rectangular rapid flashing beacon (RRFB) and raised midblock crosswalk between Patterson Avenue and Marshall Road to slow vehicle speeds and enhance pedestrian visibility. • Install curb extensions at key signalized intersections to realign intersections, to slow vehicle turning speeds at intersections, and shorten pedestrian crossings. (Two curb extensions at Patterson Avenue, two curb extensions and one pedestrian refuge island at Ruskin Lane, two curb extensions at Baltimore Avenue.) Install ADA curb ramps, and high visibility crosswalks along with curb extension improvements. • Install pedestrian signal heads with countdown timers, and pedestrian pushbuttons with APS at Ruskin Lane. • Implement bicycle conflict markings through signalized intersections and key side streets to further delineate the conflict zones where side streets intersect with the bicycle facilities. • Install sidewalk and consolidate driveways on the east side of 69th Street (south of the Marshall Road intersection to Patterson Avenue.) Evaluate access management measures, such as driveway consolidation or driveway relocation and limiting allowable movements. • Evaluate access management measures and redefine driveway access at Marshall Road/S 69th Street intersection, and Baltimore Avenue-Pike/Church Lane intersection. These countermeasures will slow vehicle speeds and target the high frequency of rear-end crashes, angle crashes, and hit pedestrian crashes.

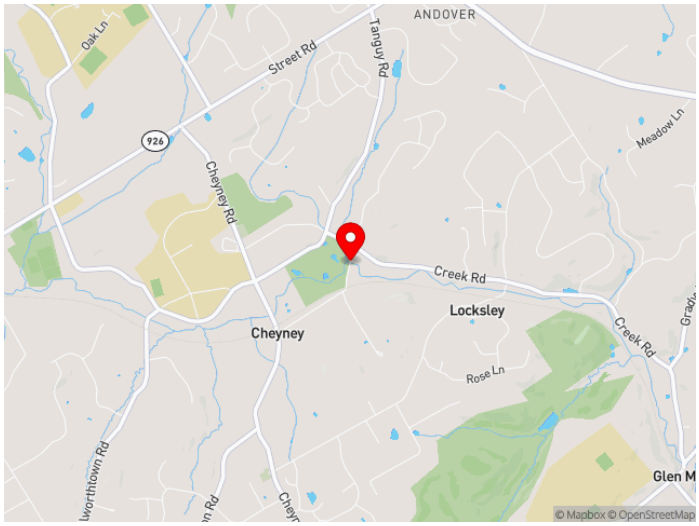
Lead Agency:	PennDOT
Project Type:	Other
County:	Delaware
Town:	Upper Darby Township
Tip Status:	New
Air Quality Code:	S6
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$2,721,555

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
PE	sHVRU	$0	$0	$0	$390,060	$0	$0	$390,060
Total PE		$0	$0	$0	$390,060	$0	$0	$390,060
FD	sHVRU	$0	$0	$0	$292,545	$0	$0	$292,545
Total FD		$0	$0	$0	$292,545	$0	$0	$292,545
UTL	HVRU	$0	$0	$0	$88,650	$0	$0	$88,650
Total UTL		$0	$0	$0	$88,650	$0	$0	$88,650
CON	HVRU	$0	$0	$0	$0	$1,950,300	$0	$1,950,300
Total CON		$0	$0	$0	$0	$1,950,300	$0	$1,950,300
Total Programmed		$0	$0	$0	$771,255	$1,950,300	$0	$2,721,555

15183 - Station Road Bridge Over Chester Creek (CB #234)

This project involves rehabilitating or replacing Station Road over Chester Creek in Thornbury Township, a single span bridge. The Station Road bridge is a one lane, reinforced concrete T-beam bridge constructed in 1914 over Chester Creek in Thornbury Township. The width of the bridge is currently 18' due to the numerous bituminous overlays which have concealed the original concrete curbing that previously provided a 16' bridge width. It is currently posted for three tons. The purpose of the project is to correct the structural and safety deficiencies of the bridge to provide a safe and efficient crossing over Chester Creek. The bridge serves residents with local deliveries, school bus transportation, emergency services and access to the local post office located south of the crossing. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

Lead Agency:	PennDOT
Project Type:	Bridge Repair/Replacement
County:	Delaware
Town:	Thornbury Township
Tip Status:	-
Air Quality Code:	S19
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$5,320,000

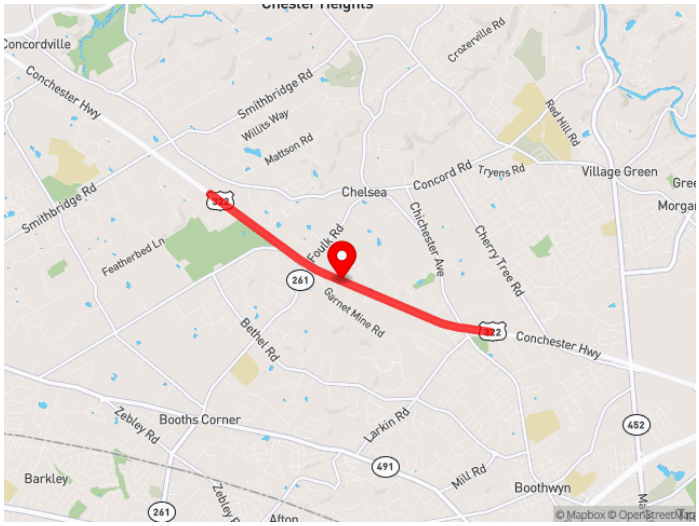


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
FD	179	$0	$127,000	$0	$0	$0	$0	$127,000
FD	BOF	$0	$509,000	$0	$0	$0	$0	$509,000
Total FD		$0	$636,000	$0	$0	$0	$0	$636,000
ROW	179	$0	$17,000	$0	$0	$0	$0	$17,000
ROW	BOF	$0	$68,000	$0	$0	$0	$0	$68,000
Total ROW		$0	$85,000	$0	$0	$0	$0	$85,000
UTL	179	$0	$0	$21,000	$0	$0	$0	$21,000
UTL	BOF	$0	$0	$81,000	$0	$0	$0	$81,000
Total UTL		$0	$0	$102,000	$0	$0	$0	$102,000
CON	179	$0	$0	$236,000	$95,000	$536,000	$0	$867,000
CON	BOF	$0	$0	$944,000	$381,000	$2,305,000	$0	$3,630,000
Total CON		$0	$0	$1,180,000	$476,000	$2,841,000	$0	$4,497,000
Total Programmed		$0	$721,000	$1,282,000	$476,000	$2,841,000	$0	$5,320,000

69817 - US 322, Featherbed Lane to Chelsea Parkway (Section 102)

This project section involves the widening and improving of SR 322 to a four-lane typical section with a grass median from east of Mattson Road/Featherbed Lane near Clayton Park and the Concord Township/Bethel Township line through Bethel Township to just east of Chelsea Parkway in Upper Chichester Township. The following improvements will be implemented:The existing two-lane section of SR 322 will be widened to 4 lanes. A fifth center lane will accommodate left turns into and out of adjacent commercial properties.Limited widening to the north or about the center will be done at some locations to minimize sound barriers. Retaining walls will also be constructed in this section.Left turns from and into Colonial Drive will be eliminated.Bethel Avenue connector at the Chelsea Parkway intersection with SR 322 will be removed. Exisitng traffic signal will be replaced. The total estimated cost for this project section is $212,436,370.78. The anticipated let date is September 14, 2028. The anticipated completion date is December 29, 2035. See MPMS #14747 for design funding. MPMS #'s 69815, 69816, 69817, and 114034 contain construction phases for the US 322 project TEA-21 DEMO 0486 - PA ID #116 - $13,220,615. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2009 annual memoranda on supplemental strategies for details related to this project.

Lead Agency:	PennDOT
Project Type:	Roadway New Capacity
County:	Delaware
Town:	Bethel Township, Concord Township, Upper Chichester Township
Tip Status:	-
Air Quality Code:	2050M
MRP ID:	PAR007
CMP:	Major SOV Capacity
Total Cost:	$164,319,000

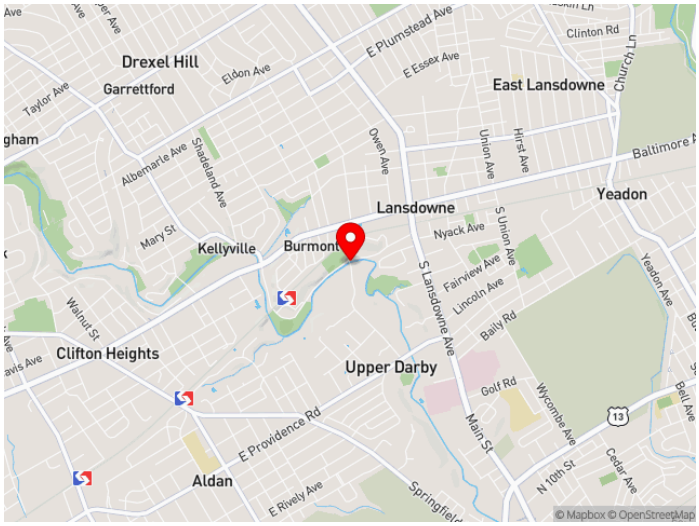


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	581	$0	$0	$0	$1,112,000	$4,108,000	$27,643,000	$32,863,000
CON	NHPP	$0	$0	$0	$4,449,000	$16,432,000	$48,843,000	$69,724,000
CON	STP	$0	$0	$0	$0	$0	$9,305,000	$9,305,000
CON	STU	$0	$0	$0	$0	$0	$52,427,000	$52,427,000
Total CON		$0	$0	$0	$5,561,000	$20,540,000	$138,218,000	$164,319,000
Total Future Costs		$0	$0	$0	$0	$0	$138,218,000	$138,218,000
Total Programmed		$0	$0	$0	$5,561,000	$20,540,000	$138,218,000	$164,319,000

98217 - Hilldale Road over Darby Creek (CB# 149) (Bridge)

This project is a bridge rehabilitation/replacement of the County owned Hilldale Road bridge over Darby Creek in Lansdowne Borough and Upper Darby Township, Delaware County. Delaware County Bridge #149, originally built in 1928, is a 92 foot two-span reinforced concrete T-beam bridge. The County is taking proactive action by replacing Hilldale Road Bridge due to the rapid deterioration of T-beam bridges in recent years. A lightly vegetated island is located downstream of the pier, and the east downstream banks are lined with gabion baskets that extend approximately 300 feet downstream. The island is forcing the flow towards the adjacent embankment. A traffic count performed in 2009 indicates an average daily traffic (ADT) of 2,379 vehicles per day. The new structure should be able to accommodate the Darby Creek Trail. Funding for this project will be drawn down from the County Bridge Line Item (MPMS# 95447) at the appropriate time. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

Lead Agency:	PennDOT
Project Type:	Bridge Repair/Replacement
County:	Delaware
Town:	Lansdowne Borough, Upper Darby Township
Tip Status:	-
Air Quality Code:	S19
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$6,406,000

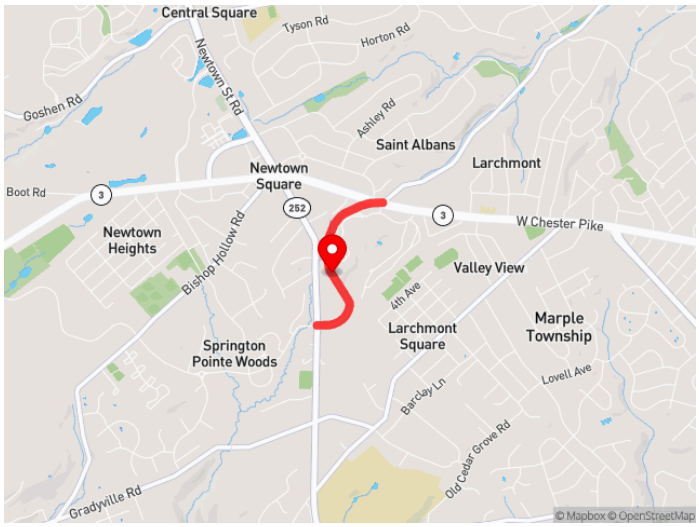


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
UTL	183	$0	$33,000	$0	$0	$0	$0	$33,000
UTL	LOC	$0	$8,000	$0	$0	$0	$0	$8,000
Total UTL		$0	$41,000	$0	$0	$0	$0	$41,000
CON	183	$0	$5,092,000	$0	$0	$0	$0	$5,092,000
CON	LOC	$0	$1,273,000	$0	$0	$0	$0	$1,273,000
Total CON		$0	$6,365,000	$0	$0	$0	$0	$6,365,000
Total Programmed		$0	$6,406,000	$0	$0	$0	$0	$6,406,000

118030 - Newtown Trail

The project is an important project for connection of pedestrians and bikers to the 104 Bus line. There are many residents and business employees who use the 104 bus line; the line runs along West Chester Pike. Those that work South on PA 252 currently walk up the shoulder of PA 252 between Troop Farm Road and West Chester Pike. Many areas along the road have little to no shoulder. The project will put in a pedestrian walkway connection through an easement the Township has on the Dunwoody property to connect PA 3 (West Chester Pike) to Cornerstone Drive (which Troop Farm Road becomes as it crosses PA 252). Much of Cornerstone Drive already has sidewalks, these would be extended. In addition the project will extend the bike lanes on Troop Farm Road on to Cornerstone Drive to and through the easement on Dunwoody to West Chester Pike. In addition, to connecting to the bus route. The project will connect approximately ¼ of the Township residents who can walk or bike to shopping and restaurants. This connection has the potential to reduce traffic on PA 252 and West Chester Pike as people use this connection to access a variety of needs. While this connection is not shown on the Walk Roll Delco Active Transportation Plan, it would serve as a major connections to others active transportation corridors identified on the plan.

Lead Agency:	PennDOT
Project Type:	Bicycle/Pedestrian Improvement
County:	Delaware
Town:	Newtown Township
Tip Status:	-
Air Quality Code:	A2
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$4,828,000

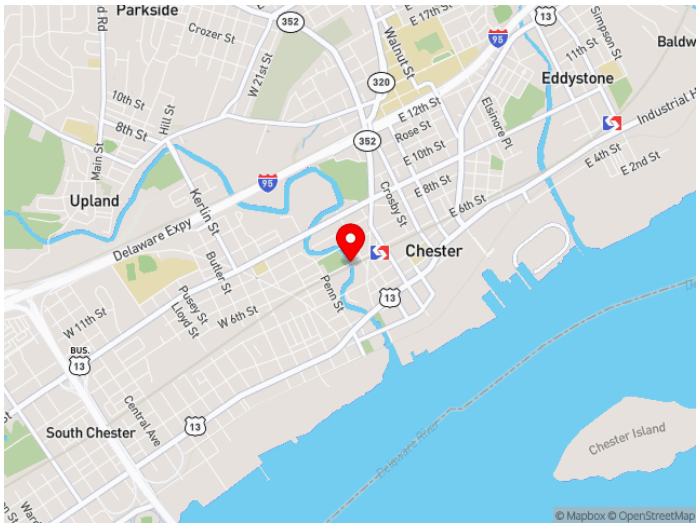


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
PE	581	$0	$46,000	$0	$0	$0	$0	$46,000
PE	STP	$0	$185,000	$0	$0	$0	$0	$185,000
Total PE		$0	$231,000	$0	$0	$0	$0	$231,000
FD	581	$0	$0	$0	$49,000	$0	$0	$49,000
FD	STU	$0	$0	$0	$197,000	$0	$0	$197,000
Total FD		$0	$0	$0	$246,000	$0	$0	$246,000
ROW	581	$0	$0	$0	$0	$0	$59,000	$59,000
ROW	STU	$0	$0	$0	$0	$0	$235,000	$235,000
Total ROW		$0	$0	$0	$0	$0	$294,000	$294,000
UTL	581	$0	$0	$0	$0	$0	$59,000	$59,000
UTL	STU	$0	$0	$0	$0	$0	$235,000	$235,000
Total UTL		$0	$0	$0	$0	$0	$294,000	$294,000
CON	581	$0	$0	$0	$0	$0	$753,000	$753,000
CON	STU	$0	$0	$0	$0	$0	$3,010,000	$3,010,000
Total CON		$0	$0	$0	$0	$0	$3,763,000	$3,763,000
Total Future Costs		$0	$0	$0	$0	$0	$4,351,000	$4,351,000
Total Programmed		$0	$231,000	$0	$246,000	$0	$4,351,000	$4,828,000

82050 - 6th Street Bridge over Chester Creek

This project will rehabilitate or replace the 6th Street Bridge which is currently closed to traffic. It will restore a critical connection between the western part of the City of Chester to the Downtown area. This would allow SEPTA to restore a bus route along this roadway where Route 119 used to operate.

Lead Agency:	PennDOT
Project Type:	Bridge Repair/Replacement
County:	Delaware
Town:	Chester City
Tip Status:	-
Air Quality Code:	S19
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$5,415,000

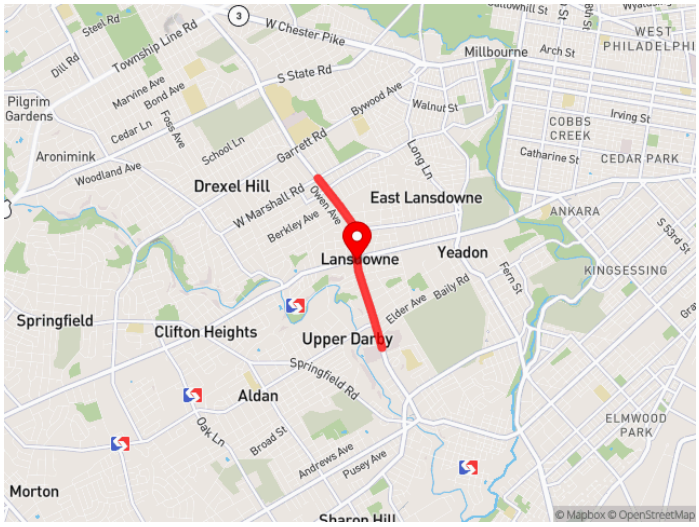


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
PE	185	$0	$530,000	$0	$0	$0	$0	$530,000
Total PE		$0	$530,000	$0	$0	$0	$0	$530,000
FD	STP	$0	$0	$0	$0	$580,000	$0	$580,000
Total FD		$0	$0	$0	$0	$580,000	$0	$580,000
CON	185	$0	$0	$0	$0	$0	$4,305,000	$4,305,000
Total CON		$0	$0	$0	$0	$0	$4,305,000	$4,305,000
Total Future Costs		$0	$0	$0	$0	$0	$4,305,000	$4,305,000
Total Programmed		$0	$530,000	$0	$0	$580,000	$4,305,000	$5,415,000

115427 - Lansdowne Avenue Corridor Safety Improvements

The proposed scope of this project include: * Installation of retroreflective backplates on signals * Addition of pedestrian countdown timers at signalized intersections * Installation of additional lighting at the following intersections: o Mercy Fitzgerald Hospital o Baily Road o Providence Road o Stewart Avenue o Greenwood Avenue o Essex Avenue o Plumstead Avenue o Marshall Road * Coordination of arterial signals at the following intersections: o Mercy Fitzgerald Hospital o Baily Road o Providence Road o Baltimore Avenue o Stewart Avenue o Greenwood Avenue o Essex Avenue o Plumstead Avenue o Marshall Road * Installation of mast arms for each approach at the following intersections: o Stewart Avenue o Greenwood Avenue o Marshall Road * Installation of raised crosswalks at Stewart Avenue * Installation of high visibility crosswalk and rapid flashing beacon at Lansdowne Theater

Lead Agency:	PennDOT
Project Type:	Intersection/Interchange Improvements
County:	Delaware
Town:	Darby Borough, Lansdowne Borough, Yeadon Borough
Tip Status:	-
Air Quality Code:	2030M
MRP ID:	-
CMP:	Minor SOV Capacity
Total Cost:	$1,000

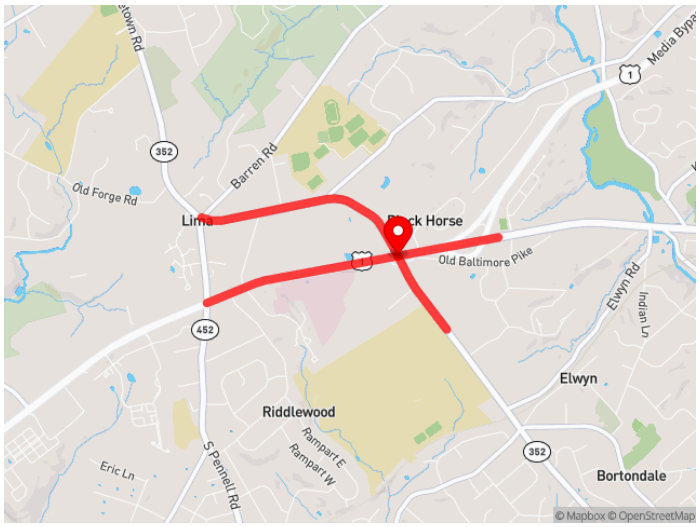


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	CRPU	$0	$1,000	$0	$0	$0	$0	$1,000
Total CON		$0	$1,000	$0	$0	$0	$0	$1,000
Total Programmed		$0	$1,000	$0	$0	$0	$0	$1,000

15251 - US 1 and PA 352 Interchange, Intersection, and Roadway Improvements

The objectives of this project are to improve safety and reduce congestion at the cloverleaf interchange between U.S. 1 and Route 352 (originally constructed in 1939) at the terminus of the Media Bypass interchange with Baltimore Pike (originally constructed in 1958) and the adjoining roadway network comprised of Baltimore Pike, Route 352, and Route 452. The study area includes the interchanges of U.S. 1 with Route 352 (Middletown Road) and U.S. 1 (Media Bypass) with Baltimore Pike, the adjacent intersections of U.S. 1 with Route 452 (Pennell Road), and Route 352 with Route 452. Proposed improvements would include reconstructing the US 1/PA 352 interchange, upgrading roads and intersections, installing sidewalks, traffic signals, and local street improvements to improve circulation and provide access within the project limits. Bike lanes will be studied in conjunction with the Walk Roll Delco Active Transportation Plan. This road segment is included in the Walk Roll Delco Active Transportation Plan. SEPTA 110, 111, 114, and 117 bus routes use Routes 1 and 352. $81.081M out of an estimated $427M (2023 CON estimate of $299M YOE'd to FY33) is programmed for construction beginning in FY33. The construction balance that is not shown in FY35-FY36 is in the Long-Range Plan.

Lead Agency:	PennDOT
Project Type:	Intersection/Interchange Improvements
County:	Delaware
Town:	Middletown Township
Tip Status:	-
Air Quality Code:	R3
MRP ID:	PAR003
CMP:	Major SOV Capacity
Total Cost:	$585,827,000



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
FD	581	$0	$2,122,000	$872,000	$750,000	$750,000	$0	$4,494,000
FD	NHPP	$0	$8,487,000	$0	$0	$0	$0	$8,487,000
FD	STU	$0	$0	$2,487,000	$3,000,000	$3,000,000	$0	$8,487,000
Total FD		$0	$10,609,000	$3,359,000	$3,750,000	$3,750,000	$0	$21,468,000
ROW	581	$0	$0	$0	$0	$0	$41,142,000	$41,142,000
ROW	STU	$0	$0	$0	$0	$0	$164,570,000	$164,570,000
Total ROW		$0	$0	$0	$0	$0	$205,712,000	$205,712,000
UTL	581	$0	$0	$0	$0	$0	$2,150,000	$2,150,000
UTL	NHPP	$0	$0	$0	$0	$0	$7,303,000	$7,303,000
UTL	STU	$0	$0	$0	$0	$0	$1,298,000	$1,298,000
Total UTL		$0	$0	$0	$0	$0	$10,751,000	$10,751,000
CON	581	$0	$0	$0	$0	$0	$69,579,000	$69,579,000
CON	NHPP	$0	$0	$0	$0	$0	$278,317,000	$278,317,000
Total CON		$0	$0	$0	$0	$0	$347,896,000	$347,896,000
Total Future Costs		$0	$0	$0	$0	$0	$564,359,000	$564,359,000
Total Programmed		$0	$10,609,000	$3,359,000	$3,750,000	$3,750,000	$564,359,000	$585,827,000

81734 - Chester City Noise Abatements Phase 1

This is a breakout project from MPMS# 108910 I-95 Chester City Noise Abatement. The project will construct noise walls along 12th Street from Madison to Melrose that don't involve ROW acquisitions, railroads, permits or retaining wall modifications.

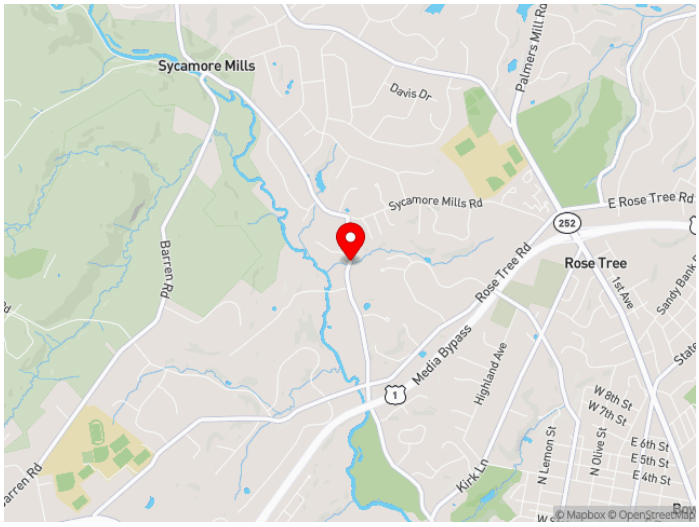
Lead Agency:	PennDOT
Project Type:	Other
County:	Delaware
Town:	Chester City
Tip Status:	-
Air Quality Code:	X6
MRP ID:	PAR085
CMP:	Not SOV Capacity Adding
Total Cost:	$9,548,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	581	$0	$2,000,000	$2,000,000	$1,080,000	$2,000,000	$2,468,000	$9,548,000
Total CON		$0	$2,000,000	$2,000,000	$1,080,000	$2,000,000	$2,468,000	$9,548,000
Total Future Costs		$0	$0	$0	$0	$0	$2,468,000	$2,468,000
Total Programmed		$0	$2,000,000	$2,000,000	$1,080,000	$2,000,000	$2,468,000	$9,548,000

118006 - Ridley Creek Road over Branch of Ridley Creek

This project involves rehabilitating or replacing the Bridge at Ridley Creek Road over Branch of Ridley Creek. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance. This road segment is included in the Walk Roll Delco Active Transportation Plan

Lead Agency:	PennDOT
Project Type:	Bridge Repair/Replacement
County:	Delaware
Town:	Upper Providence Township
Tip Status:	-
Air Quality Code:	S19
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$2,895,000

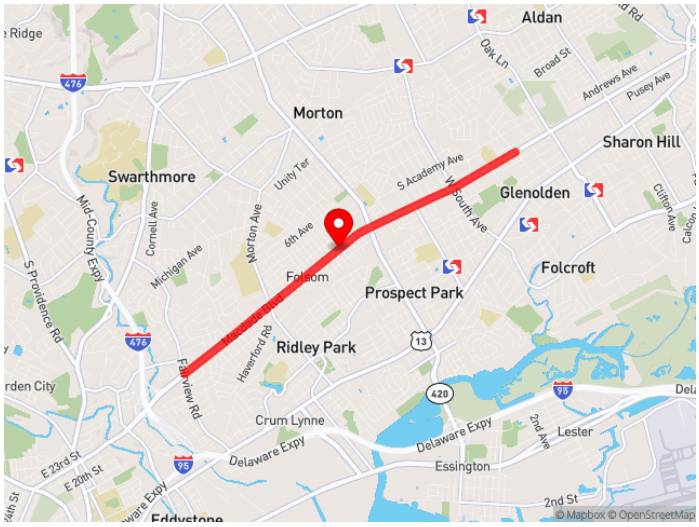


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
FD	BRIP	$0	$530,000	$0	$0	$0	$0	$530,000
Total FD		$0	$530,000	$0	$0	$0	$0	$530,000
ROW	183	$0	$64,000	$0	$0	$0	$0	$64,000
ROW	BRIP	$0	$255,000	$0	$0	$0	$0	$255,000
Total ROW		$0	$319,000	$0	$0	$0	$0	$319,000
UTL	183	$0	$13,000	$0	$0	$0	$0	$13,000
UTL	BRIP	$0	$51,000	$0	$0	$0	$0	$51,000
Total UTL		$0	$64,000	$0	$0	$0	$0	$64,000
CON	183	$0	$0	$0	$360,000	$180,000	$0	$540,000
CON	BRIP	$0	$0	$0	$721,000	$721,000	$0	$1,442,000
Total CON		$0	$0	$0	$1,081,000	$901,000	$0	$1,982,000
Total Programmed		$0	$913,000	$0	$1,081,000	$901,000	$0	$2,895,000

110951 - Macdade Blvd. Corridor Safety Improvements

Macdade Blvd (SR 2006) corridor from Fairview to Ashland Road diet from Woodcrest Rd. to Grays Ave; left turn lanes at Milmont, Swathmore, Amosland, & Holmes; right turn lanes at Fairview, Morton, Monta Vista, Kedron, & South; modify left turn phases from Fairview to Ashland; modernize signals along corridor with interconnect & fiber optic. This road segment is included in the Delaware County Bicycle Plan.

Lead Agency:	PennDOT
Project Type:	Intersection/Interchange Improvements
County:	Delaware
Town:	Glenolden Borough, Ridley Township
Tip Status:	-
Air Quality Code:	2040M
MRP ID:	-
CMP:	Minor SOV Capacity
Total Cost:	$2,300,645

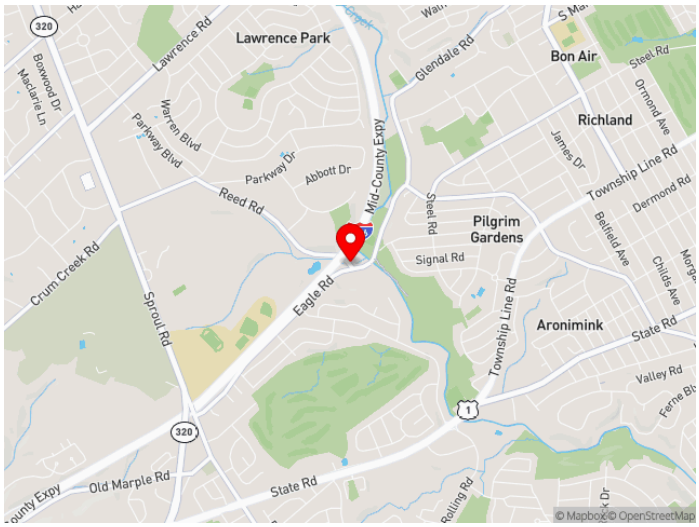


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	sHSIP	$0	$0	$1,000,000	$1,300,645	$0	$0	$2,300,645
Total CON		$0	$0	$1,000,000	$1,300,645	$0	$0	$2,300,645
Total Programmed		$0	$0	$1,000,000	$1,300,645	$0	$0	$2,300,645

103521 - Reed Road over Whetstone Run (CB #36)

The project will involve the rehabilitation or replacement of the County-owned bridge that carries Reed Road over Whetstone Run, located in Marple Township, Delaware County. The bridge was constructed in 1962. It is anticipated that the bridge will be replaced on the existing alignment with minimal approach work to tie back into existing conditions. Pedestrian/Bike facilities on bridge to connect Darby Creek Trail with trail system proposed in County park on Don Guanella tract. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

Lead Agency:	PennDOT
Project Type:	Bridge Repair/Replacement
County:	Delaware
Town:	Marple Township
Tip Status:	-
Air Quality Code:	S19
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$8,673,000



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ROW	183	$0	$92,000	$0	$0	$0	$0	$92,000
Total ROW		$0	$92,000	$0	$0	$0	$0	$92,000
UTL	183	$0	$0	$66,000	$0	$0	$0	$66,000
Total UTL		$0	$0	$66,000	$0	$0	$0	$66,000
CON	BRIP	$0	$0	$0	$699,000	$1,703,000	$6,113,000	$8,515,000
Total CON		$0	$0	$0	$699,000	$1,703,000	$6,113,000	$8,515,000
Total Future Costs		$0	$0	$0	$0	$0	$6,113,000	$6,113,000
Total Programmed		$0	$92,000	$66,000	$699,000	$1,703,000	$6,113,000	$8,673,000

82081 - Delaware County Bridge Preservation

Bridge repair and preservation activities.

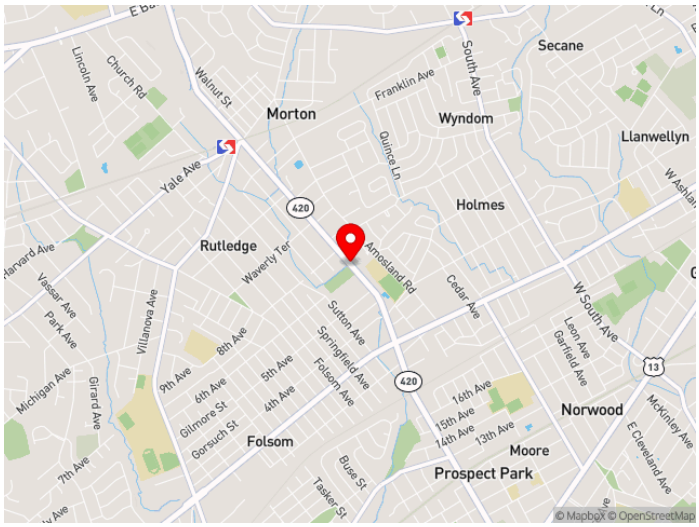
Lead Agency:	PennDOT
Project Type:	Bridge Repair/Replacement
County:	Delaware
Town:	-
Tip Status:	-
Air Quality Code:	S19
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$5,850,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
PE	BRIP	$0	$750,000	$0	$0	$0	$0	$750,000
Total PE		$0	$750,000	$0	$0	$0	$0	$750,000
ROW	BRIP	$0	$50,000	$0	$0	$0	$0	$50,000
Total ROW		$0	$50,000	$0	$0	$0	$0	$50,000
UTL	BRIP	$0	$50,000	$0	$0	$0	$0	$50,000
Total UTL		$0	$50,000	$0	$0	$0	$0	$50,000
CON	BRIP	$0	$0	$2,500,000	$2,500,000	$0	$0	$5,000,000
Total CON		$0	$0	$2,500,000	$2,500,000	$0	$0	$5,000,000
Total Programmed		$0	$850,000	$2,500,000	$2,500,000	$0	$0	$5,850,000

120910 - Kedron Avenue over Br. Stony Creek

This project involves rehabilitating or replacing the Bridge at Kedron Avenue over Br. Stony Creek (BMS#23-0420-0080-0000). A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

Lead Agency:	PennDOT
Project Type:	Bridge Repair/Replacement
County:	Delaware
Town:	Ridley Township
Tip Status:	-
Air Quality Code:	S19
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$3,714,000

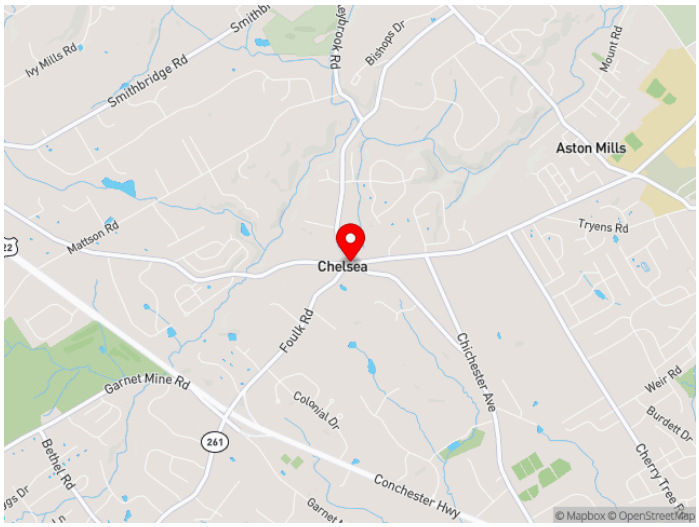


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
PE	185	$0	$0	$464,000	$0	$0	$0	$464,000
Total PE		$0	$0	$464,000	$0	$0	$0	$464,000
FD	185	$0	$0	$0	$478,000	$0	$0	$478,000
Total FD		$0	$0	$0	$478,000	$0	$0	$478,000
ROW	185	$0	$0	$0	$0	$0	$143,000	$143,000
Total ROW		$0	$0	$0	$0	$0	$143,000	$143,000
UTL	185	$0	$0	$0	$0	$0	$143,000	$143,000
Total UTL		$0	$0	$0	$0	$0	$143,000	$143,000
CON	185	$0	$0	$0	$0	$0	$2,486,000	$2,486,000
Total CON		$0	$0	$0	$0	$0	$2,486,000	$2,486,000
Total Future Costs		$0	$0	$0	$0	$0	$2,772,000	$2,772,000
Total Programmed		$0	$0	$464,000	$478,000	$0	$2,772,000	$3,714,000

118029 - Bethel Roundabout

Reconfigure the intersection to accommodate a roundabout to address the congestion at the intersection of Concord/Chelsea/Valleybrook/Foulk Rd Intersection. This road segment is included in the Delaware County Bicycle Plan.

Lead Agency:	PennDOT
Project Type:	Intersection/Interchange Improvements
County:	Delaware
Town:	Bethel Township
Tip Status:	-
Air Quality Code:	2040M
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$4,838,000

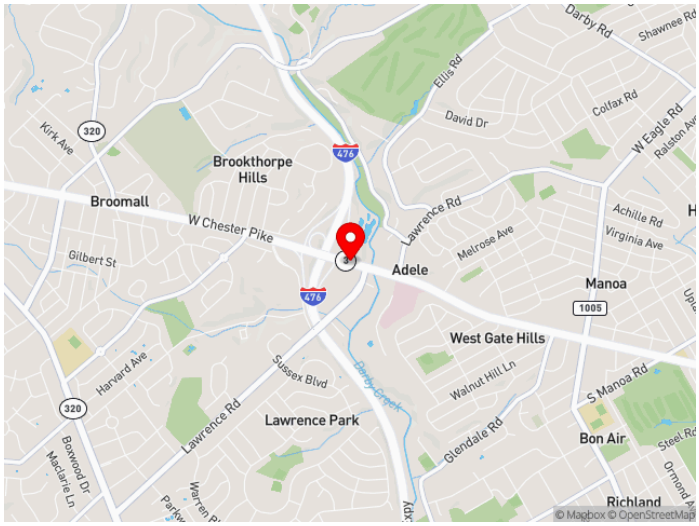


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
FD	581	$0	$185,000	$0	$0	$0	$0	$185,000
FD	STP	$0	$742,000	$0	$0	$0	$0	$742,000
Total FD		$0	$927,000	$0	$0	$0	$0	$927,000
ROW	581	$0	$86,000	$0	$0	$0	$0	$86,000
ROW	STP	$0	$345,000	$0	$0	$0	$0	$345,000
Total ROW		$0	$431,000	$0	$0	$0	$0	$431,000
UTL	581	$0	$106,000	$0	$0	$0	$0	$106,000
UTL	STP	$0	$424,000	$0	$0	$0	$0	$424,000
Total UTL		$0	$530,000	$0	$0	$0	$0	$530,000
CON	581	$0	$0	$590,000	$0	$0	$0	$590,000
CON	STP	$0	$0	$2,360,000	$0	$0	$0	$2,360,000
Total CON		$0	$0	$2,950,000	$0	$0	$0	$2,950,000
Total Programmed		$0	$1,888,000	$2,950,000	$0	$0	$0	$4,838,000

114102 - West Chester Pk & 476 (Competitive CMAQ)

The improvements involve the delineation of an additional westbound lane on West Chester Pike that will carry traffic through the signalized intersection of South Lawrence Road. The lane will be separated from the other travel lanes such that it will not be controlled by the traffic signal, and will be free-flowing onto the I-476 Northbound On-Ramp. Funding for this project will be drawn down from the Competitive CMAQ Line Item (MPMS# 48201) at the appropriate time. This road segment is included in the Delaware County Bicycle Plan.

Lead Agency:	PennDOT
Project Type:	Intersection/Interchange Improvements
County:	Delaware
Town:	Haverford Township, Marple Township
Tip Status:	-
Air Quality Code:	2030M
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$1,000

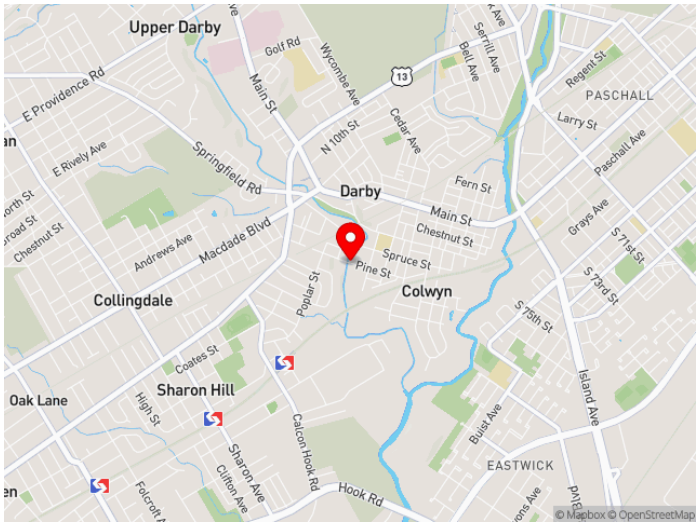


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	CAQ	$0	$1,000	$0	$0	$0	$0	$1,000
Total CON		$0	$1,000	$0	$0	$0	$0	$1,000
Total Programmed		$0	$1,000	$0	$0	$0	$0	$1,000

103546 - Pine Street over Darby Creek

This project aims to address the poor condition of the bridge and provide a safe and efficient structure across Darby Creek to serve the existing and anticipated transportation uses. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

Lead Agency:	PennDOT
Project Type:	Bridge Repair/Replacement
County:	Delaware
Town:	Darby Borough
Tip Status:	-
Air Quality Code:	S19
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$13,753,000

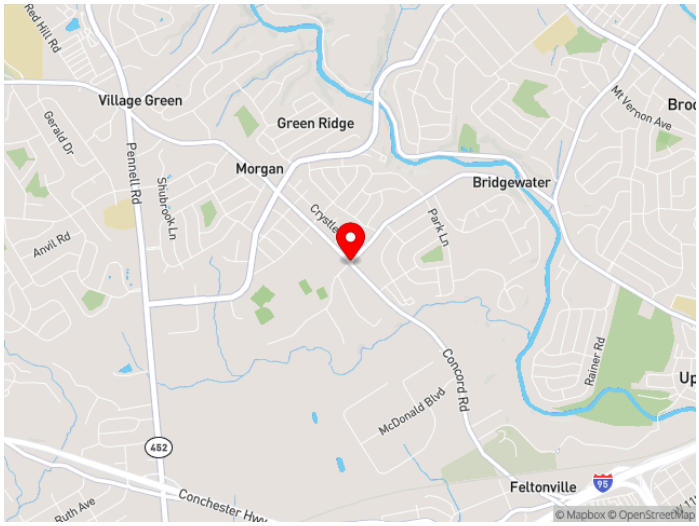


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
PE	BOF	$0	$901,000	$372,000	$0	$0	$0	$1,273,000
Total PE		$0	$901,000	$372,000	$0	$0	$0	$1,273,000
FD	BOF	$0	$0	$0	$526,000	$600,000	$0	$1,126,000
Total FD		$0	$0	$0	$526,000	$600,000	$0	$1,126,000
ROW	BOF	$0	$0	$0	$0	$0	$208,000	$208,000
Total ROW		$0	$0	$0	$0	$0	$208,000	$208,000
UTL	BOF	$0	$0	$0	$0	$0	$235,000	$235,000
Total UTL		$0	$0	$0	$0	$0	$235,000	$235,000
CON	BOF	$0	$0	$0	$0	$0	$10,911,000	$10,911,000
Total CON		$0	$0	$0	$0	$0	$10,911,000	$10,911,000
Total Future Costs		$0	$0	$0	$0	$0	$11,354,000	$11,354,000
Total Programmed		$0	$901,000	$372,000	$526,000	$600,000	$11,354,000	$13,753,000

120374 - Concord Road / Bridgewater Road Intersection Improvement (Sec BWI)

The proposed project includes intersection improvements at the Concord Road/Bridgewater Road intersection consisting of roadway widening to accommodate new and longer turn lanes and upgraded traffic signal equipment. Designated right turn lanes will be added to both sides of Bridgewater Road and designated left turn lane queues will be lengthened. The project will also involve drainage upgrades, new signing and pavement markings, right-of-way acquisition, and utility relocations. This is a brekout of MPMS #79329 - Bridgewater Road Extension

Lead Agency:	PennDOT
Project Type:	Intersection/Interchange Improvements
County:	Delaware
Town:	Aston Township, Chester Township
Tip Status:	New-B
Air Quality Code:	R1
MRP ID:	PAR018
CMP:	Major SOV Capacity
Total Cost:	$7,995,000

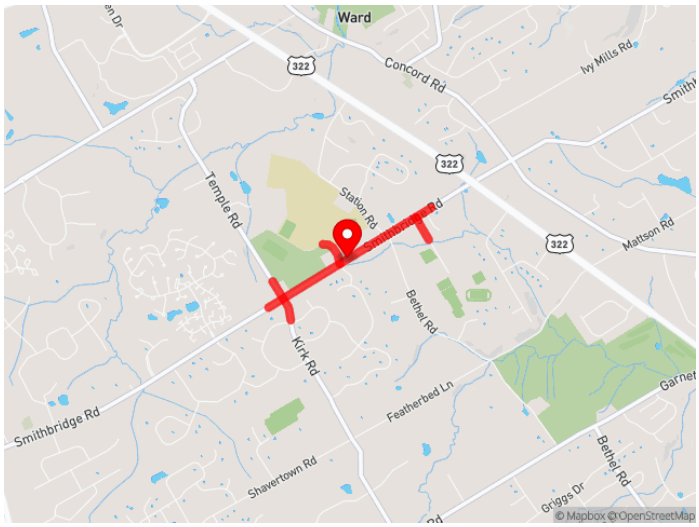


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ROW	581	$0	$114,000	$0	$0	$0	$0	$114,000
ROW	STU	$0	$456,000	$0	$0	$0	$0	$456,000
Total ROW		$0	$570,000	$0	$0	$0	$0	$570,000
UTL	581	$0	$106,000	$0	$0	$0	$0	$106,000
UTL	STU	$0	$424,000	$0	$0	$0	$0	$424,000
Total UTL		$0	$530,000	$0	$0	$0	$0	$530,000
CON	581	$0	$276,000	$276,000	$276,000	$276,000	$276,000	$1,380,000
CON	STU	$0	$1,103,000	$1,103,000	$1,103,000	$1,103,000	$1,103,000	$5,515,000
Total CON		$0	$1,379,000	$1,379,000	$1,379,000	$1,379,000	$1,379,000	$6,895,000
Total Future Costs		$0	$0	$0	$0	$0	$1,379,000	$1,379,000
Total Programmed		$0	$2,479,000	$1,379,000	$1,379,000	$1,379,000	$1,379,000	$7,995,000

107642 - Smithbridge Road Corridor

Construction of 8 ft. multi-use trail along Smithbridge Rd. connecting residential neighborhoods and Garnet Valley School District campuses. Project includes intersection improvements at district campuses. A roundabout will be installed at Smithbridge Rd. and Temple Rd.

Lead Agency:	PennDOT
Project Type:	Intersection/Interchange Improvements
County:	Delaware
Town:	Concord Township
Tip Status:	-
Air Quality Code:	2030M
MRP ID:	-
CMP:	Minor SOV Capacity
Total Cost:	$1,000



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	CAQ	$0	$1,000	$0	$0	$0	$0	$1,000
Total CON		$0	$1,000	$0	$0	$0	$0	$1,000
Total Programmed		$0	$1,000	$0	$0	$0	$0	$1,000

82152 - W Chester Pike Safety: State Rd to Chatham Rd

The SR 0003 corridor from State Road on W. Chester Pike to Chatham Rd intersection stretches 0.75 miles in the Upper Darby Township in Delaware County. Within the project limits, SR 0003 is generally a four-lane, undivided highway that diverges at Victory Ave to accommodate for the multimodal connections there (bus and light rail terminal). The corridor largely consists of a high frequency of commercial driveways, fixed objects per mile, and unsignalized local road intersections. Several intersections along the corridor are characterized by a lack of turning lanes and permissive left turn phasing. Intersections along the corridor have experienced reportable crashes which were angle crashes, rear-end crashes, hit fixed object crashes, and pedestrian crashes. The following countermeasures are proposed as part of this project: Install high visibility crosswalks at State Road Install RRFB with curb ramps and median cut-through at Larchwood Avenue/Sunshine Rob Install RRFB with curb ramps and median cut-through at Keystone Avenue/Merion Terrace Install high visibility crosswalk at Brief Avenue Install curb extensions on the north side of the intersection with Victory Avenue and Garrett Road Add median fence on existing median island between Copley Road and 69th Street Establish pedestrian crossing with high visibility crosswalk, curb ramps, and pedestrian signal heads on east side of 69th Street intersection where a crosswalk does not currently exist, as well as on the north side of the intersection across the SEPTA driveway Add fence along the north side of Market Street between 69th Street and Kent Road to prevent mid-block pedestrian crossings Establish pedestrian crossing with high-visibility crosswalk, curb ramps, and median island at Kent Road on east side of intersection. Add raised median island with median fence between Kent Road and Chatham Road. Add pedestrian island (as portion of median island described in prior bullet) to the crosswalk on the west side of Chatham Road. Given the numerous changes, resurfacing from Brief Road.

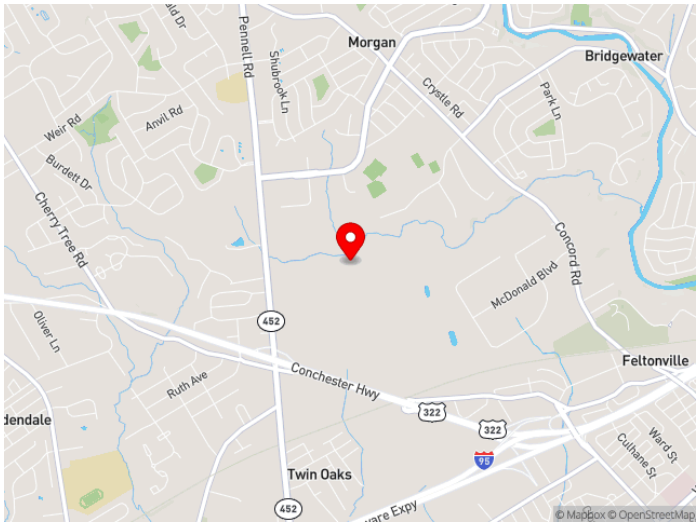
Lead Agency:	PennDOT
Project Type:	Bicycle/Pedestrian Improvement
County:	Delaware
Town:	Upper Darby Township
Tip Status:	New
Air Quality Code:	S6
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$3,330,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
PE	sHVRU	$0	$0	$0	$444,000	$0	$0	$444,000
Total PE		$0	$0	$0	$444,000	$0	$0	$444,000
FD	sHVRU	$0	$0	$0	$0	$333,000	$0	$333,000
Total FD		$0	$0	$0	$0	$333,000	$0	$333,000
UTL	HVRU	$0	$0	$0	$111,000	$0	$0	$111,000
Total UTL		$0	$0	$0	$111,000	$0	$0	$111,000
CON	HVRU	$0	$0	$0	$0	$2,442,000	$0	$2,442,000
Total CON		$0	$0	$0	$0	$2,442,000	$0	$2,442,000
Total Programmed		$0	$0	$0	$555,000	$2,775,000	$0	$3,330,000

79329 - Bridgewater Road Extension

This project will provide a more direct truck route between two industrial parks (Bridgewater Business Park and I-95 Industrial Park), I-95, and US 322. Currently, truck drivers must navigate a circuitous route (Concord and Bethel Roads) with difficult turns and drive through a low-income residential neighborhood and by a school. The residential community along Bethel Road in Chester City and Chester Township is subject to a heavy volume of truck traffic, which should be directed onto another route. The other potential truck route goes well to the north and involves an intersection which is physically constrained and difficult/impossible for truck turns. This project complements and was a breakout project of MPMS 15477 (I-95/US 322/Highland Avenue interchange). This project has four breakout projects: MPMS #119435 - SR 452/I-95 Improvements MPMS #119917 - Concord Road / Bethel Road / Engle Street Intersection Improvement (Sec DBE) MPMS #120374 - Concord Road / Bridgewater Road Intersection Improvement (Sec BWI) MPMS #120688 - SR 3007 Sec DMB Preliminary Design for Concord Road / McDonald Blvd and Concord / Sunfield

Lead Agency:	PennDOT
Project Type:	Roadway New Capacity
County:	Delaware
Town:	Aston Township, Chester City, Chester Township, Upper Chichester Township
Tip Status:	-
Air Quality Code:	X5
MRP ID:	PAR018
CMP:	Major SOV Capacity
Total Cost:	$250,000



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
PE	581	$0	$250,000	$0	$0	$0	$0	$250,000
Total PE		$0	$250,000	$0	$0	$0	$0	$250,000
Total Programmed		$0	$250,000	$0	$0	$0	$0	$250,000

82153 - Industrial Hwy/Saville Ave Intersection Improvements

The intersection of SR 0291 (Industrial Highway) and Saville Avenue was selected for review based on the 2024 PennDOT Highway Safety Network Screening results, and a Road Safety Audit was conducted at this location in May 2025. SR 0291 was recently resurfaced in 2025, and a current Highway Occupancy Permit includes improvements such as the replacement of signal heads and the installation of a median-hardened centerline curb. The safety countermeasures identified for this project are specifically designed to address cras patterns. Recommended strategies at signalized intersections include increasing the yellow change interval to reduce red-light running, enhancing traffic signal visibility by adding three-inch yellow retroreflective sheeting to signal backplates, and improving pedestrian safety through the installation of leading pedestrian intervals and high-visibility crosswalks. Alternative 2 also includes the addition of a westbound left-turn lane on SR 0291 to further enhance safety and intersection operations.

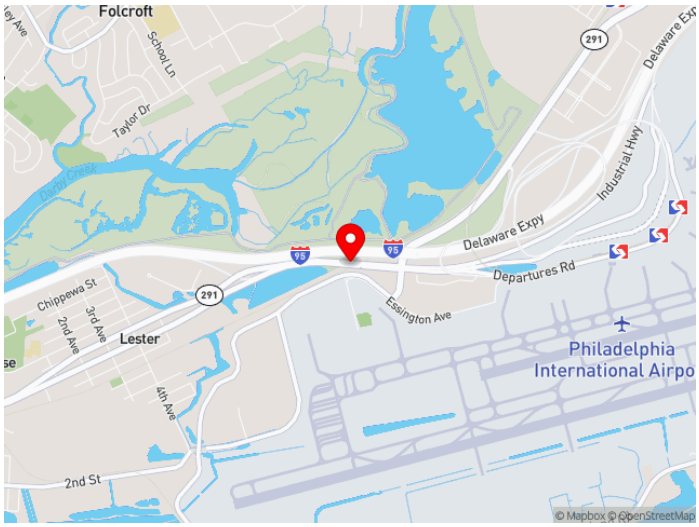
Lead Agency:	PennDOT
Project Type:	Bicycle/Pedestrian Improvement
County:	Delaware
Town:	Eddystone Borough
Tip Status:	New
Air Quality Code:	S6
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$1,489,650

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
PE	sHVRU	$0	$0	$0	$200,000	$0	$0	$200,000
Total PE		$0	$0	$0	$200,000	$0	$0	$200,000
FD	sHVRU	$0	$0	$0	$150,000	$0	$0	$150,000
Total FD		$0	$0	$0	$150,000	$0	$0	$150,000
ROW	HVRU	$0	$0	$0	$0	$156,400	$0	$156,400
Total ROW		$0	$0	$0	$0	$156,400	$0	$156,400
UTL	HVRU	$0	$0	$0	$42,750	$0	$0	$42,750
Total UTL		$0	$0	$0	$42,750	$0	$0	$42,750
CON	HVRU	$0	$0	$0	$0	$940,500	$0	$940,500
Total CON		$0	$0	$0	$0	$940,500	$0	$940,500
Total Programmed		$0	$0	$0	$392,750	$1,096,900	$0	$1,489,650

92324 - Gov Printz Blvd o/ Conrail (Bridge)

This project involves replacing the bridge tha carries Gov Printz Blvd (PA 291) over Conrail. Consruction is underway and anticipated to be completed by 7/30/2028.

Lead Agency:	PennDOT
Project Type:	Bridge Repair/Replacement
County:	Delaware
Town:	Tinicum Township
Tip Status:	-
Air Quality Code:	S19
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$1,000,000

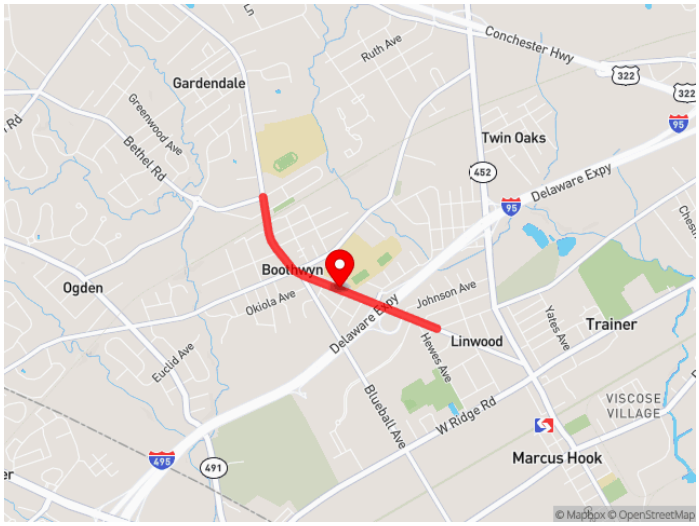


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	BRIP*	$0	$1,000,000	$0	$0	$0	$0	$1,000,000
Total CON		$0	$1,000,000	$0	$0	$0	$0	$1,000,000
Total Programmed		$0	$1,000,000	$0	$0	$0	$0	$1,000,000

111022 - Chichester Avenue Corridor Safety Improvements

Chichester Avenue Corridor Safety Improvements include (1) the intersection of Bethel Road/Thornton Road, convert pedestal mounted signal to mast arm to improve visibility and (2) the intersections of Pleasant Ave./I-95 Ramp C and Johnson Ave./I-95 Ramp A/B, improve multimodal safety, using the Intersection Control Evaluation process, by converting the two-way stop controlled intersections to a single lane roundabouts pending the concurrence from the township. This road segment is included in the Delaware County Bicycle Plan.

Lead Agency:	PennDOT
Project Type:	Signal/ITS Improvements
County:	Delaware
Town:	Upper Chichester Township
Tip Status:	-
Air Quality Code:	2040M
MRP ID:	-
CMP:	Minor SOV Capacity
Total Cost:	$885,366

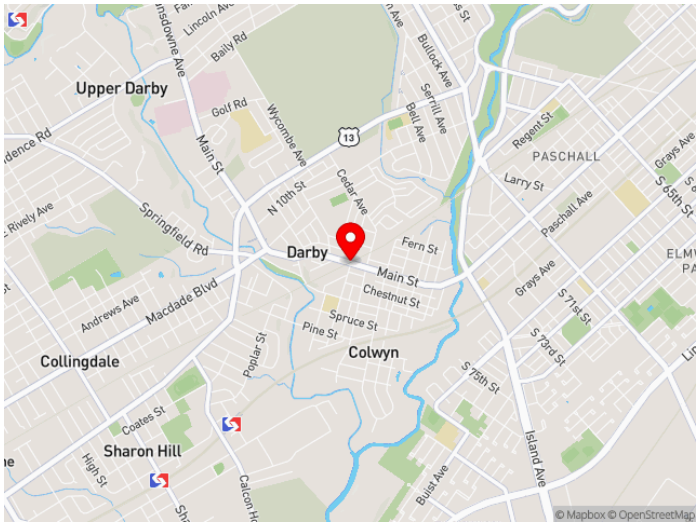


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
FD	sHSIP	$0	$36,385	$0	$0	$0	$0	$36,385
Total FD		$0	$36,385	$0	$0	$0	$0	$36,385
CON	sHSIP	$0	$0	$0	$848,981	$0	$0	$848,981
Total CON		$0	$0	$0	$848,981	$0	$0	$848,981
Total Programmed		$0	$36,385	$0	$848,981	$0	$0	$885,366

103217 - Main Street, 6th Street, and CSX Crossing Improvement

The Main Street-CSX rail line grade crossing (US DOT #140641S) in Darby Borough needs to be updated and includes improvements such as new gates, lights, traffic signals, drainage, and improvements to the crossing surface and roadway for all users at and around the grade crossing. This grade crossing currently poses significant safety concerns as it accommodates train traffic from a major interstate freight line throughout the day, vehicular traffic from two roads (Main St. and Sixth St.), and pedestrian traffic from nearby schools and retail establishments. Adding to the crossing's complexity is SEPTA's trolley route 11 that operates within the Main St. cartway and bisects the freight rail line (with trolley stops located on both sides of the grade crossing). The grade crossing was the subject of a two phase study conducted by DVRPC and overseen by a broad-based steering committee (see DVRPC publication #11012 and #12014).

Lead Agency:	PennDOT
Project Type:	Intersection/Interchange Improvements
County:	Delaware
Town:	Darby Borough
Tip Status:	-
Air Quality Code:	S8
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$2,000,000

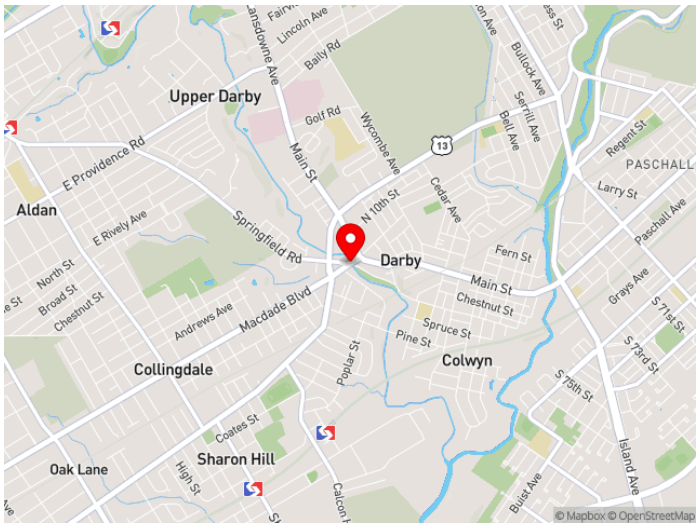


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	STU*	$0	$1,000,000	$1,000,000	$0	$0	$0	$2,000,000
Total CON		$0	$1,000,000	$1,000,000	$0	$0	$0	$2,000,000
Total Programmed		$0	$1,000,000	$1,000,000	$0	$0	$0	$2,000,000

15278 - Chester Pike/9th Street Bridge over Darby Creek (CB #146)

A final alternative for bridge rehabilitation or replacement will be is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance, and structural inspections/analyses.

Lead Agency:	PennDOT
Project Type:	Bridge Repair/Replacement
County:	Delaware
Town:	Collingdale Borough, Darby Borough
Tip Status:	-
Air Quality Code:	S19
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$18,593,000

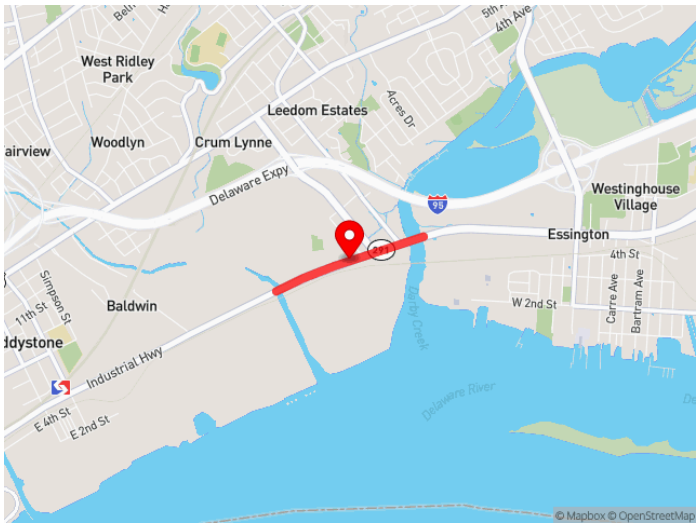


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
UTL	183	$0	$0	$0	$0	$0	$261,000	$261,000
Total UTL		$0	$0	$0	$0	$0	$261,000	$261,000
CON	BRIP	$0	$0	$0	$0	$0	$18,332,000	$18,332,000
Total CON		$0	$0	$0	$0	$0	$18,332,000	$18,332,000
Total Future Costs		$0	$0	$0	$0	$0	$18,593,000	$18,593,000
Total Programmed		$0	$0	$0	$0	$0	$18,593,000	$18,593,000

99668 - PA 291 Drainage Improvement

This project will fund drainage improvements on PA 291 from the bridge over Crum Creek to the bridge over Darby Creek, including the installation of new inlets and pipes, construction of swales, and increasing the elevation of the roadway, and upgrading drainage outlets to alleviate the existing flooding of the roadway. Where the elevation of the road is not increases, the existing pavement will be milled and overlaid. Base repairs will be completed as necessary to repair damage to the roadway from previous flooding. A multiuse trail for the East Coast Greenway and September 11th Memorial Trail will be constructed along the roadway. This road segment is included in the Walk Roll Delco Active Transportation Plan and the Circuit Trails network.

Lead Agency:	PennDOT
Project Type:	Roadway Rehabilitation
County:	Delaware
Town:	Ridley Township
Tip Status:	-
Air Quality Code:	X13
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$13,837,000

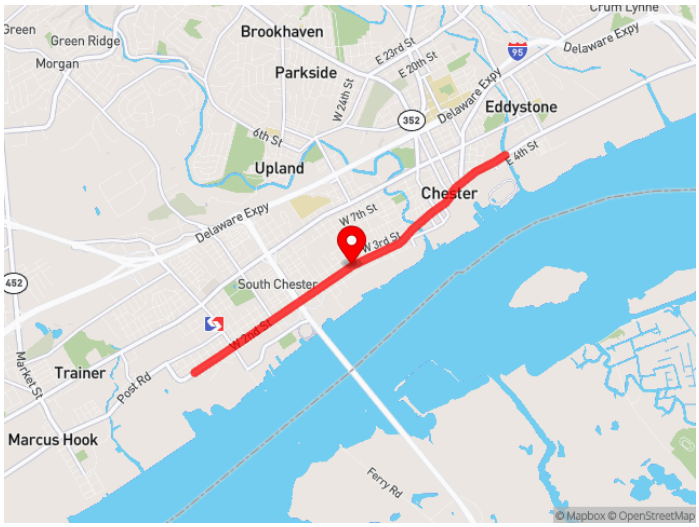


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ROW	581	$0	$159,000	$0	$0	$0	$0	$159,000
Total ROW		$0	$159,000	$0	$0	$0	$0	$159,000
UTL	581	$0	$106,000	$0	$0	$0	$0	$106,000
Total UTL		$0	$106,000	$0	$0	$0	$0	$106,000
CON	581	$0	$0	$452,000	$452,000	$452,000	$1,356,000	$2,712,000
CON	STU	$0	$0	$1,810,000	$1,810,000	$1,810,000	$5,430,000	$10,860,000
Total CON		$0	$0	$2,262,000	$2,262,000	$2,262,000	$6,786,000	$13,572,000
Total Future Costs		$0	$0	$0	$0	$0	$6,786,000	$6,786,000
Total Programmed		$0	$265,000	$2,262,000	$2,262,000	$2,262,000	$6,786,000	$13,837,000

82069 - PA 291 Complete Streets: Irving St to Ridley Ck

The project seeks to increase safety for all roadway users, including motorists, pedestrians, cyclists, and transit riders, by upgrading the corridor into a more appropriate facility for the City of Chester. It includes construction of a multi-use sidepath that will be designated as part of the East Coast Greenway. The current roadway cross-section is a wide and straight facility that results in excessive vehicular speeds with a high number of crashes, causing a dangerous environment for residents. This project will address these issues by upgrading the corridor, providing a safer environment for all users while creating a more equitable complete street that is conducive to an urbanized area. This corridor is also on the Walk Roll Delco Active Transportation Plan.

Lead Agency:	PennDOT
Project Type:	Bicycle/Pedestrian Improvement
County:	Delaware
Town:	Chester City
Tip Status:	-
Air Quality Code:	S6
MRP ID:	PAR071
CMP:	Not SOV Capacity Adding
Total Cost:	$50,070,000

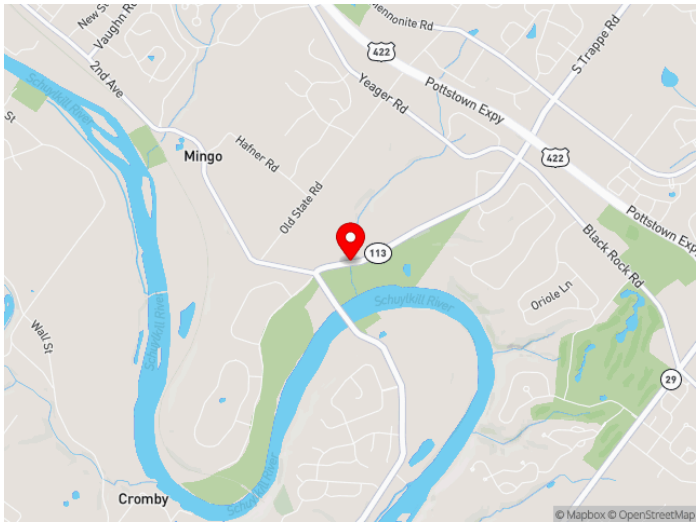


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
PE	581	$0	$0	$1,485,000	$0	$0	$0	$1,485,000
Total PE		$0	$0	$1,485,000	$0	$0	$0	$1,485,000
FD	581	$0	$0	$0	$0	$221,000	$0	$221,000
FD	STU	$0	$0	$0	$0	$886,000	$0	$886,000
Total FD		$0	$0	$0	$0	$1,107,000	$0	$1,107,000
ROW	581	$0	$0	$0	$0	$0	$29,000	$29,000
ROW	STU	$0	$0	$0	$0	$0	$114,000	$114,000
Total ROW		$0	$0	$0	$0	$0	$143,000	$143,000
UTL	581	$0	$0	$0	$0	$0	$912,000	$912,000
UTL	STU	$0	$0	$0	$0	$0	$3,650,000	$3,650,000
Total UTL		$0	$0	$0	$0	$0	$4,562,000	$4,562,000
CON	CRP	$0	$0	$0	$0	$0	$8,000,000	$8,000,000
CON	CRPU	$0	$0	$0	$0	$0	$10,000,000	$10,000,000
CON	STU	$0	$0	$0	$0	$0	$24,773,000	$24,773,000
Total CON		$0	$0	$0	$0	$0	$42,773,000	$42,773,000
Total Future Costs		$0	$0	$0	$0	$0	$47,478,000	$47,478,000
Total Programmed		$0	$0	$1,485,000	$0	$1,107,000	$47,478,000	$50,070,000

118005 - Black Rock Road over Tributary of Schuylkill River

This project involves rehabilitating or replacing the stone masony bridge on Black Rock Road over a tributary of the Schuylkill River in Upper Providence Township. A final alternative for bridge rehabilitation or replacement will be determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance. This project may be combined with MPMS #81898 (46-0113-MTF; Black Rock Road & 2nd Ave Roundabout) or eliminated as the bridge falls within the limits of the township's realignment and reconstruction of Black Rock Road.

Lead Agency:	PennDOT
Project Type:	Bridge Repair/Replacement
County:	Delaware
Town:	Upper Providence Township
Tip Status:	-
Air Quality Code:	S19
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$1,556,000

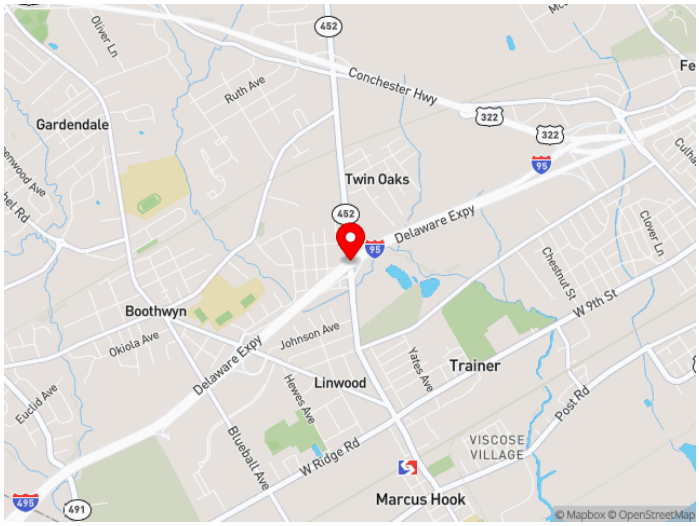


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
FD	185	$0	$290,000	$0	$0	$0	$0	$290,000
Total FD		$0	$290,000	$0	$0	$0	$0	$290,000
CON	185	$0	$0	$0	$0	$253,000	$0	$253,000
CON	BRIP	$0	$0	$0	$0	$1,013,000	$0	$1,013,000
Total CON		$0	$0	$0	$0	$1,266,000	$0	$1,266,000
Total Programmed		$0	$290,000	$0	$0	$1,266,000	$0	$1,556,000

119435 - SR 452/I-95 Improvements

The I-95 Exit 2 interchange at SR 452 (Market Street) includes traffic improvements to convert the I-95 northbound ramp intersection from a two-way stop to a fully signalized intersection with pedestrian accommodations. A dedicated left-turn lane will be provided for southbound SR 452 traffic turning left onto the I-95 NB entrance ramp. Dual left-turn lanes will be provided for I-95 northbound exit ramp onto northbound SR 452. At the I-95 southbound ramp intersection with Chestnut Street and S R452, re-striping of the SR 452 lanes will shift the offset left turn lanes so they are aligned and will accommodate two SR 452 northbound through-lanes to be carried through the entire interchange. Signal and pedestrian upgrades on the intersection are included. The project will involve minor roadway widening, traffic signal upgrades, right-of-way acquisition, drainage improvements, and utility relocations. This segment of 452 is on the Walk Roll Delco Active Transportation Plan. This is a breakout of MPMS #79329 - Bridgewater Road Extension.

Lead Agency:	PennDOT
Project Type:	Intersection/Interchange Improvements
County:	Delaware
Town:	Upper Chichester Township
Tip Status:	New-B
Air Quality Code:	2040M
MRP ID:	-
CMP:	Minor SOV Capacity
Total Cost:	$11,559,000

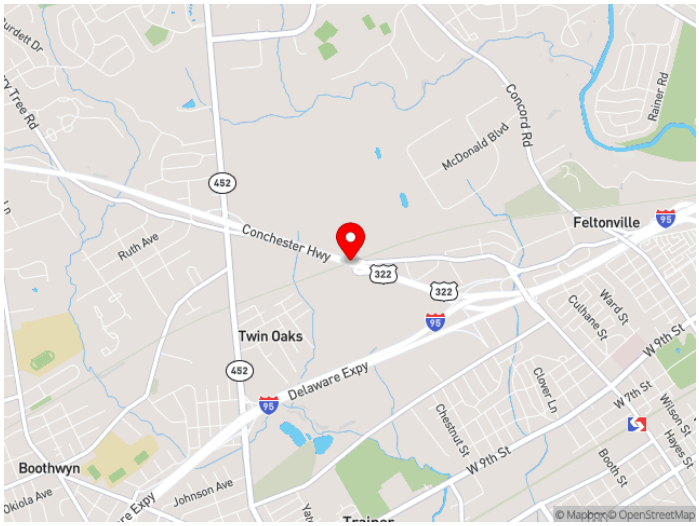


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ROW	581	$0	$85,000	$0	$0	$0	$0	$85,000
ROW	NHPP	$0	$339,000	$0	$0	$0	$0	$339,000
Total ROW		$0	$424,000	$0	$0	$0	$0	$424,000
UTL	581	$0	$64,000	$0	$0	$0	$0	$64,000
UTL	NHPP	$0	$255,000	$0	$0	$0	$0	$255,000
Total UTL		$0	$319,000	$0	$0	$0	$0	$319,000
CON	581	$0	$0	$1,202,000	$0	$0	$0	$1,202,000
CON	NHPP	$0	$0	$4,807,000	$4,807,000	$0	$0	$9,614,000
Total CON		$0	$0	$6,009,000	$4,807,000	$0	$0	$10,816,000
Total Programmed		$0	$743,000	$6,009,000	$4,807,000	$0	$0	$11,559,000

104343 - US 322 over CSX (Bridge)

Replacement of the bridge carrying SR 322 over CSX and Bethel Road as well as improvements to the Bethel Road Interchange. Includes improvements of 1-mile section of SR 322 extending west from the SR 322/I-95 interchange. Project improvements include pavement reconstruction and reprofiling to improve the vertical clearance over Bethel Road and CSX railroad. The SR 322/Bethel Road interchange will be reconfigured to include standard acceleration and deceleration lane lengths and increased curve radii. Bethel Road will be reconstructed at the SR 322 interchange and drainage improvements will be installed between Excelsior Drive to Keystone Road. The project also includes new traffic signals at the intersections of Highland Avenue and Bethel Road and SR 452 and I-95 northbound ramps, and traffic signal upgrades at the intersection of Township Line Road and Renshaw Road. A final alternative for bridge replacement was determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

Lead Agency:	PennDOT
Project Type:	Bridge Repair/Replacement
County:	Delaware
Town:	Chester City, Upper Chichester Township
Tip Status:	-
Air Quality Code:	S19
MRP ID:	PAR007
CMP:	Not SOV Capacity Adding
Total Cost:	$45,000,000

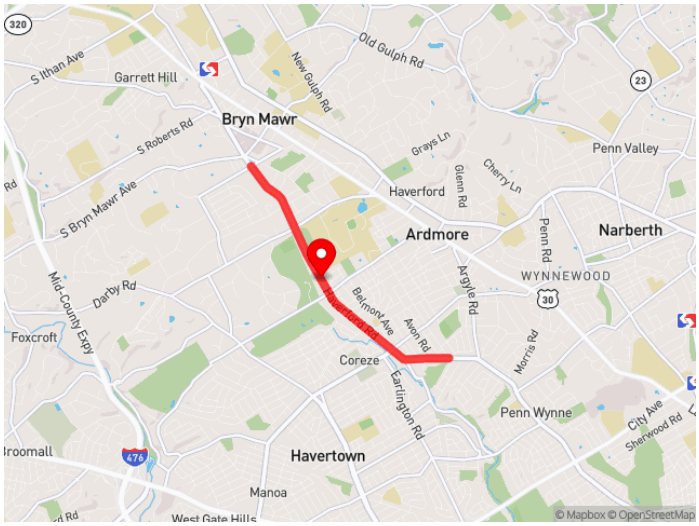


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	BRIP*	$0	$2,387,000	$1,993,000	$7,500,000	$9,850,000	$23,270,000	$45,000,000
Total CON		$0	$2,387,000	$1,993,000	$7,500,000	$9,850,000	$23,270,000	$45,000,000
Total Future Costs		$0	$0	$0	$0	$0	$23,270,000	$23,270,000
Total Programmed		$0	$2,387,000	$1,993,000	$7,500,000	$9,850,000	$23,270,000	$45,000,000

115426 - Haverford Road Corridor Safety Improvements

Construction of a partial road diet which would create a lane configuration of two lanes eastbound, one lane westbound, and a two-way center left turn lane from Landover Road (SR 1001) to Karakung Road/Winchester Road. This project would also include updated traffic signal equipment, installation of exclusive left turn lanes at signalized intersections, and modifications to left turn signal phasing. This corridor is on the Walk Roll Delco Active Transportation Plan.

Lead Agency:	PennDOT
Project Type:	Intersection/Interchange Improvements
County:	Delaware
Town:	Haverford Township
Tip Status:	-
Air Quality Code:	R1
MRP ID:	-
CMP:	Minor SOV Capacity
Total Cost:	$1,866,000

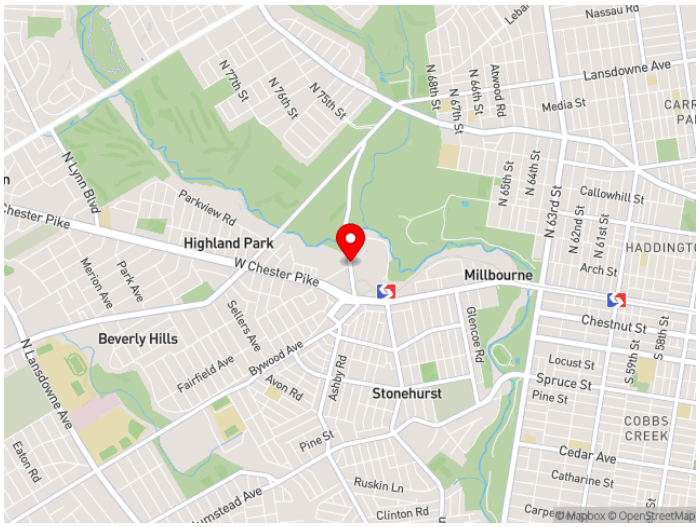


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	HSIP	$0	$0	$1,866,000	$0	$0	$0	$1,866,000
Total CON		$0	$0	$1,866,000	$0	$0	$0	$1,866,000
Total Programmed		$0	$0	$1,866,000	$0	$0	$0	$1,866,000

84269 - Victory Avenue over SEPTA Norristown High Speed Line

This project will replace the bridge on Victory Avenue over SEPTA's Norristown High Speed Line in Delaware County. This road segment is included in the Walk Roll Delco Active Transportation Plan

Lead Agency:	PennDOT
Project Type:	Bridge Repair/Replacement
County:	Delaware
Town:	Upper Darby Township
Tip Status:	-
Air Quality Code:	S19
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$16,238,000

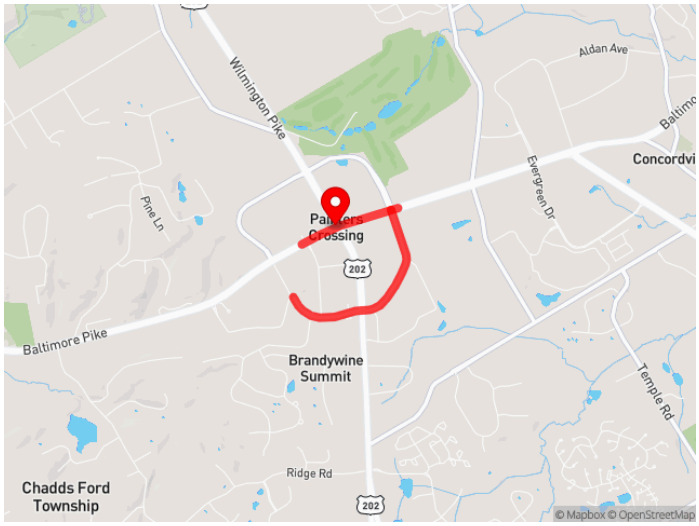


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
FD	BRIP	$0	$1,804,000	$0	$0	$0	$0	$1,804,000
Total FD		$0	$1,804,000	$0	$0	$0	$0	$1,804,000
ROW	STP	$0	$477,000	$0	$0	$0	$0	$477,000
Total ROW		$0	$477,000	$0	$0	$0	$0	$477,000
UTL	STP	$0	$0	$0	$1,351,000	$0	$0	$1,351,000
Total UTL		$0	$0	$0	$1,351,000	$0	$0	$1,351,000
CON	185	$0	$0	$0	$170,000	$420,000	$1,930,000	$2,520,000
CON	BRIP	$0	$0	$0	$681,000	$1,681,000	$7,724,000	$10,086,000
Total CON		$0	$0	$0	$851,000	$2,101,000	$9,654,000	$12,606,000
Total Future Costs		$0	$0	$0	$0	$0	$9,654,000	$9,654,000
Total Programmed		$0	$2,281,000	$0	$2,202,000	$2,101,000	$9,654,000	$16,238,000

95429 - US 202 and US 1 Intersection Area Improvements

This project is in Concord and Chadds Ford Townships and involves intersection improvements to ease congestion. Improvements include pavement widening, pavement reconstruction and signal upgrades to accommodate an additional northbound US 1 travel lane through the intersection and a double left turn lane for northbound US 202. Other roadway improvements will include landscaped medians throughout the project area; eastbound and westbound left turn lanes and a signalized US 202 pedestrian crossing at the US 202/State Farm Drive/Brandywine Drive intersections; and signalized pedestrian crossings at the US 1/Applied Bank Boulevard/State Farm Drive intersection. Project CMP commitments include sidewalks, crosswalks, and enhanced bus stop areas in consultation with SEPTA. See DVRPC's 2013-2014 memorandum on supplemental strategies for details related to this project.

Lead Agency:	PennDOT
Project Type:	Roadway New Capacity
County:	Delaware
Town:	Chadds Ford Township
Tip Status:	-
Air Quality Code:	2030M
MRP ID:	PAR021
CMP:	Minor SOV Capacity
Total Cost:	$75,000

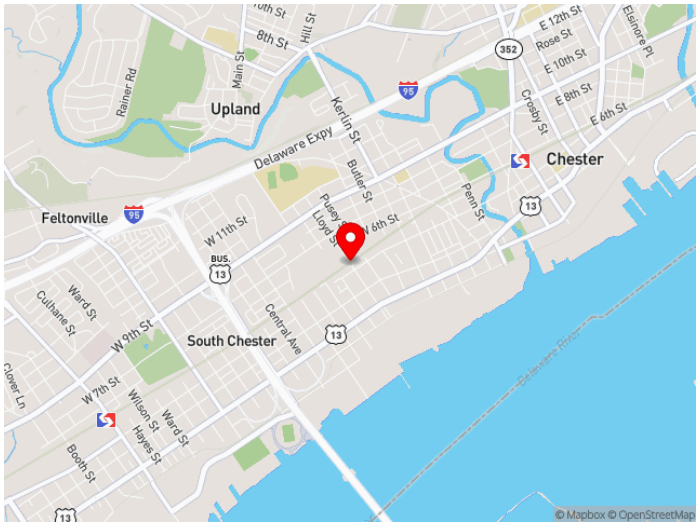


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	STU*	$0	$75,000	$0	$0	$0	$0	$75,000
Total CON		$0	$75,000	$0	$0	$0	$0	$75,000
Total Programmed		$0	$75,000	$0	$0	$0	$0	$75,000

57773 - Lloyd Street Bridge Over Amtrak/SEPTA Wilmington Newark Rail Line (CB)

The Lloyd Street Bridge, which was constructed in 1899, served the industrial waterfront, was in poor condition and removed. This project will replace the bridge with a single span composite weathering steel plate girder bridge accommodating two twelve foot lanes with six foot shoulders and seven foot sidewalks on both sides.

Lead Agency:	PennDOT
Project Type:	Bridge Repair/Replacement
County:	Delaware
Town:	Chester City
Tip Status:	-
Air Quality Code:	S19
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$13,263,000

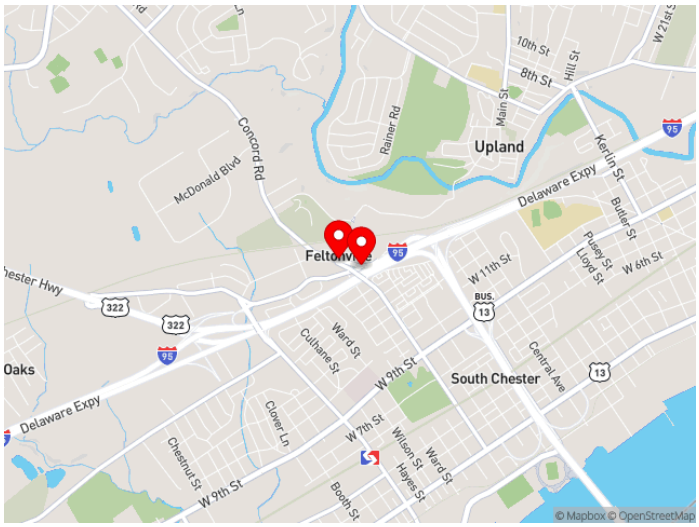


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
UTL	183	$0	$302,000	$493,000	$0	$0	$0	$795,000
UTL	BOF	$0	$1,613,000	$2,631,000	$0	$0	$0	$4,244,000
UTL	LOC	$0	$100,000	$164,000	$0	$0	$0	$264,000
Total UTL		$0	$2,015,000	$3,288,000	$0	$0	$0	$5,303,000
CON	183	$0	$429,000	$288,000	$239,000	$239,000	$0	$1,195,000
CON	BOF	$0	$2,286,000	$1,533,000	$1,273,000	$1,273,000	$0	$6,365,000
CON	LOC	$0	$143,000	$97,000	$80,000	$80,000	$0	$400,000
Total CON		$0	$2,858,000	$1,918,000	$1,592,000	$1,592,000	$0	$7,960,000
Total Programmed		$0	$4,873,000	$5,206,000	$1,592,000	$1,592,000	$0	$13,263,000

119917 - Concord Road / Bethel Road / Engle Street Intersection Improvement (Sec DBE)

The project includes intersection improvements at the Concord Road/Bethel Road intersection and the Concord Road/Engle Street intersection. The two intersections are separated by 400 feet along Concord Road. A Roundabout is proposed at Concord/ Bethel Roads and stop-controlled intersection Improvements are proposed at Concord Road/ Engle Street. The project will involve minor roadway upgrades, right-of-way acquisition, and utility relocations. Both Engle Street and Concord Rd are on the Walk Roll Delco Active Transportation Plan. This is a breakout of MPMS #79329 - Bridgewater Road Extension.

Lead Agency:	PennDOT
Project Type:	Intersection/Interchange Improvements
County:	Delaware
Town:	Chester Township
Tip Status:	New-B
Air Quality Code:	2040M
MRP ID:	PAR018
CMP:	Minor SOV Capacity
Total Cost:	$5,818,000

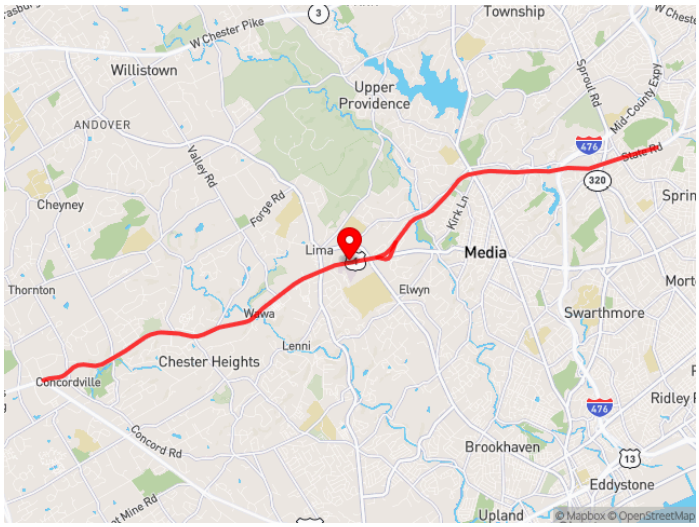


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
FD	581	$0	$167,000	$0	$0	$0	$0	$167,000
FD	STU	$0	$666,000	$0	$0	$0	$0	$666,000
Total FD		$0	$833,000	$0	$0	$0	$0	$833,000
ROW	581	$0	$113,000	$0	$0	$0	$0	$113,000
ROW	STU	$0	$450,000	$0	$0	$0	$0	$450,000
Total ROW		$0	$563,000	$0	$0	$0	$0	$563,000
UTL	581	$0	$54,000	$0	$0	$0	$0	$54,000
UTL	STU	$0	$216,000	$0	$0	$0	$0	$216,000
Total UTL		$0	$270,000	$0	$0	$0	$0	$270,000
CON	581	$0	$0	$277,000	$277,000	$277,000	$0	$831,000
CON	STU	$0	$0	$1,107,000	$1,107,000	$1,107,000	$0	$3,321,000
Total CON		$0	$0	$1,384,000	$1,384,000	$1,384,000	$0	$4,152,000
Total Programmed		$0	$1,666,000	$1,384,000	$1,384,000	$1,384,000	$0	$5,818,000

114112 - Media Bypass ITS (Competitive CMAQ)

The purpose of this project is to help reduce congestion, improve traffic flow and reduce emissions along the Route 1 corridor by adding ITS elements to the corridor. This project proposes the following work: installation of four (4) changeable message signs (CMS) and fourteen (14) CCTV cameras, along SR 0001 between the intersections at Schoolhouse Lane and Weymouth Road, and installation of underground fiber. This project also includes safety improvements to the SR 0001 and SR 0252 Interchange by installing a new left turn lane from SR 0252 northbound to SR 0001 southbound and associated signal upgrades to facilitate exclusive left turn phasing. Funding for this project will be drawn down from the Competitive CMAQ Line Item (MPMS# 48201) at the appropriate time. The Route 252 road segment is included in the Walk Roll Delco Active Transportation Plan.

Lead Agency:	PennDOT
Project Type:	Signal/ITS Improvements
County:	Delaware
Town:	Chester Heights Borough, Concord Township, Marple Township, Media Borough, Middletown Township, Springfield Township, Upper Providence Township
Tip Status:	-
Air Quality Code:	2030M
MRP ID:	-
CMP:	Minor SOV Capacity
Total Cost:	$11,408,000



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
FD	CAQ	$0	$2,122,000	$0	$0	$0	$0	$2,122,000
Total FD		$0	$2,122,000	$0	$0	$0	$0	$2,122,000
UTL	CAQ	$0	$265,000	$0	$0	$0	$0	$265,000
Total UTL		$0	$265,000	$0	$0	$0	$0	$265,000
CON	CAQ	$0	$4,781,000	$2,208,000	$2,032,000	$0	$0	$9,021,000
Total CON		$0	$4,781,000	$2,208,000	$2,032,000	$0	$0	$9,021,000
Total Programmed		$0	$7,168,000	$2,208,000	$2,032,000	$0	$0	$11,408,000

118494 - Eastern Delaware County Bikeway Implementation Plan (TOP)

This project will implement concepts of The Eastern Delaware County Bikeway Prioritization Study, that was previously funded through a DVRPC TCDI grant. The project will also create a connected bicycle network through the four municipalities of Upper Darby, Lansdowne, East Lansdowne, and Yeadon. The network will connect neighborhoods to regional trails, such as the Darby Creek Trail, the Cobbs Creek Trail, and the Bike Baltimore Avenue Route, as well as schools, parks, transit stations, other areas of interest, and the established bicycle network in the City of Philadelphia. This conceptual network was developed through a comprehensive stakeholder and public involvement process and will serve to encourage and promote bicycle usage throughout the region. A high-quality bicycle network will allow cyclists to use these routes for both recreational and commuting purposes, thus reducing their dependence on cars and single occupancy vehicle (SOV) trips. Furthermore, it will allow for connection opportunities to neighboring municipalities to the west including Aldan, Haverford, Clifton Heights, Darby, and Springfield and may encourage further investment in bicycle options in other areas of Delaware County. This project includes investments in many heavily urbanized, dense, and economically distressed communities and will provide more affordable travel options for those with limited access to automobiles who may be dependent on non-motorized or public transportation. It will also provide another option for commuters who may decide to bike to work or to transit stations. Due to the connections to schools and parks, it will also provide safer opportunities for students to get to schools and recreational areas nearby. This may, in turn, take much of the burden off parents who may not be available to transport them nor the option to work from home. The projects that will be completed as part of the TOP grant are as follows: 1) Bywood Road, Fairfield Ave and Connectors 2) Baltimore Ave to Philadelphia 3) Bywood, Stonehurst, and Beverly Hills Connectors 4) West Baltimore Ave and Gladstone Connectors 5) Chestnut St 6) Garrett Rd--Multi-Use Connector

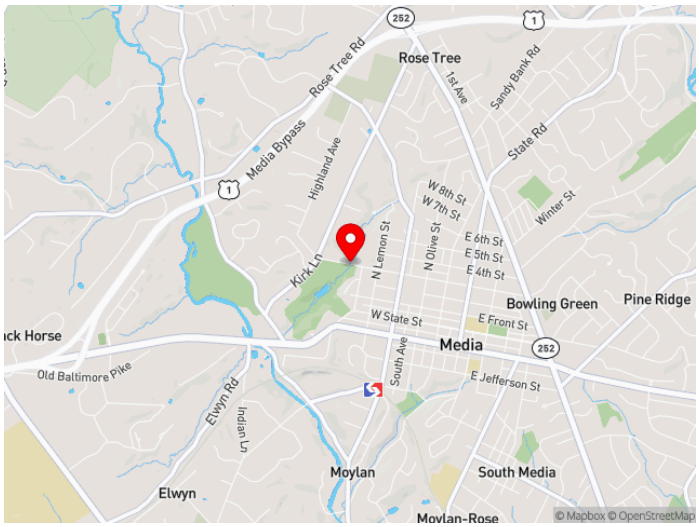
Lead Agency:	PennDOT
Project Type:	Bicycle/Pedestrian Improvement
County:	Delaware
Town:	Various
Tip Status:	-
Air Quality Code:	A2
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$651,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	CAQ	$0	$521,000	$0	$0	$0	$0	$521,000
CON	LOC	$0	$130,000	$0	$0	$0	$0	$130,000
Total CON		$0	$651,000	$0	$0	$0	$0	$651,000
Total Programmed		$0	$651,000	$0	$0	$0	$0	$651,000

47147 - 3rd Street Dam Over Broomall Lake

This project will replace the partially breached Third Street Dam over Broomall's Run with a 150 ft pedestrian and bicycle bridge. The project also includes roadway drainage, stream restoration, stormwater management, and naturalized aesthetic improvements.

Lead Agency:	PennDOT
Project Type:	Bridge Repair/Replacement
County:	Delaware
Town:	Media Borough
Tip Status:	-
Air Quality Code:	S19
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$4,168,000

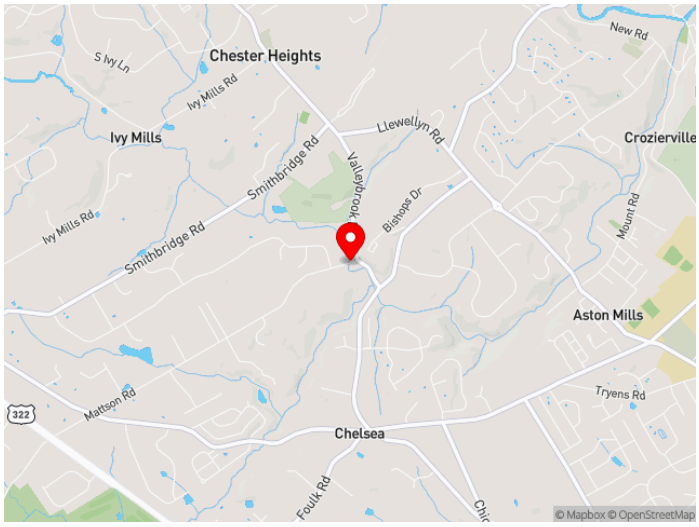


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
UTL	183	$0	$0	$0	$93,000	$0	$0	$93,000
UTL	LOC	$0	$0	$0	$24,000	$0	$0	$24,000
Total UTL		$0	$0	$0	$117,000	$0	$0	$117,000
CON	183	$0	$0	$0	$2,228,000	$1,013,000	$0	$3,241,000
CON	LOC	$0	$0	$0	$557,000	$253,000	$0	$810,000
Total CON		$0	$0	$0	$2,785,000	$1,266,000	$0	$4,051,000
Total Programmed		$0	$0	$0	$2,902,000	$1,266,000	$0	$4,168,000

103528 - Mattson Road over the West Branch of the Chester Creek

This project is for the bridge rehabilitation or replacement of the County-owned Mattson Road bridge spanning over the West Branch of the Chester Creek in Chester Heights Borough, Delaware County. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance. This project is a $5 fee matching funds (sSTP) project.

Lead Agency:	PennDOT
Project Type:	Bridge Repair/Replacement
County:	Delaware
Town:	Chester Heights Borough
Tip Status:	-
Air Quality Code:	S19
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$2,814,000



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	sSTP	$0	$0	$0	$1,315,000	$0	$0	$1,315,000
CON	STP	$0	$0	$0	$1,499,000	$0	$0	$1,499,000
Total CON		$0	$0	$0	$2,814,000	$0	$0	$2,814,000
Total Programmed		$0	$0	$0	$2,814,000	$0	$0	$2,814,000

82149 - US 13 Safety: Calcon Hook Rd to Main Street

The following countermeasures are proposed as part of this project: • Install hardened centerlines on major street approaches at all signalized intersections (Calcon Hook Road, Laurel Road, MacDade Boulevard-Chester Pike, Springfield Road, and Main Street.) • Redefine intersection space with curb extensions at Calcon Hood Road and redefine one-way street and alley access between Laurel Road and Greenwood Street. • Install two curb extensions at Chestnut Street to improve visibility and intersection alignment. • Install two-way left turn lane by repurposing excess roadway space between Calcon Hook Road and Laurel Road. • Signage/pavement marking – Restripe parking lanes with 6 inch wide pavement markings between Greenwood Street and MacDade Boulevard) to visually narrow roadway and redefine travel lanes. • Install high visibility crosswalks at signalized intersections along the corridor. • Install a hybrid road diet between Springfield Road and Main Street by removing one northbound lane and converting to a painted median. Use painted median to provide space for turning movements. • Provide a section of median island between Springfield Road and Main Street, at Chestnut Street, to assist with access management by limiting movements. (Create opportunity for evaluating future pedestrian midblock crosswalk.) • Provide additional access management between Springfield Road and Main Street by limiting allowable movements and consolidating driveways. • Install dynamic signal warning flashers in two locations on the corridor: in advance of the south approach of the SR 0013/MacDade Boulevard-Chester Pike intersection and the south approach of the MacDade Boulevard/Main Street intersection. These countermeasures will target angle and rear-end crashes and aim to slow vehicle speeds along the corridor and at intersections.

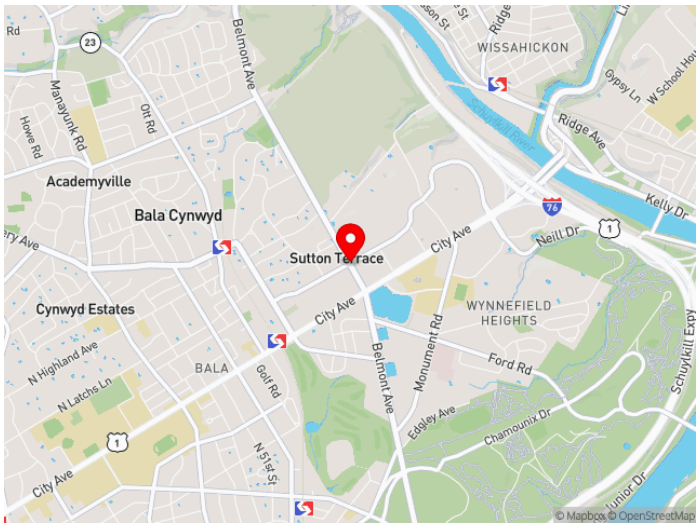
Lead Agency:	PennDOT
Project Type:	Intersection/Interchange Improvements
County:	Delaware
Town:	Collingdale Borough, Darby Borough, Sharon Hill Borough
Tip Status:	New
Air Quality Code:	S6
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$2,669,365

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
PE	sHVRU	$0	$382,580	$0	$0	$0	$0	$382,580
Total PE		$0	$382,580	$0	$0	$0	$0	$382,580
FD	sHVRU	$0	$286,935	$0	$0	$0	$0	$286,935
Total FD		$0	$286,935	$0	$0	$0	$0	$286,935
UTL	sHVRU	$0	$86,950	$0	$0	$0	$0	$86,950
Total UTL		$0	$86,950	$0	$0	$0	$0	$86,950
CON	sHVRU	$0	$0	$1,912,900	$0	$0	$0	$1,912,900
Total CON		$0	$0	$1,912,900	$0	$0	$0	$1,912,900
Total Programmed		$0	$756,465	$1,912,900	$0	$0	$0	$2,669,365

115429 - Belmont Avenue and St. Asaphs Road Intersection

This project will implement safety improvements at the intersection of Belmont Avenue and St. Asaphs Road in Lower Merion Township. In addition to the intersection safety improvements, a partial road diet is proposed on St. Asaphs Road which would create a lane configuration of two lanes eastbound, one lane westbound, and a two-way center left turn lane from Conshohocken State Road to Belmont Avenue. A full road diet is proposed on St. Asaphs Road creating a lane configuration of one lane eastbound, one lane westbound, and a two-way center left turn lane from Belmont Avenue to Monument Road/Presidential Boulevard.

Lead Agency:	PennDOT
Project Type:	Intersection/Interchange Improvements
County:	Montgomery
Town:	Lower Merion Township
Tip Status:	-
Air Quality Code:	R1
MRP ID:	-
CMP:	Minor SOV Capacity
Total Cost:	$2,807,000

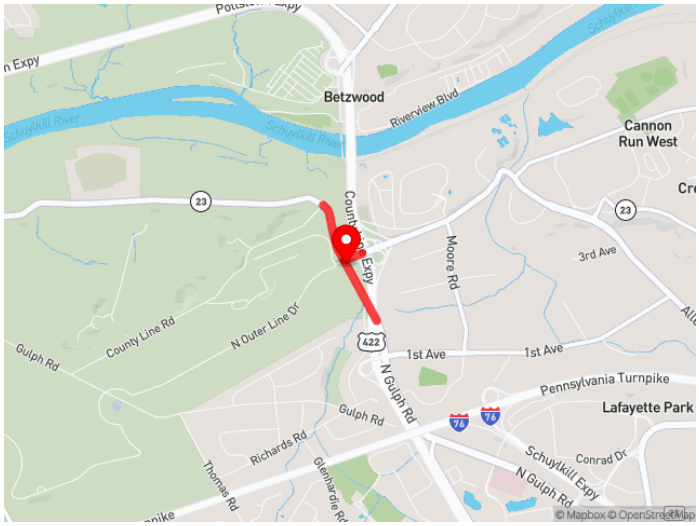


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
FD	HSIP	$0	$220,000	$0	$0	$0	$0	$220,000
Total FD		$0	$220,000	$0	$0	$0	$0	$220,000
ROW	HSIP	$0	$427,000	$0	$0	$0	$0	$427,000
Total ROW		$0	$427,000	$0	$0	$0	$0	$427,000
UTL	HSIP	$0	$41,000	$0	$0	$0	$0	$41,000
Total UTL		$0	$41,000	$0	$0	$0	$0	$41,000
CON	HSIP	$0	$0	$2,119,000	$0	$0	$0	$2,119,000
Total CON		$0	$0	$2,119,000	$0	$0	$0	$2,119,000
Total Programmed		$0	$688,000	$2,119,000	$0	$0	$0	$2,807,000

66952 - PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)

This project will relocate a section of existing Valley Forge Road (PA Route 23) and North Gulph Road (SR 3039) to allow for a new "gateway" area for the Valley Forge National Historical Park (VFNHP). Valley Forge Road's alignment will be relocated and widened between County Line Road and North Gulph Road, with a new four-leg intersection approximately 300 feet to the east of the existing park entrance. North Gulph Road will be relocated and widened between Richards Road and the new intersection. The existing PA Route 23 on-ramp to eastbound US Route 422 will be eliminated, with traffic needing to use the on-ramp at First Avenue. Traffic signalization at the relocated intersection of PA 23 and North Gulph Road will be updated. Additional improvements include drainage improvements, new stormwater management facilities, trail improvements, utility relocations and new landscaping. Approximately 1,000 linear feet of trail will be constructed within VFNHP from the park entrance area south to Richards Road. The 10-foot-wide trail will be constructed along the existing North Gulph Road cartway from a connection with the Joseph Plumb Martin Trail in the vicinity of the VFNHP Visitors Center. This project is part (1) of the "River Crossing Complex," which is a complex area of roadways, interchanges, intersections, and bridges in and around the Valley Forge National Historic Park. Environmental clearance for various components was undertaken through MPMS #46954, and individual projects have been broken out as follows: 1) PA 23/US 422 Interchange and North Gulph Road Improvements (MPMS #66952). 2) US 422/PA 363 Interchange, including providing movements to/from the west (MPMS #64796). Project is completed. 3) US 422 Exwy Bridge over the Schuylkill River, replacement of the existing bridge (MPMS #70197), and a new parallel four (4) lane bridge and relocation of PA 23 eastbound off-ramp as an expressway fly-over. Project is completed. 4) US 422 Widening for 1.8 miles from PA-363 interchange to the US-202 interchange. This project has not yet been broken out. 5) Old Betzwood Bridge Bike/Pedestrian Trail will be re-built as a bike/pedestrian bridge only, and will not re-instate vehicular traffic (MPMS# 16703). Project is completed. 6) An early action interim project to provide timely and effective relief to westbound afternoon congestion until the long range projects can fully advance was programmed and constructed as MPMS #74648. Project is completed. The River Crossing complex projects have received the following federal earmarks: 2008 Appropriation (PA ID# 711) -$735,000 - repurposed SAFETEA-LU (FED ID# 0020/PA ID# 672) -Originally $20,000,000. Balance available $6,080,779. TEA-21 (FED ID# 0140/PA ID# 088) -No funds remain.

Lead Agency:	PennDOT
Project Type:	Intersection/Interchange Improvements
County:	Montgomery
Town:	Upper Merion Township
Tip Status:	-
Air Quality Code:	R3
MRP ID:	-
CMP:	Minor SOV Capacity
Total Cost:	$21,218,000

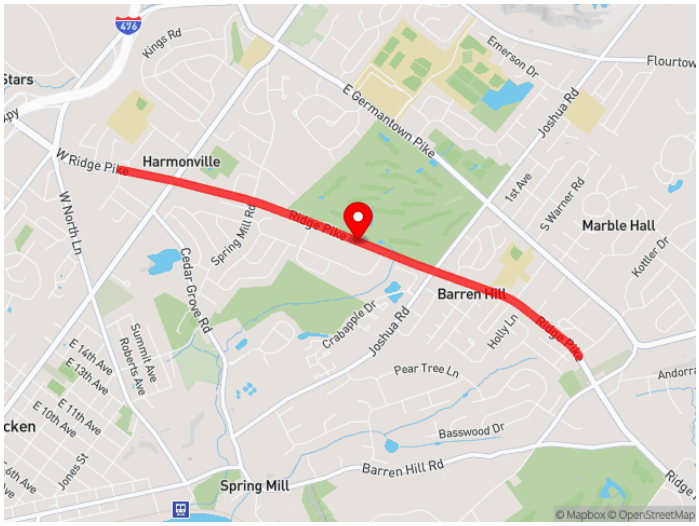


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
UTL	STU	$0	$1,061,000	$0	$0	$0	$0	$1,061,000
Total UTL		$0	$1,061,000	$0	$0	$0	$0	$1,061,000
CON	STU	$0	$3,519,000	$1,519,000	$1,519,000	$2,519,000	$5,000,000	$14,076,000
CON	SXF	$0	$6,081,000	$0	$0	$0	$0	$6,081,000
Total CON		$0	$9,600,000	$1,519,000	$1,519,000	$2,519,000	$5,000,000	$20,157,000
Total Future Costs		$0	$0	$0	$0	$0	$5,000,000	$5,000,000
Total Programmed		$0	$10,661,000	$1,519,000	$1,519,000	$2,519,000	$5,000,000	$21,218,000

16577 - Ridge Pike: Harmon Road to Crescent Avenue

This project involves full-depth reconstruction of the Ridge Pike roadway and drainage system, upgrading and interconnecting traffic signals, new sidewalks, improved transit stops, and adding turn lanes at major intersections such as Butler Pike, Joshua Road, and Crescent Avenue. The project extent is from Harmon Road in Plymouth Township to Crescent Avenue in Whitemarsh Township, and is known as Section C of Montgomery County's Ridge Pike Improvement Project program. East of Crescent Avenue, Montgomery County has completed the reconstruction and widening of Ridge Pike as a separate County-funded project (known as Section D). CMP (Congestion Management Process) project commitments include signal upgrades, new sidewalk connections, turning movement enhancements, and emergency vehicle signal pre-emption. See DVRPC's 2010 memorandum on supplemental strategies for details related to this project.

Lead Agency:	PennDOT
Project Type:	Roadway Rehabilitation
County:	Montgomery
Town:	Springfield Township, Whitemarsh Township
Tip Status:	-
Air Quality Code:	2040M
MRP ID:	PAR010
CMP:	Major SOV Capacity
Total Cost:	$51,504,000

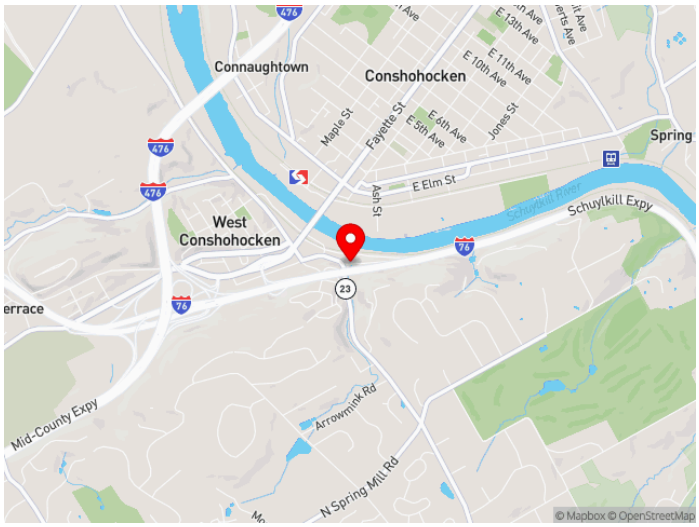


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
UTL	LOC	$0	$467,000	$0	$0	$0	$0	$467,000
UTL	STU	$0	$1,867,000	$0	$0	$0	$0	$1,867,000
Total UTL		$0	$2,334,000	$0	$0	$0	$0	$2,334,000
CON	LOC	$0	$0	$394,000	$394,000	$894,000	$8,152,000	$9,834,000
CON	STP	$0	$0	$0	$0	$0	$4,240,000	$4,240,000
CON	STU	$0	$0	$1,576,000	$1,576,000	$3,576,000	$28,368,000	$35,096,000
Total CON		$0	$0	$1,970,000	$1,970,000	$4,470,000	$40,760,000	$49,170,000
Total Future Costs		$0	$0	$0	$0	$0	$40,760,000	$40,760,000
Total Programmed		$0	$2,334,000	$1,970,000	$1,970,000	$4,470,000	$40,760,000	$51,504,000

103371 - Woodmont Road Bridge Replacement (CB #10)

The project will involve the replacement of the bridge that carries Woodmont Road over Arrowmink Creek, located in West Conshohocken Borough. The bridge was constructed in 1932. It is anticipated that the proposed bridge will be replaced on the existing horizontal alignment with minimal approach work to tie back into existing conditions. To maintain access to nearby properties during the construction process, half width construction will be investigated. A final alternative for bridge replacement will be determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

Lead Agency:	PennDOT
Project Type:	Bridge Repair/Replacement
County:	Montgomery
Town:	West Conshohocken Borough
Tip Status:	-
Air Quality Code:	S19
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$8,384,000



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
FD	BRIP	$0	$0	$478,000	$0	$0	$0	$478,000
Total FD		$0	$0	$478,000	$0	$0	$0	$478,000
ROW	BRIP	$0	$0	$0	$0	$0	$302,000	$302,000
Total ROW		$0	$0	$0	$0	$0	$302,000	$302,000
UTL	BRIP	$0	$0	$0	$0	$0	$167,000	$167,000
Total UTL		$0	$0	$0	$0	$0	$167,000	$167,000
CON	BRIP	$0	$0	$0	$0	$0	$7,437,000	$7,437,000
Total CON		$0	$0	$0	$0	$0	$7,437,000	$7,437,000
Total Future Costs		$0	$0	$0	$0	$0	$7,906,000	$7,906,000
Total Programmed		$0	$0	$478,000	$0	$0	$7,906,000	$8,384,000

109368 - Airy Street over Markley Street/SEPTA

The Airy Street Bridge over Markley Street (SR 3020), SEPTA train tracks and Stony Creek was built in 1977. The existing bridge is a 5-span steel multi-beam bridge, approximately 529' long. The bridge includes a pedestrian bridge that ramps down to Markley Street on the northeast side. The bridge carries one-way westbound traffic (two lanes) and has an annual average daily traffic (AADT) of approximately 7,164 vehicles per day. The existing bridge has a posted speed limit of 25 miles per hour. Airy Street is owned by the Norristown Municipality, while the bridge is owned by PennDOT (SR 3009). The proposed bridge will replace the existing bridge on the same alignment with a three span bridge that will accommodate two lanes of traffic, a sidewalk on the north side and a shared use path on the south side. The proposed bridge is a multi-span composite steel plate girder bridge with a 26'-0" curb- to-curb dimension and a 43'-11 1/4" out-to-out dimension founded on one stub and one full-height concrete abutment. The bridge barrier on the north side is anticipated to be a 3'-6" tall vertical wall concrete barrier on raised sidewalk. A 4'-3" tall aluminum protective barrier will be installed on top of the concrete barrier in span 3 over the SEPTA railroad and Markley Street. The concrete barrier may receive architectural treatment on the inside and outside faces to fit the site context. The bridge barrier between the travel lanes and the shared used path on the south side is anticipated to be a 3'-6" tall F-shape concrete barrier, which may receive architectural treatment on the outside face (towards the shared use path) to fit the site context. A 6'-9" tall aluminum protective barrier will be installed on the outside of the shared use path in span 3 over the SEPTA railroad and Markley Street. The approach roadway work on the west side of the bridge will include minor reprofiling and pavement reconstruction for approximately 170' to the intersection with Astor Street. The approach roadway work on the east side of the bridge will include minor reprofiling and pavement reconstruction for approximately 400' to the intersection with Barbadoes Street. Approximately 325' of the approach roadway will be on retained fill with retaining walls on both sides. New sidewalk will be installed on the north side of Airy Street and frontage road and a shared use path will be installed on the south side. Because the project consists of a complete bridge replacement, Airy Street will be closed to traffic throughout the duration of construction. A full detour of Airy Street is anticipated during construction. The project may require right-of-way acquisition to accommodate the roadway reconstruction at the approaches and the new bridge abutment and pier at the western span. Temporary construction easements will be required for E&S controls and construction access.

Lead Agency:	PennDOT
Project Type:	Bridge Repair/Replacement
County:	Montgomery
Town:	Norristown Borough
Tip Status:	New-B
Air Quality Code:	S19
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$24,546,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ROW	185	$0	$106,000	$0	$0	$0	$0	$106,000
ROW	STP	$0	$424,000	$0	$0	$0	$0	$424,000
Total ROW		$0	$530,000	$0	$0	$0	$0	$530,000
UTL	185	$0	$106,000	$0	$0	$0	$0	$106,000
UTL	STP	$0	$424,000	$0	$0	$0	$0	$424,000
Total UTL		$0	$530,000	$0	$0	$0	$0	$530,000
CON	185	$0	$0	$0	$0	$0	$23,486,000	$23,486,000
Total CON		$0	$0	$0	$0	$0	$23,486,000	$23,486,000
Total Future Costs		$0	$0	$0	$0	$0	$23,486,000	$23,486,000
Total Programmed		$0	$1,060,000	$0	$0	$0	$23,486,000	$24,546,000

82074 - Belmont Ave RR Replacement

This project involves the replacement of a Norfolk Southern railroad bridge over Belmont Avenue in Lower Merion Township. A final alternative for bridge rehabilitation or replacement will be determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

Lead Agency:	PennDOT
Project Type:	Bridge Repair/Replacement
County:	Montgomery
Town:	Lower Merion Township
Tip Status:	New-B
Air Quality Code:	NRS
MRP ID:	PAR020
CMP:	Not SOV Capacity Adding
Total Cost:	$42,598,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ROW	STP	$0	$0	$0	$0	$1,954,000	$0	$1,954,000
ROW	STU	$0	$0	$1,560,000	$1,560,000	$1,046,000	$0	$4,166,000
Total ROW		$0	$0	$1,560,000	$1,560,000	$3,000,000	$0	$6,120,000
UTL	581	$0	$0	$0	$688,000	$1,000,000	$0	$1,688,000
Total UTL		$0	$0	$0	$688,000	$1,000,000	$0	$1,688,000
CON	185	$0	$0	$0	$0	$0	$34,790,000	$34,790,000
Total CON		$0	$0	$0	$0	$0	$34,790,000	$34,790,000
Total Future Costs		$0	$0	$0	$0	$0	$34,790,000	$34,790,000
Total Programmed		$0	$0	$1,560,000	$2,248,000	$4,000,000	$34,790,000	$42,598,000

116843 - I-76 Overhead Bridges

This project involves the replacement of the structures carrying Weadley Road, Gypsy Lane, and Spring Garden Street over Interstate 76 (Schuylkill Expressway) in Upper Merion Township and West Conshohocken Borough. Spans will be lengthened to accommodate widening for Flex Lanes on I-76. Flex lanes will provide increased capacity on I-76 during peak periods and to allow for dynamic lane management during emergency operations, weather events and maintenance activities. Vertical clearance over I-76 will be improved to current standards. The project also includes minor approach roadway reconstruction along Weadley Road, Gypsy Lane, and Spring Garden Street to accommodate the new structures. Locations include: Weadley Road between South Gulph Road and Old Weadley Road in Upper Merion Township. Gypsy Lane between South Gulph Road and Hughes Road in Upper Merion Township. Spring Garden Street between Chestnut Street and Spruce Lane in West Conshohocken Borough.

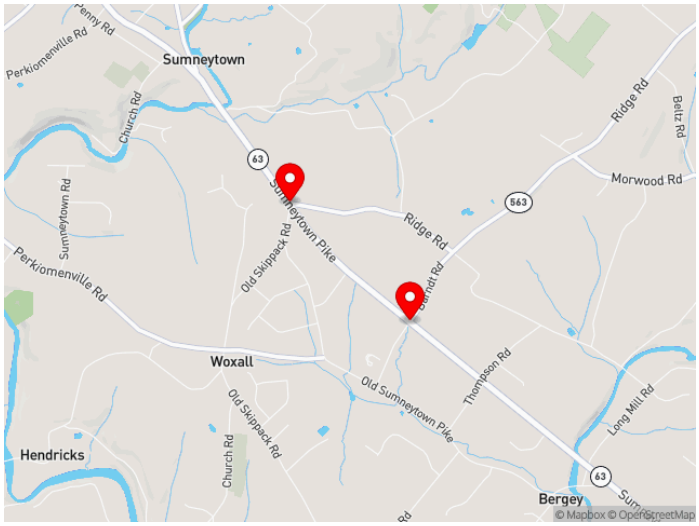
Lead Agency:	PennDOT
Project Type:	Bridge Repair/Replacement
County:	Montgomery
Town:	Conshohocken Borough, Upper Merion Township
Tip Status:	-
Air Quality Code:	S19
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$34,492,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
UTL	BOF	$0	$796,000	$796,000	$0	$0	$0	$1,592,000
Total UTL		$0	$796,000	$796,000	$0	$0	$0	$1,592,000
CON	BOF	$0	$0	$690,000	$681,000	$1,159,000	$30,370,000	$32,900,000
Total CON		$0	$0	$690,000	$681,000	$1,159,000	$30,370,000	$32,900,000
Total Future Costs		$0	$0	$0	$0	$0	$30,370,000	$30,370,000
Total Programmed		$0	$796,000	$1,486,000	$681,000	$1,159,000	$30,370,000	$34,492,000

115428 - Sumneytown Pike Intersections Safety Improvements

The project is along Sumneytown Pike (PA Route 63) in Upper Salford Township, and involves full-depth widening to accommodate the addition of left-turn lanes at the intersection with Ridge Road/Old Skippack Road and Barndt Road, installation of new traffic signals, and geometry updates to improve the skew of the Ridge Road/Old Skippack Road approaches to PA Route 63.

Lead Agency:	PennDOT
Project Type:	Intersection/Interchange Improvements
County:	Montgomery
Town:	Salford Township
Tip Status:	-
Air Quality Code:	R1
MRP ID:	-
CMP:	Minor SOV Capacity
Total Cost:	$4,750,000

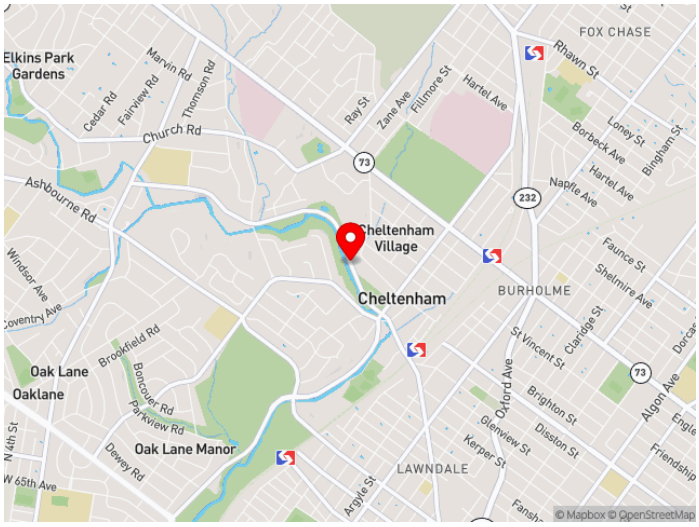


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	HSIP	$0	$3,932,000	$818,000	$0	$0	$0	$4,750,000
Total CON		$0	$3,932,000	$818,000	$0	$0	$0	$4,750,000
Total Programmed		$0	$3,932,000	$818,000	$0	$0	$0	$4,750,000

16150 - Tookany Creek Parkway Bridge Over Tookany Creek

This project involves rehabilitating or replacing the weight-limit posted Tookany Creek Parkway bridge over a tributary of the Tookany Creek in Cheltenham Township, just east of New 2nd Street. A final alternative for bridge rehabilitation or replacement will be determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

Lead Agency:	PennDOT
Project Type:	Bridge Repair/Replacement
County:	Montgomery
Town:	Cheltenham Township
Tip Status:	-
Air Quality Code:	S19
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$3,885,000

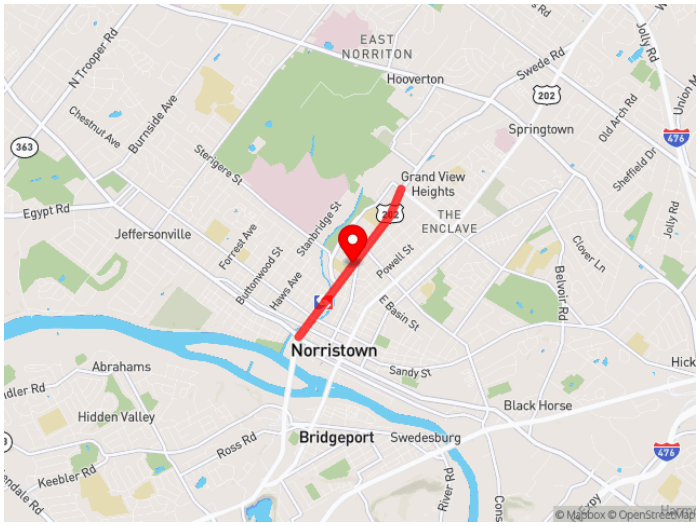


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ROW	183	$0	$11,000	$0	$0	$0	$0	$11,000
ROW	BOF	$0	$57,000	$0	$0	$0	$0	$57,000
ROW	LOC	$0	$3,000	$0	$0	$0	$0	$3,000
Total ROW		$0	$71,000	$0	$0	$0	$0	$71,000
UTL	183	$0	$0	$14,000	$0	$0	$0	$14,000
UTL	BOF	$0	$0	$76,000	$0	$0	$0	$76,000
UTL	LOC	$0	$0	$4,000	$0	$0	$0	$4,000
Total UTL		$0	$0	$94,000	$0	$0	$0	$94,000
CON	183	$0	$0	$0	$0	$0	$558,000	$558,000
CON	BOF	$0	$0	$0	$0	$0	$2,976,000	$2,976,000
CON	LOC	$0	$0	$0	$0	$0	$186,000	$186,000
Total CON		$0	$0	$0	$0	$0	$3,720,000	$3,720,000
Total Future Costs		$0	$0	$0	$0	$0	$3,720,000	$3,720,000
Total Programmed		$0	$71,000	$94,000	$0	$0	$3,720,000	$3,885,000

16665 - US 202, Markley Street Southbound (Section 500)

This project serves as the parent for the pre-construction phases of the Markley Street rehabilitation project for Section 500 of US 202 (SR 3020 and Norristown Borough Street); from approximately 700 feet south of Main Street (local street) to Johnson Highway (SR 3017) for a total length of approximately 8,500 linear feet; and on Johnson Highway (SR 3017) from Markley Street to Powell Street (local street) for a total length of approximately 2,200 feet. Between Main Street (local street) and Marshall Street (local street), Markley Street is a four-lane divided street with no parking permitted. Between Marshall Street and Johnson Highway (SR 3017), it is a two-lane street, with parking typically permitted on both sides. This parent project will incorporate all pre-construction phases (UTL and ROW) for MPMS #80021 (Section 510), #80022 (Section 520), #106068 (Section 530) and Section 540, which will be used for the respective construction contracts. Sections 510, 520 and 530 have already finished construction. In the DVRPC region, US 202 covers 61 miles, traversing 27 municipalities. It serves as a major commuter route and is a vital link for business and industry. For planning purposes, US 202 has been divided into seven major sections (100 through 700), and some of those sections have been broken down further to simplify construction management. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2011 annual memoranda on supplemental strategies for details related to this project.

Lead Agency:	PennDOT
Project Type:	Intersection/Interchange Improvements
County:	Montgomery
Town:	East Norriton Township, Norristown Borough
Tip Status:	-
Air Quality Code:	S10
MRP ID:	-
CMP:	Major SOV Capacity
Total Cost:	$3,500,000

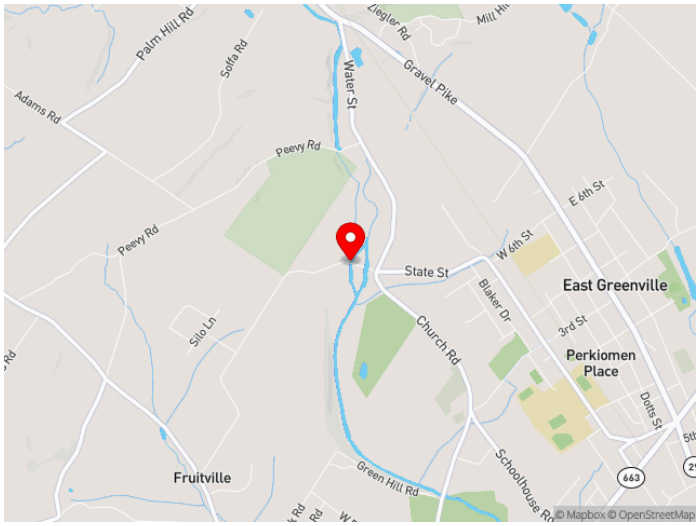


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
FD	581	$0	$1,000,000	$2,500,000	$0	$0	$0	$3,500,000
Total FD		$0	$1,000,000	$2,500,000	$0	$0	$0	$3,500,000
Total Programmed		$0	$1,000,000	$2,500,000	$0	$0	$0	$3,500,000

16408 - Fruitville Road Bridge Over Perkiomen Creek (CB #232)

This project involves rehabilitating or replacing the existing Fruitville Road bridge structure, that is comprised of a stone masonry viaduct with two (2) 3-span stone masonry arch spans and a 110'-long steel, pin connected, Pratt thru truss span that carries Fruitville Road over the Perkiomen Creek and its related floodplain area. The bridge is currently closed to traffic. The final alternative for bridge rehabilitation or replacement will be determined upon federal National Policy Act (NEPA) or state Categorical Exclusion clearance.

Lead Agency:	PennDOT
Project Type:	Bridge Repair/Replacement
County:	Montgomery
Town:	Upper Hanover Township
Tip Status:	-
Air Quality Code:	S19
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$8,672,000

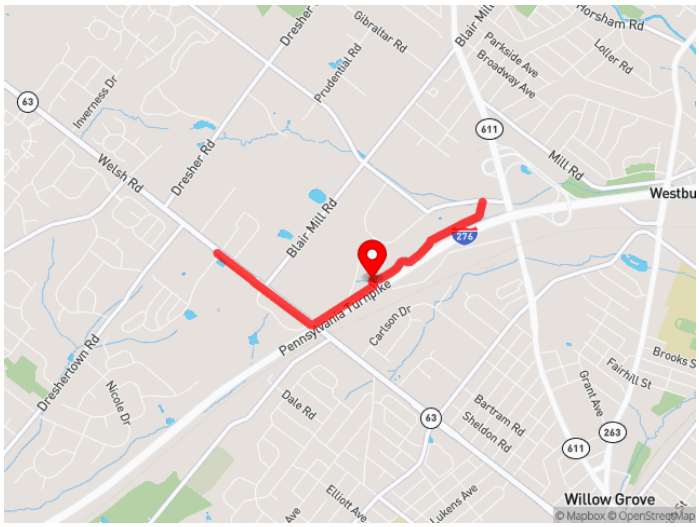


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
FD	183	$0	$125,000	$0	$0	$0	$0	$125,000
FD	BOF	$0	$666,000	$0	$0	$0	$0	$666,000
FD	LOC	$0	$42,000	$0	$0	$0	$0	$42,000
Total FD		$0	$833,000	$0	$0	$0	$0	$833,000
ROW	183	$0	$15,000	$0	$0	$0	$0	$15,000
ROW	BOF	$0	$75,000	$0	$0	$0	$0	$75,000
ROW	LOC	$0	$4,000	$0	$0	$0	$0	$4,000
Total ROW		$0	$94,000	$0	$0	$0	$0	$94,000
UTL	183	$0	$13,000	$0	$0	$0	$0	$13,000
UTL	BOF	$0	$72,000	$0	$0	$0	$0	$72,000
UTL	LOC	$0	$4,000	$0	$0	$0	$0	$4,000
Total UTL		$0	$89,000	$0	$0	$0	$0	$89,000
CON	183	$0	$0	$0	$287,000	$287,000	$574,000	$1,148,000
CON	BOF	$0	$0	$0	$1,531,000	$1,531,000	$3,062,000	$6,124,000
CON	LOC	$0	$0	$0	$96,000	$96,000	$192,000	$384,000
Total CON		$0	$0	$0	$1,914,000	$1,914,000	$3,828,000	$7,656,000
Total Future Costs		$0	$0	$0	$0	$0	$3,828,000	$3,828,000
Total Programmed		$0	$1,016,000	$0	$1,914,000	$1,914,000	$3,828,000	$8,672,000

81785 - Cross County Trail East - Section A

This project is proposed to develop a multi-use trail from the existing Cross County Trail near Dryden Road in Upper Dublin Township to Maryland Road near Easton Road in Upper Moreland Township. The Cross County Trail is part of the Circuit Trails network and this segment will serve as an important local and regional transportation resource. The Circuit is a planned 800 mile interconnected network of multi-use trails spanning Greater Philadelphia with Philadelphia and Camden as its hub, and is included in DVRPC's Long-Range Plan. Existing and future Circuit Trails are required to meet minimum design standards (10-feet wide, paved, and separated from traffic with limited exceptions) to reflect their intended use as the arteries of a dedicated, regional, non-motorized transportation system.

Lead Agency:	PennDOT
Project Type:	Bicycle/Pedestrian Improvement
County:	Montgomery
Town:	Upper Dublin Township, Upper Moreland Township
Tip Status:	-
Air Quality Code:	A2
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$5,200,000

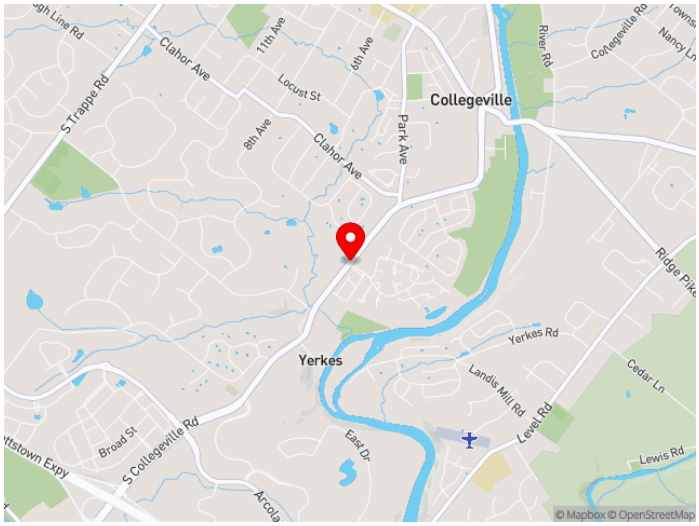


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
PE	CRP*	$0	$104,000	$0	$0	$0	$0	$104,000
Total PE		$0	$104,000	$0	$0	$0	$0	$104,000
FD	CRPU	$0	$331,000	$0	$0	$0	$0	$331,000
FD	LOC	$0	$83,000	$0	$0	$0	$0	$83,000
Total FD		$0	$414,000	$0	$0	$0	$0	$414,000
ROW	CRPU	$0	$0	$525,000	$0	$0	$0	$525,000
ROW	LOC	$0	$0	$131,000	$0	$0	$0	$131,000
Total ROW		$0	$0	$656,000	$0	$0	$0	$656,000
CON	CRPU	$0	$0	$0	$1,610,000	$1,610,000	$0	$3,220,000
CON	LOC	$0	$0	$0	$403,000	$403,000	$0	$806,000
Total CON		$0	$0	$0	$2,013,000	$2,013,000	$0	$4,026,000
Total Programmed		$0	$518,000	$656,000	$2,013,000	$2,013,000	$0	$5,200,000

120281 - South Collegeville Road (PA 29) at Perkiomen Boulevard

This project will complete two through lanes in each direction along PA State Route 29 from US 422 into Collegeville Borough. The additional through lanes will aim to provide significant congestion relief and safety improvements for this busy stretch of road. Additionally, sidewalk will be installed along this section of PA 29, as well as ADA ramps and push buttons at the signalized intersection of PA 29 and Perkiomen Boulevard. A direct connection to Montgomery County's Perkiomen Trail will also be provided.

Lead Agency:	PennDOT
Project Type:	Roadway New Capacity
County:	Montgomery
Town:	Upper Providence Township
Tip Status:	-
Air Quality Code:	2040M
MRP ID:	-
CMP:	Minor SOV Capacity
Total Cost:	$1,605,000

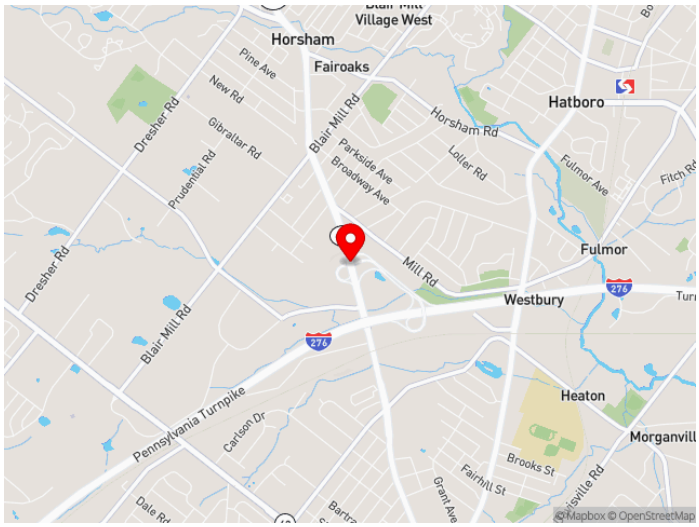


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	411	$0	$1,103,000	$0	$0	$0	$0	$1,103,000
CON	LOC	$0	$502,000	$0	$0	$0	$0	$502,000
Total CON		$0	$1,605,000	$0	$0	$0	$0	$1,605,000
Total Programmed		$0	$1,605,000	$0	$0	$0	$0	$1,605,000

57176 - PA 611 Bridge over PA Turnpike Willow Grove Interchange Ramps

The project will replace a bridge on Easton Road (PA State Route 611) over Pennsylvania Turnpike's Willow Grove interchange ramps (PennDOT bridge key 27506) that currently has a fair rating. Replacement of the bridge is necessary to modernize the Willow Grove interchange with PA Route 611, allowing for additional traffic flow on southbound PA Route 611 to access the Turnpike by replacing & lengthening the bridge over the interchange ramps to accommodate a two lane southbound access ramp, among other improvements. These modernizations were discussed in Montgomery County's Turnpike Corridor Reinvestment Study.

Lead Agency:	PennDOT
Project Type:	Intersection/Interchange Improvements
County:	Montgomery
Town:	Upper Moreland Township
Tip Status:	-
Air Quality Code:	2050M
MRP ID:	-
CMP:	Major SOV Capacity
Total Cost:	$71,553,000



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
FD	STP	$0	$0	$1,882,000	$0	$0	$0	$1,882,000
FD	SXF	$0	$0	$850,000	$0	$0	$0	$850,000
Total FD		$0	$0	$2,732,000	$0	$0	$0	$2,732,000
ROW	STP	$0	$0	$0	$281,000	$0	$0	$281,000
Total ROW		$0	$0	$0	$281,000	$0	$0	$281,000
CON	STP	$0	$0	$0	$0	$0	$55,897,000	$55,897,000
CON	STU	$0	$0	$0	$0	$0	$12,643,000	$12,643,000
Total CON		$0	$0	$0	$0	$0	$68,540,000	$68,540,000
Total Future Costs		$0	$0	$0	$0	$0	$68,540,000	$68,540,000
Total Programmed		$0	$0	$2,732,000	$281,000	$0	$68,540,000	$71,553,000

82156 - High Street Safety:Hanover St to Washington St

The implementation of safety countermeasures will reduce conflicts and improve the overall safety of the corridor. The treatments proposed as part of this project include: Install pedestrian refuge islands Add leading pedestrian intervals Install retroreflective backplates Upgrade signal cabinets Install curb bump outs Install ADA ramps Install high visibility crosswalks

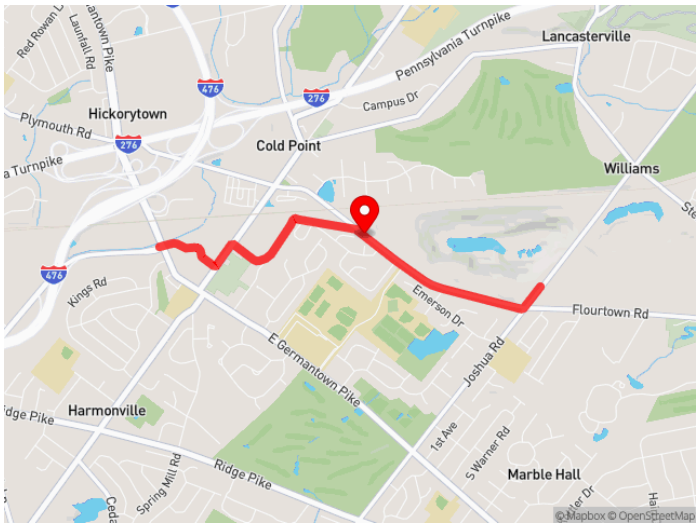
Lead Agency:	PennDOT
Project Type:	Bicycle/Pedestrian Improvement
County:	Montgomery
Town:	Pottstown Borough
Tip Status:	New
Air Quality Code:	S6
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$2,820,150

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
PE	sHVRU	$0	$417,800	$0	$0	$0	$0	$417,800
Total PE		$0	$417,800	$0	$0	$0	$0	$417,800
FD	sHVRU	$0	$313,350	$0	$0	$0	$0	$313,350
Total FD		$0	$313,350	$0	$0	$0	$0	$313,350
UTL	sHVRU	$0	$0	$150,000	$0	$0	$0	$150,000
Total UTL		$0	$0	$150,000	$0	$0	$0	$150,000
CON	sHVRU	$0	$0	$939,000	$1,000,000	$0	$0	$1,939,000
Total CON		$0	$0	$939,000	$1,000,000	$0	$0	$1,939,000
Total Programmed		$0	$731,150	$1,089,000	$1,000,000	$0	$0	$2,820,150

119481 - Cross County Trail Extension

This project is proposed to extend the Cross County Trail from its current terminus at the Germantown Pike/Chemical Road intersection in Plymouth Township east to Joshua Road in Whitemarsh Township. It will include a new pedestrian-only bridge over Germantown Pike and a 1.9-mile trail segment. To the maximum extent feasible, the trail will be designed and constructed to meet multi-use Circuit Trail standards, including an off-road alignment and a paved width of 10-12'. This trail extension will be multi-use and not strictly for recreational purposes. Federal earmark funds were awarded to this project under the Consolidated Appropriations Act of 2023 in the amount of $2,500,000. The Cross County Trail is part of The Circuit Trails network and this segment will serve as an important local and regional transportation resource. The Circuit is a planned 800-mile interconnected network of multi-use trails spanning Greater Philadelphia with Philadelphia and Camden as its hub, and is included in DVRPC's Long-Range Plan. Existing and future Circuit Trails are required to meet minimum design standards (10-feet wide, paved, and separated from traffic with limited exceptions) to reflect their intended use as the arteries of a dedicated, regional, non-motorized transportation system.

Lead Agency:	PennDOT
Project Type:	Bicycle/Pedestrian Improvement
County:	Montgomery
Town:	Plymouth Township, Whitemarsh Township
Tip Status:	-
Air Quality Code:	A2
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$25,001,000

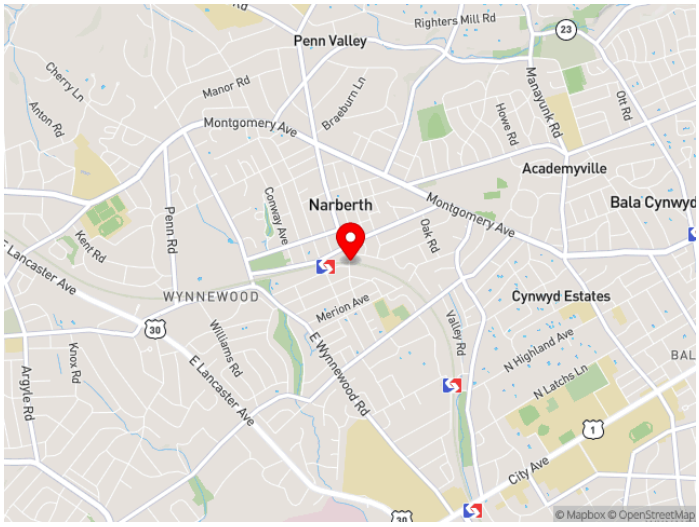


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
FD	LOC	$0	$226,000	$0	$0	$0	$0	$226,000
FD	SXF	$0	$850,000	$0	$0	$0	$0	$850,000
Total FD		$0	$1,076,000	$0	$0	$0	$0	$1,076,000
ROW	CAQ	$0	$1,351,000	$0	$0	$0	$0	$1,351,000
ROW	LOC	$0	$338,000	$0	$0	$0	$0	$338,000
Total ROW		$0	$1,689,000	$0	$0	$0	$0	$1,689,000
CON	CAQ	$0	$0	$1,706,000	$4,382,000	$5,442,000	$10,706,000	$22,236,000
Total CON		$0	$0	$1,706,000	$4,382,000	$5,442,000	$10,706,000	$22,236,000
Total Future Costs		$0	$0	$0	$0	$0	$10,706,000	$10,706,000
Total Programmed		$0	$2,765,000	$1,706,000	$4,382,000	$5,442,000	$10,706,000	$25,001,000

64798 - North Narberth Avenue Bridge Over Amtrak/SEPTA (CB)

This project involves replacing a Narberth Borough-owned, through-girder type bridge over Amtrak-owned railroad tracks. The bridge currently has one sidewalk.This project is subject to standard PennDOT design procedures as defined in the Bicycle/Pedestrian Facilities checklist; the bicycle and pedestrian checklists will be incorporated into the project.

Lead Agency:	PennDOT
Project Type:	Bridge Repair/Replacement
County:	Montgomery
Town:	Narberth Borough
Tip Status:	-
Air Quality Code:	S19
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$3,500,000

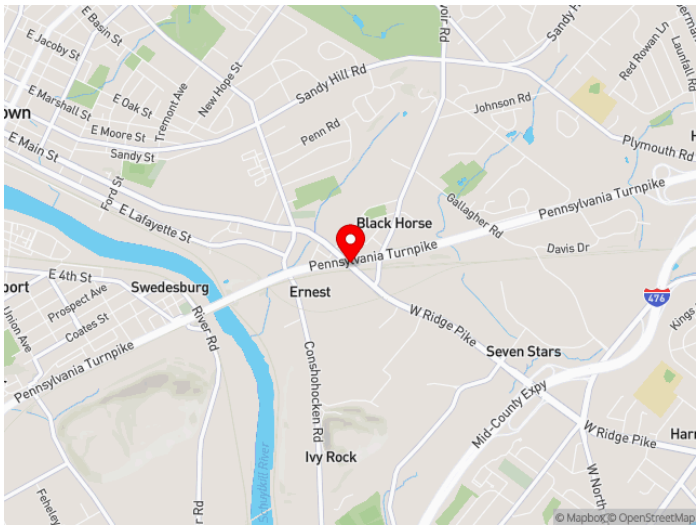


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	BOF*	$0	$1,000,000	$491,000	$2,009,000	$0	$0	$3,500,000
Total CON		$0	$1,000,000	$491,000	$2,009,000	$0	$0	$3,500,000
Total Programmed		$0	$1,000,000	$491,000	$2,009,000	$0	$0	$3,500,000

110444 - Ridge Pike - School Lane to Belvoir Road (CB #0 and TPK Bridge DB-116)/Interchange Area Bridges

This project is the combined replacement of Montgomery County Bridge #0 and Pennsylvania Turnpike Bridge DB-116. County Bridge #0 carries Ridge Pike over Norfolk Southern railroad tracks and is 200 feet east of Turnpike Bridge DB-116, which carries Ridge Pike over Interstate 276 (Pennsylvania Turnpike at mile post 331.8). Both structures flank the eastbound on and off ramps of the future Pennsylvania Turnpike Lafayette Street Interchange, and are in poor condition. Montgomery County has designated this project as "Section A" of the Ridge Pike Improvement Project; this is a companion project to MPMS #48175 and #92839, which together make up "Section B".

Lead Agency:	PennDOT
Project Type:	Bridge Repair/Replacement
County:	Montgomery
Town:	Plymouth Township
Tip Status:	-
Air Quality Code:	S19
MRP ID:	PAR054
CMP:	Not SOV Capacity Adding
Total Cost:	$78,871,000



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
UTL	183	$0	$1,103,000	$0	$0	$0	$0	$1,103,000
UTL	LOC	$0	$276,000	$0	$0	$0	$0	$276,000
Total UTL		$0	$1,379,000	$0	$0	$0	$0	$1,379,000
CON	183	$0	$5,072,000	$1,500,000	$0	$0	$0	$6,572,000
CON	BRIP	$0	$21,748,000	$8,000,000	$0	$0	$0	$29,748,000
CON	LOC	$0	$1,691,000	$500,000	$0	$0	$0	$2,191,000
CON	STU	$0	$5,304,000	$0	$0	$0	$0	$5,304,000
CON	TPK	$0	$33,677,000	$0	$0	$0	$0	$33,677,000
Total CON		$0	$67,492,000	$10,000,000	$0	$0	$0	$77,492,000
Total Programmed		$0	$68,871,000	$10,000,000	$0	$0	$0	$78,871,000

82157 - Cheltenham Ave Safety: Broad St to N 15th St

The Cheltenham Avenue corridor project is a four-lane undivided highway that stretches 0.17 miles through Cheltenham Township in Montgomery County. The countermeasures proposed as part of this project include: Install a raised concrete median island along Cheltenham Avenue from Broad St to 50 west of N Broad Street Install a pedestrian refuge island at N 15th St Install retroreflective backplates Upgrade signal cabinets Install high visibility crosswalks

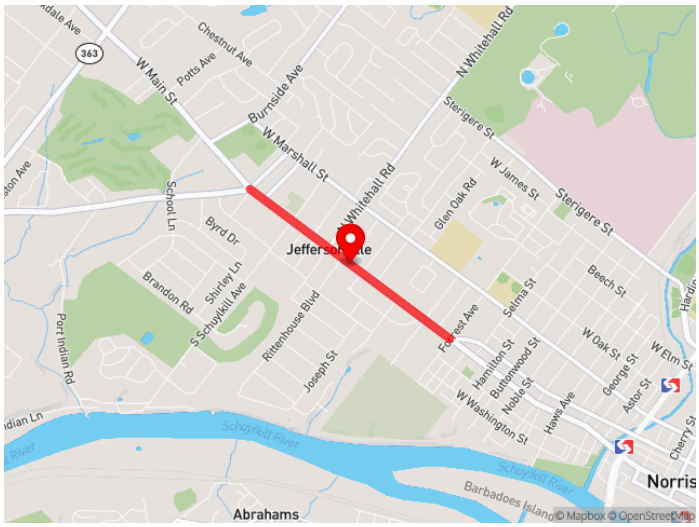
Lead Agency:	PennDOT
Project Type:	Bicycle/Pedestrian Improvement
County:	Montgomery
Town:	Cheltenham Township
Tip Status:	New
Air Quality Code:	S6
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$2,738,600

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
PE	sHVRU	$0	$0	$497,000	$0	$0	$0	$497,000
Total PE		$0	$0	$497,000	$0	$0	$0	$497,000
FD	sHVRU	$0	$0	$373,600	$0	$0	$0	$373,600
Total FD		$0	$0	$373,600	$0	$0	$0	$373,600
UTL	HVRU	$0	$0	$20,000	$0	$0	$0	$20,000
Total UTL		$0	$0	$20,000	$0	$0	$0	$20,000
CON	HVRU	$0	$0	$0	$1,000,000	$848,000	$0	$1,848,000
Total CON		$0	$0	$0	$1,000,000	$848,000	$0	$1,848,000
Total Programmed		$0	$0	$890,600	$1,000,000	$848,000	$0	$2,738,600

110971 - Main Street Safety Improvements: Egypt to Forrest/Airy

The project will implement a 4-lane partial road dietconfiguration along Main Street (SR 3009) between Egypt Road (SR 4002) and Forrest Avenue/West Airy Street in West Norriton Township. The existing four-lane undivided roadway will maintain two (2) through lanes in the westbound direction, one (1) lane eastbound, and a shared left-turn lane throughout the project limits, with dedicated turn lanes at the signalized intersections. The existing traffic signals at Egypt Road/Orchard Lane, Schuylkill Avenue, Whitehall Road, and Forrest Avenue/West Airy Street will be upgraded. The ADA and pedestrian facilities along the corridor will be evaluated and updated as necessary to meet current ADA standards. Signal and temporary easements will be required.

Lead Agency:	PennDOT
Project Type:	Intersection/Interchange Improvements
County:	Montgomery
Town:	West Norriton Township
Tip Status:	-
Air Quality Code:	R1
MRP ID:	-
CMP:	Minor SOV Capacity
Total Cost:	$4,876,129



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ROW	sHSIP	$0	$68,198	$0	$0	$0	$0	$68,198
Total ROW		$0	$68,198	$0	$0	$0	$0	$68,198
UTL	sHSIP	$0	$34,099	$0	$0	$0	$0	$34,099
Total UTL		$0	$34,099	$0	$0	$0	$0	$34,099
CON	sHSIP	$0	$0	$2,600,000	$2,173,832	$0	$0	$4,773,832
Total CON		$0	$0	$2,600,000	$2,173,832	$0	$0	$4,773,832
-	TOLL	$0	$0	$0	$0	$0	$0	$0
Total Programmed		$0	$102,297	$2,600,000	$2,173,832	$0	$0	$4,876,129

81226 - Montgomery County 3R Betterments Line Item

Reserve Line Item for improvements to County owned roads.

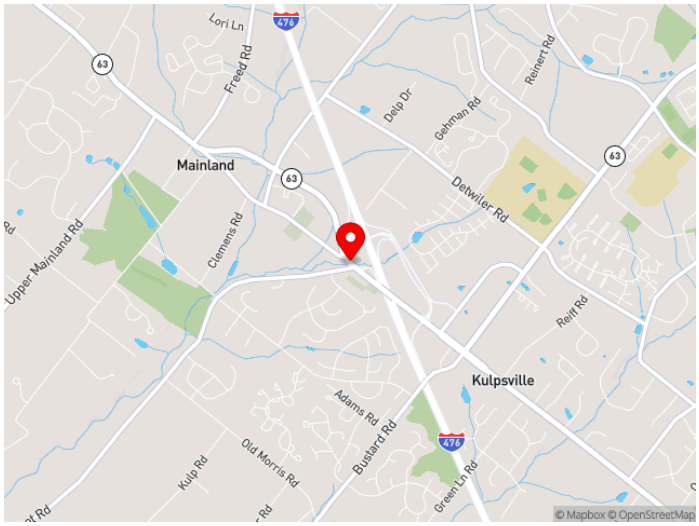
Lead Agency:	PennDOT
Project Type:	Other
County:	Montgomery
Town:	-
Tip Status:	-
Air Quality Code:	S10
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$1,000,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	STU	$0	$0	$0	$0	$1,000,000	$0	$1,000,000
Total CON		$0	$0	$0	$0	$1,000,000	$0	$1,000,000
Total Programmed		$0	$0	$0	$0	$1,000,000	$0	$1,000,000

118033 - PA 309 Connector HT4

This project is proposed to make improvements along PA State Route 63 (Sumneytown Pike) near Mainland Road and Old Forty Foot Road in Towamencin Township to improve traffic flow through the eastern edge of the previously completed PA 309 Connector Section HAT project (MPMS #16438). The scope includes reconfiguring access from Mainland Road onto PA Route 63, and increasing left turn lane capacity along PA Route 63 onto the Pennsylvania Turnpike Northeast Extension (I-476) southbound slip ramp at the Forty Foot Road intersection.

Lead Agency:	PennDOT
Project Type:	Intersection/Interchange Improvements
County:	Montgomery
Town:	Towamencin Township
Tip Status:	-
Air Quality Code:	R3
MRP ID:	-
CMP:	Minor SOV Capacity
Total Cost:	$8,618,000

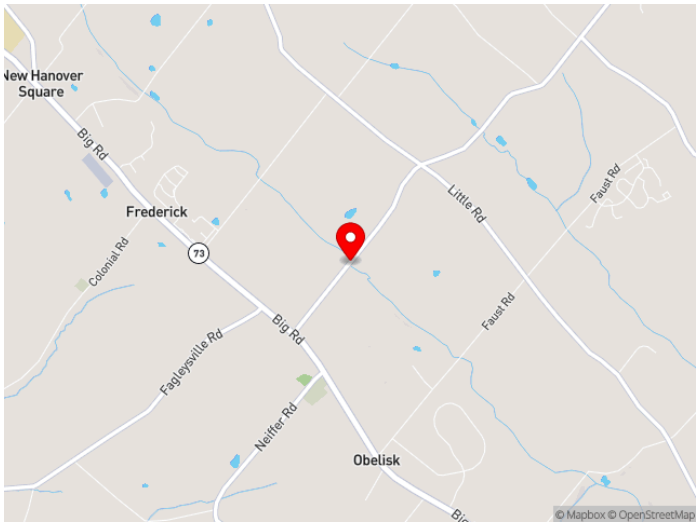


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
PE	581	$0	$0	$66,000	$0	$0	$0	$66,000
PE	STP	$0	$0	$262,000	$0	$0	$0	$262,000
Total PE		$0	$0	$328,000	$0	$0	$0	$328,000
FD	581	$0	$0	$0	$233,000	$0	$0	$233,000
FD	STP	$0	$0	$0	$934,000	$0	$0	$934,000
Total FD		$0	$0	$0	$1,167,000	$0	$0	$1,167,000
ROW	581	$0	$0	$0	$0	$27,000	$0	$27,000
ROW	STP	$0	$0	$0	$0	$108,000	$0	$108,000
Total ROW		$0	$0	$0	$0	$135,000	$0	$135,000
UTL	581	$0	$0	$0	$0	$0	$28,000	$28,000
UTL	STP	$0	$0	$0	$0	$0	$111,000	$111,000
Total UTL		$0	$0	$0	$0	$0	$139,000	$139,000
CON	581	$0	$0	$0	$0	$0	$1,370,000	$1,370,000
CON	STP	$0	$0	$0	$0	$0	$1,536,000	$1,536,000
CON	STU	$0	$0	$0	$0	$0	$3,943,000	$3,943,000
Total CON		$0	$0	$0	$0	$0	$6,849,000	$6,849,000
Total Future Costs		$0	$0	$0	$0	$0	$6,988,000	$6,988,000
Total Programmed		$0	$0	$328,000	$1,167,000	$135,000	$6,988,000	$8,618,000

110762 - Perkiomenville Road over Sciota Creek Bridge Replacement

This project involves the replacement of a state-owned bridge located on Perkiomenville Road over Scioto Creek in Upper Frederick Township, Montgomery County. The existing bridge, built in 1932, is a one-span concrete closed spandrel arch with a span length of 30 feet. The bridge is two lanes wide with no shoulders or sidewalk. The existing approach roadway is 21 feet wide with two lanes and no shoulders or sidewalk. The bridge is currently posted at 36 tons/40 tons for combination vehicles.

Lead Agency:	PennDOT
Project Type:	Bridge Repair/Replacement
County:	Montgomery
Town:	Upper Frederick Township
Tip Status:	-
Air Quality Code:	S19
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$2,546,000

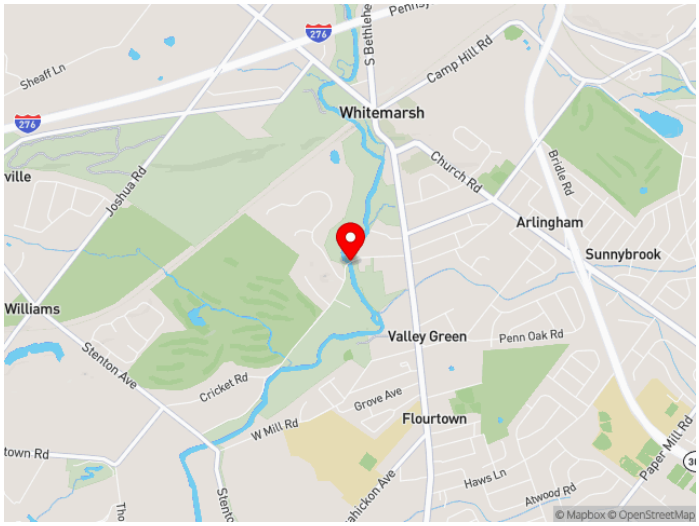


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	185	$0	$509,000	$0	$0	$0	$0	$509,000
CON	STU	$0	$2,037,000	$0	$0	$0	$0	$2,037,000
Total CON		$0	$2,546,000	$0	$0	$0	$0	$2,546,000
Total Programmed		$0	$2,546,000	$0	$0	$0	$0	$2,546,000

72355 - Valley Green Road Bridge Over Wissahickon Creek

This project involves the replacement of the existing West Valley Green Road bridge over Wissahickon Creek. Constructed in 1884, it is a 174' long, three-span, wrought iron, pin-connected Pratt pony truss. The bridge carries two lanes of traffic on a narrow 18'-8" curb-to-curb width. The bridge was determined eligible for the National Register of Historic Places for its technological significance. A final alternative for bridge rehabilitation or replacement will be determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance..

Lead Agency:	PennDOT
Project Type:	Bridge Repair/Replacement
County:	Montgomery
Town:	Whitemarsh Township
Tip Status:	-
Air Quality Code:	S19
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$4,789,000

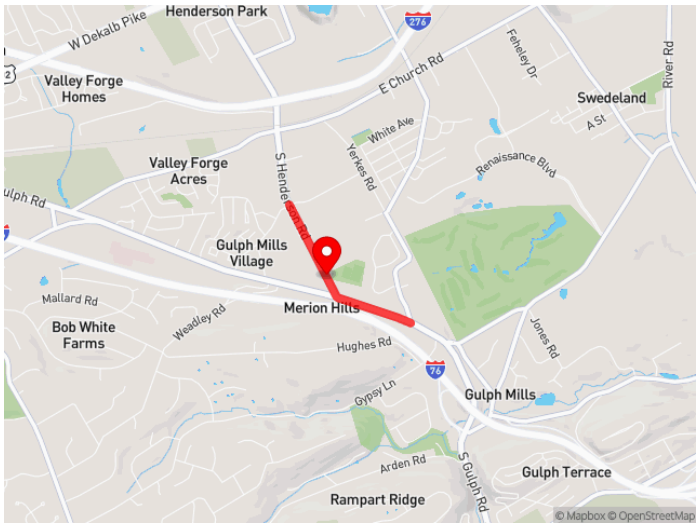


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
FD	183	$0	$107,000	$0	$0	$0	$0	$107,000
FD	LOC	$0	$36,000	$0	$0	$0	$0	$36,000
FD	STU	$0	$571,000	$0	$0	$0	$0	$571,000
Total FD		$0	$714,000	$0	$0	$0	$0	$714,000
ROW	183	$0	$0	$24,000	$0	$0	$0	$24,000
ROW	LOC	$0	$0	$8,000	$0	$0	$0	$8,000
ROW	STU	$0	$0	$126,000	$0	$0	$0	$126,000
Total ROW		$0	$0	$158,000	$0	$0	$0	$158,000
CON	183	$0	$0	$0	$588,000	$0	$0	$588,000
CON	LOC	$0	$0	$0	$196,000	$0	$0	$196,000
CON	STP	$0	$0	$0	$3,133,000	$0	$0	$3,133,000
Total CON		$0	$0	$0	$3,917,000	$0	$0	$3,917,000
Total Programmed		$0	$714,000	$158,000	$3,917,000	$0	$0	$4,789,000

48187 - Henderson/Gulph Road Widen near I-76 Ramps

This project includes construction for widening to four lanes along South Henderson Road from South Gulph Road to Queens Drive, as well as widening to four lanes along South Gulph Road from the approach of Crooked Lane to the eastbound I-76 ramp/PA Route 320 intersection in Upper Merion Township. This is Phase 2 of the project. See MPMS #68064 for Phase 1. CMP (Congestion Management Process) project commitments include ITS treatments, new and expanded park-and-ride facilities, and improvements for bicyclists, pedestrians, and transit users. See DVRPC's 2010 memorandum on supplemental strategies for details related to this project.

Lead Agency:	PennDOT
Project Type:	Roadway New Capacity
County:	Montgomery
Town:	Upper Merion Township
Tip Status:	-
Air Quality Code:	2040M
MRP ID:	PAR008
CMP:	Major SOV Capacity
Total Cost:	$27,752,000



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
PE	LOC	$0	$0	$701,000	$0	$0	$0	$701,000
Total PE		$0	$0	$701,000	$0	$0	$0	$701,000
FD	581	$0	$0	$0	$0	$58,000	$0	$58,000
FD	STP	$0	$0	$0	$0	$232,000	$0	$232,000
Total FD		$0	$0	$0	$0	$290,000	$0	$290,000
ROW	581	$0	$0	$0	$0	$0	$173,000	$173,000
ROW	STP	$0	$0	$0	$0	$0	$693,000	$693,000
Total ROW		$0	$0	$0	$0	$0	$866,000	$866,000
UTL	581	$0	$0	$0	$0	$0	$266,000	$266,000
UTL	STP	$0	$0	$0	$0	$0	$1,066,000	$1,066,000
Total UTL		$0	$0	$0	$0	$0	$1,332,000	$1,332,000
CON	581	$0	$0	$0	$0	$0	$4,913,000	$4,913,000
CON	NHPP	$0	$0	$0	$0	$0	$19,650,000	$19,650,000
Total CON		$0	$0	$0	$0	$0	$24,563,000	$24,563,000
Total Future Costs		$0	$0	$0	$0	$0	$26,761,000	$26,761,000
Total Programmed		$0	$0	$701,000	$0	$290,000	$26,761,000	$27,752,000

63490 - US 202, Township Line Road to Morris Road (61N)

This project will widen and improve 2.8 miles of US Route 202 (DeKalb Pike) from Township Line Road to just south of Morris Road in Whitpain Township, as well as the widening and reconstruction of Route 73 from Whitney Drive to Center Square Fire Company. PennDOT is reconstructing and widening US Route 202 from two lanes to five lanes with a center turn lane, installing five-foot bicycle lanes in both directions along the entire project area, and building new sidewalks and ADA ramps at various locations along the corridor. The project will reconstruct five precast concrete box culverts, two retaining walls, one sound wall, install new traffic signals, traffic cameras, and dynamic message signs, as well as stormwater management and drainage improvements. The project also involves considerable aerial and underground utility relocations and installations on US Route 202 and PA Route 73. This section is designed under Section 610. MPMS #50364 (US 202 Section 610) contained the final design funding for this project. See additional MPMS #'s 63491, 63486, and 63490 for other construction sections of Section 600. In the DVRPC region, US 202 covers 61 miles, traversing 27 municipalities in Delaware, Chester, Montgomery, and Bucks counties. For planning purposes, US 202 has been divided into seven major sections (100 through 700), and some of those sections have been broken down further to simplify construction management. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 annual memoranda on supplemental strategies for details related to this project. TOLL CREDIT

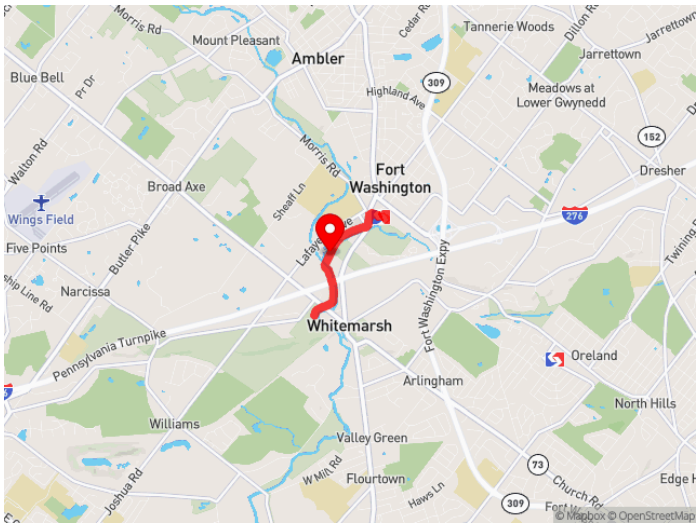
Lead Agency:	PennDOT
Project Type:	Roadway New Capacity
County:	Montgomery
Town:	Whitpain Township
Tip Status:	-
Air Quality Code:	2026M
MRP ID:	-
CMP:	Major SOV Capacity
Total Cost:	$1,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	NHPP*	$0	$1,000	$0	$0	$0	$0	$1,000
Total CON		$0	$1,000	$0	$0	$0	$0	$1,000
Total Programmed		$0	$1,000	$0	$0	$0	$0	$1,000

82083 - Cross County Trail: WissahickonTrail - SEPTA's Fort Washington Station

This project is proposed to develop a multi-use trail from the existing Wissahickon Trail in Fort Washington State Park to the existing Cross County Trail near SEPTA's Fort Washington Station in Whitemarsh Township. The Cross County Trail is part of the Circuit Trails network and this segment will serve as an important local and regional transportation resource. The Circuit is a planned 800-mile interconnected network of multi-use trails spanning Greater Philadelphia with Philadelphia and Camden as its hub, and is included in DVRPC's Long-Range Plan. Existing and future Circuit Trails are required to meet minimum design standards (10-feet wide, paved, and separated from traffic with limited exceptions) to reflect their intended use as the arteries of a dedicated, regional, non-motorized transportation system.

Lead Agency:	PennDOT
Project Type:	Bicycle/Pedestrian Improvement
County:	Montgomery
Town:	Whitemarsh Township
Tip Status:	-
Air Quality Code:	A2
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$10,112,000

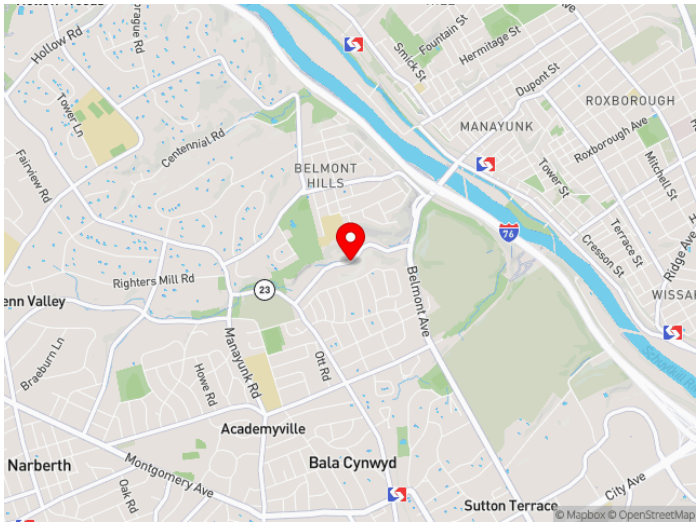


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
PE	LOC	$0	$588,000	$0	$0	$0	$0	$588,000
Total PE		$0	$588,000	$0	$0	$0	$0	$588,000
FD	LOC	$0	$882,000	$0	$0	$0	$0	$882,000
Total FD		$0	$882,000	$0	$0	$0	$0	$882,000
ROW	LOC	$0	$318,000	$0	$0	$0	$0	$318,000
Total ROW		$0	$318,000	$0	$0	$0	$0	$318,000
CON	CRPU	$0	$0	$6,162,000	$2,162,000	$0	$0	$8,324,000
Total CON		$0	$0	$6,162,000	$2,162,000	$0	$0	$8,324,000
Total Programmed		$0	$1,788,000	$6,162,000	$2,162,000	$0	$0	$10,112,000

64795 - Belmont Rd/Rock Hill Rd Widening: I-76 Ramps to Rock Hill Road

This project proposes to widen Belmont Avenue from two to four lanes along with intersection improvements and streetscape improvements between Jefferson Street and Rock Hill Road. This project will also include improvements at the nearby intersection of Conshohocken State Road and Rock Hill Road. CMP (Congestion Management Process) project commitments include signal upgrades, safety treatments, improvements for bicyclists and pedestrians, and turning movement enhancements. See DVRPC's 2009 memorandum on supplemental strategies for details related to this project. $21.214M out of an estimated $69M (2023 CON estimate of $46.739M) is programmed for construction in FY36. The construction balance that is not shown in FY36 is in the Long-Range Plan. There is a breakout for the separate replacement of the Norfolk Southern railroad bridge over Belmont Avenue in MPMS #82074.

Lead Agency:	PennDOT
Project Type:	Roadway New Capacity
County:	Montgomery
Town:	Lower Merion Township
Tip Status:	-
Air Quality Code:	2050M
MRP ID:	PAR020
CMP:	Major SOV Capacity
Total Cost:	$19,134,000

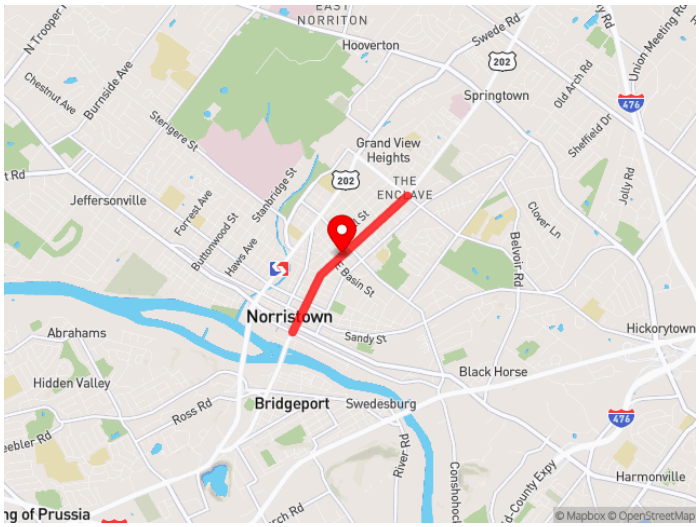


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	581	$0	$0	$0	$2,702,000	$500,000	$625,000	$3,827,000
CON	NHPP	$0	$0	$0	$10,808,000	$0	$0	$10,808,000
CON	STU	$0	$0	$0	$0	$1,999,000	$2,500,000	$4,499,000
Total CON		$0	$0	$0	$13,510,000	$2,499,000	$3,125,000	$19,134,000
Total Future Costs		$0	$0	$0	$0	$0	$3,125,000	$3,125,000
Total Programmed		$0	$0	$0	$13,510,000	$2,499,000	$3,125,000	$19,134,000

118032 - Dekalb Street Two-Way Reconstruction

The project will fund full-depth reconstruction of the final remaining segment of US 202 in Montgomery County, along with restriping and traffic signal installation to permit two-way traffic along DeKalb Street from Lafayette Street to Johnson Highway in the Municipality of Norristown.

Lead Agency:	PennDOT
Project Type:	Roadway Rehabilitation
County:	Montgomery
Town:	Norristown Borough
Tip Status:	-
Air Quality Code:	2040M
MRP ID:	-
CMP:	Minor SOV Capacity
Total Cost:	$10,173,000

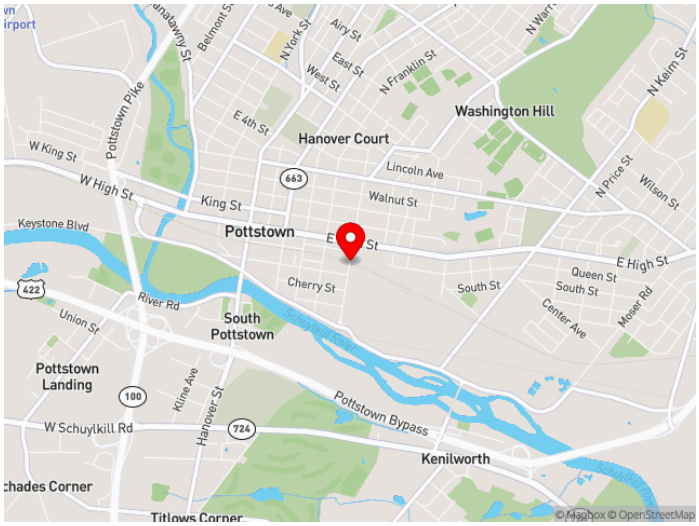


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
FD	581	$0	$338,000	$0	$0	$0	$0	$338,000
FD	STP	$0	$1,351,000	$0	$0	$0	$0	$1,351,000
Total FD		$0	$1,689,000	$0	$0	$0	$0	$1,689,000
ROW	581	$0	$0	$58,000	$0	$0	$0	$58,000
ROW	STP	$0	$0	$232,000	$0	$0	$0	$232,000
Total ROW		$0	$0	$290,000	$0	$0	$0	$290,000
UTL	581	$0	$0	$0	$119,000	$0	$0	$119,000
UTL	STU	$0	$0	$0	$478,000	$0	$0	$478,000
Total UTL		$0	$0	$0	$597,000	$0	$0	$597,000
CON	581	$0	$0	$0	$269,000	$500,000	$750,000	$1,519,000
CON	STU	$0	$0	$0	$1,078,000	$2,000,000	$3,000,000	$6,078,000
Total CON		$0	$0	$0	$1,347,000	$2,500,000	$3,750,000	$7,597,000
Total Future Costs		$0	$0	$0	$0	$0	$3,750,000	$3,750,000
Total Programmed		$0	$1,689,000	$290,000	$1,944,000	$2,500,000	$3,750,000	$10,173,000

16292 - Washington Street over Norfolk Southern Railroad

This project will replace in its entirety a poor condition bridge carrying Washington Street over Norfolk Southern railroad tracks, connecting downtown Pottstown to the South Pottstown neighborhood and Industrial Highway. A final alternative for bridge replacement will be determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

Lead Agency:	PennDOT
Project Type:	Bridge Repair/Replacement
County:	Montgomery
Town:	Pottstown Borough
Tip Status:	-
Air Quality Code:	S19
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$11,128,000

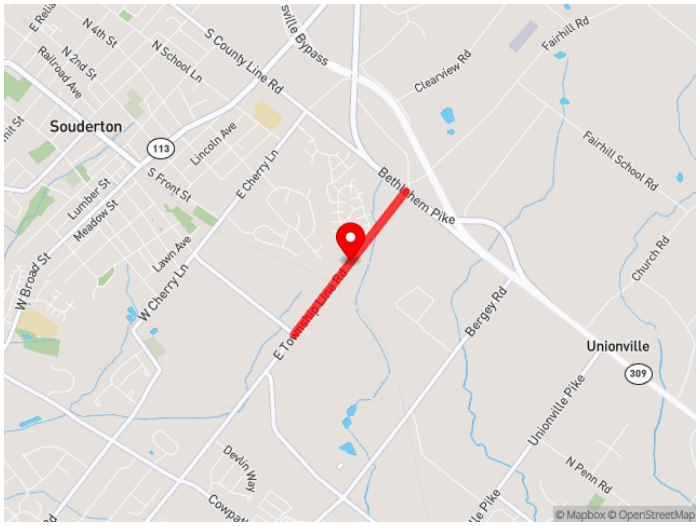


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
PE	BOF	$0	$371,000	$0	$0	$0	$0	$371,000
Total PE		$0	$371,000	$0	$0	$0	$0	$371,000
FD	BOF	$0	$0	$0	$563,000	$0	$0	$563,000
Total FD		$0	$0	$0	$563,000	$0	$0	$563,000
ROW	BOF	$0	$0	$0	$0	$290,000	$0	$290,000
Total ROW		$0	$0	$0	$0	$290,000	$0	$290,000
UTL	BOF	$0	$0	$0	$0	$232,000	$0	$232,000
Total UTL		$0	$0	$0	$0	$232,000	$0	$232,000
CON	BOF	$0	$0	$0	$0	$0	$9,672,000	$9,672,000
Total CON		$0	$0	$0	$0	$0	$9,672,000	$9,672,000
Total Future Costs		$0	$0	$0	$0	$0	$9,672,000	$9,672,000
Total Programmed		$0	$371,000	$0	$563,000	$522,000	$9,672,000	$11,128,000

105803 - PA 309 Connector: Souderton Pike to PA 309 (HT3)

The PA 309 Connector Project is intended to create an improved connection between PA Route 63 (near the Lansdale Pennsylvania Turnpike interchange of Interstate 476) and PA Route 309 (near the southern terminus of the Sellersville Bypass) in Bucks County. Phase 1, which created a bypass around Mainland village in Lower Salford and Towamencin Townships, and reconstructed and widened Wambold Road from PA Route 63 (Sumneytown Pike) to Allentown Road, was carried under MPMS #16438. Phase 2 is listed under MPMS #77211 and extended Wambold Road on a new alignment to Cowpath Road, along with upgrading a portion of Township Line Road. Phase 3 will reconstruct and widen Township Line Road between Hatfield-Souderton Pike and the Sellersville Bypass, along with creating a physical connection to PA Route 309. Township Line Road will be widened and the intersection of Bethlehem Pike and Township Line Road will be completely reconstructed to include additional turn lanes. The proposed connector will continue after the intersection of Bethlehem Pike into Bucks County to follow existing Fairhill Road, and the existing bridge over PA Route 309 will be reconstructed. The interchange will consist of two ramps; the existing Fairhill Road segment will become a cul-de-sac and will not connect to the new connector road. Along Bethlehem Pike, improvements will be made to the Bergey Road, Church Road and Unionville Road intersections to the south and Spur Road and County Line Road intersections to the north. The northern intersection of Bethlehem Pike and County Line Road will be the location of a proposed roundabout to improve safety and traffic flow.

Lead Agency:	PennDOT
Project Type:	Roadway New Capacity
County:	Montgomery
Town:	Franconia Township, Hatfield Township
Tip Status:	-
Air Quality Code:	2050M
MRP ID:	PAR009
CMP:	Major SOV Capacity
Total Cost:	$61,632,000

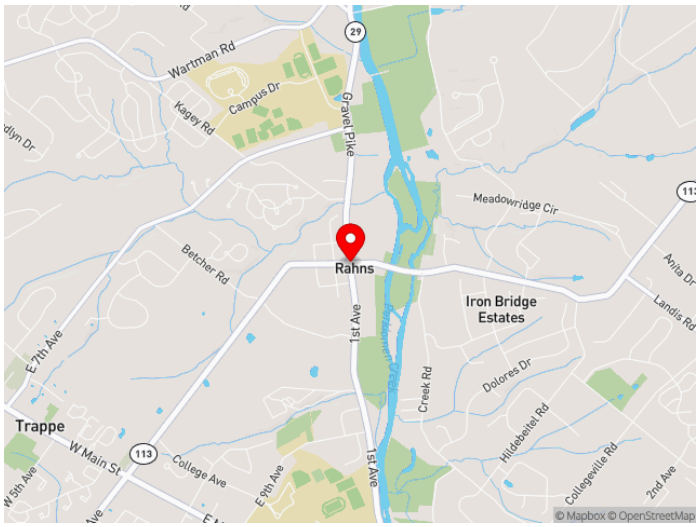


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ROW	STU*	$0	$1,500,000	$0	$0	$0	$0	$1,500,000
Total ROW		$0	$1,500,000	$0	$0	$0	$0	$1,500,000
CON	581	$0	$500,000	$502,000	$502,000	$1,002,000	$9,518,000	$12,024,000
CON	STP	$0	$0	$0	$0	$0	$6,018,000	$6,018,000
CON	STU	$0	$2,000,000	$2,009,000	$2,009,000	$4,009,000	$32,063,000	$42,090,000
Total CON		$0	$2,500,000	$2,511,000	$2,511,000	$5,011,000	$47,599,000	$60,132,000
Total Future Costs		$0	$0	$0	$0	$0	$47,599,000	$47,599,000
Total Programmed		$0	$4,000,000	$2,511,000	$2,511,000	$5,011,000	$47,599,000	$61,632,000

118031 - PA 29 & PA 113

This project will improve the intersection of Gravel Pike (PA State Route 29) and Bridge Road (PA State Route 113) in Perkiomen Township by making turning improvements at all four approaches and upgrading signals and ADA ramps. Alternatives are currently being considered.

Lead Agency:	PennDOT
Project Type:	Intersection/Interchange Improvements
County:	Montgomery
Town:	Perkiomen Township
Tip Status:	-
Air Quality Code:	R1
MRP ID:	-
CMP:	Minor SOV Capacity
Total Cost:	$9,231,000

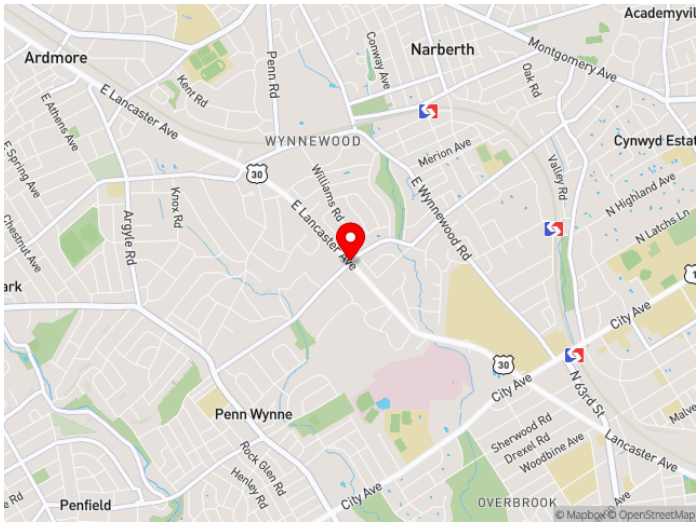


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
FD	581	$0	$203,000	$0	$0	$0	$0	$203,000
FD	STP	$0	$811,000	$0	$0	$0	$0	$811,000
Total FD		$0	$1,014,000	$0	$0	$0	$0	$1,014,000
ROW	581	$0	$0	$1,561,000	$1,717,000	$0	$0	$3,278,000
Total ROW		$0	$0	$1,561,000	$1,717,000	$0	$0	$3,278,000
UTL	581	$0	$0	$87,000	$0	$0	$0	$87,000
UTL	STP	$0	$0	$350,000	$0	$0	$0	$350,000
Total UTL		$0	$0	$437,000	$0	$0	$0	$437,000
CON	581	$0	$0	$0	$502,000	$2,000,000	$2,000,000	$4,502,000
Total CON		$0	$0	$0	$502,000	$2,000,000	$2,000,000	$4,502,000
Total Future Costs		$0	$0	$0	$0	$0	$2,000,000	$2,000,000
Total Programmed		$0	$1,014,000	$1,998,000	$2,219,000	$2,000,000	$2,000,000	$9,231,000

114948 - Lancaster Avenue and Remington Road Intersection Improvements

The scope of this project entails safety countermeasures which include: 1) Expanding from a four lane to five lane section along Lancaster Ave to add left turn lanes. 2) Install pedestrian countdown timers 3) Add signal (additional primary head) on the mast arms along Remington Road. 4) Provide ADA ramps 5) Upgrade existing mast arms

Lead Agency:	PennDOT
Project Type:	Intersection/Interchange Improvements
County:	Montgomery
Town:	Lower Merion Township
Tip Status:	-
Air Quality Code:	R1
MRP ID:	-
CMP:	Minor SOV Capacity
Total Cost:	$1,202,219

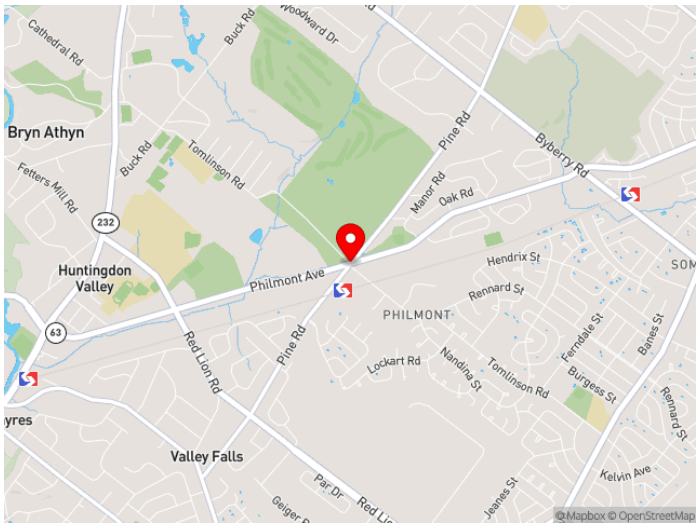


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	sHSIP	$0	$1,202,219	$0	$0	$0	$0	$1,202,219
Total CON		$0	$1,202,219	$0	$0	$0	$0	$1,202,219
Total Programmed		$0	$1,202,219	$0	$0	$0	$0	$1,202,219

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

This project proposes to operationally improve the six-legged intersection of Philmont/Tomlinson/Pine Roads in Lower Moreland Township by converting it into a 5-way approach, dual-lane roundabout. Construction will be completed in two stages by removing both northern and southern legs of Tomlinson Road, together with the northern Pine Road approach, from the intersection and relocating them. Additional shoulder and turning lane improvements along Philmont Avenue and Pine Road are also proposed. Modernization of the signal equipment intersection of Byberry Avenue/Philmont Avenue on the border of Philadelphia and Montgomery County, together with upgrades (dynamic envelope pavement markings and quad gate installation) to the SEPTA grade crossing on Tomlinson Road have been added to the existing scope of this project.

Lead Agency:	PennDOT
Project Type:	Intersection/Interchange Improvements
County:	Montgomery
Town:	Lower Moreland Township
Tip Status:	-
Air Quality Code:	2040M
MRP ID:	-
CMP:	Minor SOV Capacity
Total Cost:	$21,759,000

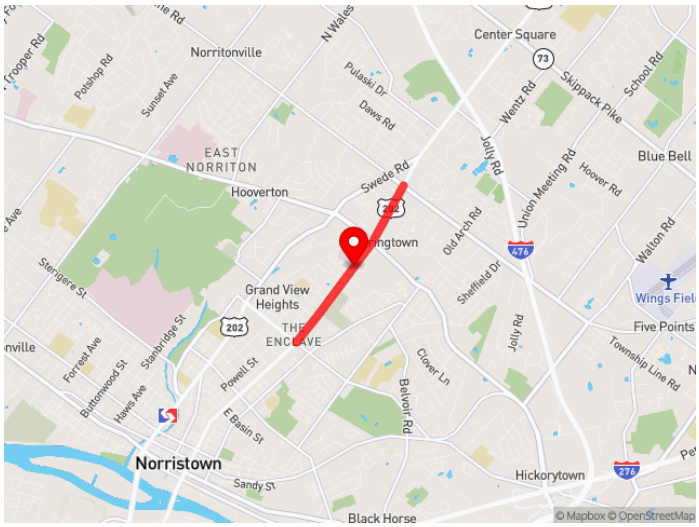


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ROW	581	$0	$1,000,000	$2,713,000	$0	$0	$0	$3,713,000
Total ROW		$0	$1,000,000	$2,713,000	$0	$0	$0	$3,713,000
UTL	STU	$0	$1,000,000	$0	$0	$0	$0	$1,000,000
Total UTL		$0	$1,000,000	$0	$0	$0	$0	$1,000,000
CON	STU	$0	$0	$841,000	$1,000,000	$2,841,000	$12,364,000	$17,046,000
Total CON		$0	$0	$841,000	$1,000,000	$2,841,000	$12,364,000	$17,046,000
Total Future Costs		$0	$0	$0	$0	$0	$12,364,000	$12,364,000
Total Programmed		$0	$2,000,000	$3,554,000	$1,000,000	$2,841,000	$12,364,000	$21,759,000

63486 - US 202, Johnson Highway to Township Line Road (61S)

This project provides for the reconstructing and widening of US Route 202 (DeKalb Pike) for approximately 1.8 miles from two lanes to a four-lane cross-section consisting of two travel lanes northbound, a center turn lane, and one travel lane southbound between Johnson Highway and Township Line Road in the Municipality of Norristown, East Norriton & Whitpain Townships. Five-foot bicycle lanes will be provided in both directions along the entire project area, along with new sidewalks and ADA ramps. The project will construct a new precast concrete box culvert, two new sound walls, and a new bridge, as well as install new traffic signals, traffic cameras, and a dynamic message sign. The project also involves major aerial and underground utility relocations and installations for PECO Electric, PECO Gas, Verizon, Comcast, Pennsylvania American Water, and AQUA Pennsylvania sanitary sewer, on Johnson Highway, Dekalb Pike, Germantown Pike, Dekalb Boulevard, and Township Line Road. This section is designed under Section 610. MPMS #50364 (US 202 Section 610) contained the final design funding for this project. See additional MPMS #'s 63491, 63486, and 63490 for other construction sections of Section 600. In the DVRPC region, US 202 covers 61 miles, traversing 27 municipalities in Delaware, Chester, Montgomery, and Bucks counties. For planning purposes, US 202 has been divided into seven major sections (100 through 700), and some of those sections have been broken down further to simplify construction management. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 annual memoranda on supplemental strategies for details related to this project.

Lead Agency:	PennDOT
Project Type:	Roadway New Capacity
County:	Montgomery
Town:	East Norriton Township, Norristown Borough, Whitpain Township
Tip Status:	-
Air Quality Code:	2030M
MRP ID:	-
CMP:	Major SOV Capacity
Total Cost:	$1,000

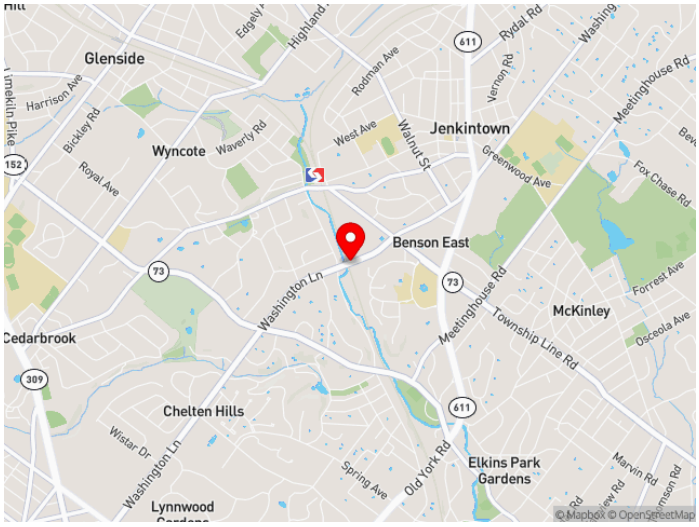


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	NHPP*	$0	$1,000	$0	$0	$0	$0	$1,000
Total CON		$0	$1,000	$0	$0	$0	$0	$1,000
Total Programmed		$0	$1,000	$0	$0	$0	$0	$1,000

16483 - Washington Lane Bridge

The project will rehabilitate the Washington Lane (PA State Route 73) Bridge over SEPTA railroad tracks in Cheltenham Township, which is currently in poor condition. The project will address Priority 0 deficiencies found during bridge inspections including: deteriorated deck joints, excessively corroded and over-extended bearing locations, corroded end diaphragms and stringer ends, and locations where the paint system has failed.

Lead Agency:	PennDOT
Project Type:	Bridge Repair/Replacement
County:	Montgomery
Town:	Cheltenham Township
Tip Status:	-
Air Quality Code:	S19
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$12,363,000

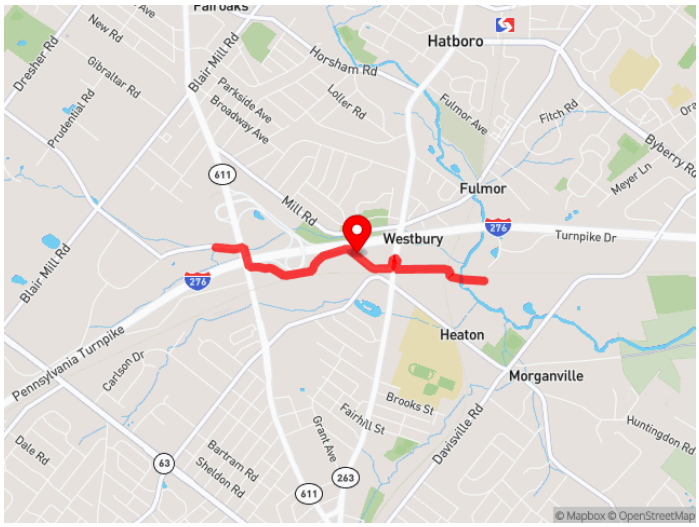


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
FD	185	$0	$849,000	$0	$0	$0	$0	$849,000
Total FD		$0	$849,000	$0	$0	$0	$0	$849,000
ROW	185	$0	$0	$55,000	$0	$0	$0	$55,000
Total ROW		$0	$0	$55,000	$0	$0	$0	$55,000
UTL	185	$0	$0	$0	$0	$116,000	$0	$116,000
Total UTL		$0	$0	$0	$0	$116,000	$0	$116,000
CON	185	$0	$0	$0	$0	$0	$11,343,000	$11,343,000
Total CON		$0	$0	$0	$0	$0	$11,343,000	$11,343,000
Total Future Costs		$0	$0	$0	$0	$0	$11,343,000	$11,343,000
Total Programmed		$0	$849,000	$55,000	$0	$116,000	$11,343,000	$12,363,000

82084 - Cross County Trail East - Section B

This project is proposed to develop a multi-use trail from near Maryland Road near Easton Road to the Willow Grove YMCA in Upper Moreland Township. The Cross County Trail is part of the Circuit Trails network and this segment will serve as an important local and regional transportation resource. The Circuit is a planned 800-mile interconnected network of multi-use trails spanning Greater Philadelphia with Philadelphia and Camden as its hub, and is included in DVRPC's Long-Range Plan. Existing and future Circuit Trails are required to meet minimum design standards (10-feet wide, paved, and separated from traffic with limited exceptions) to reflect their intended use as the arteries of a dedicated, regional, non-motorized transportation system.

Lead Agency:	PennDOT
Project Type:	Bicycle/Pedestrian Improvement
County:	Montgomery
Town:	Upper Moreland Township
Tip Status:	-
Air Quality Code:	A2
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$8,272,000

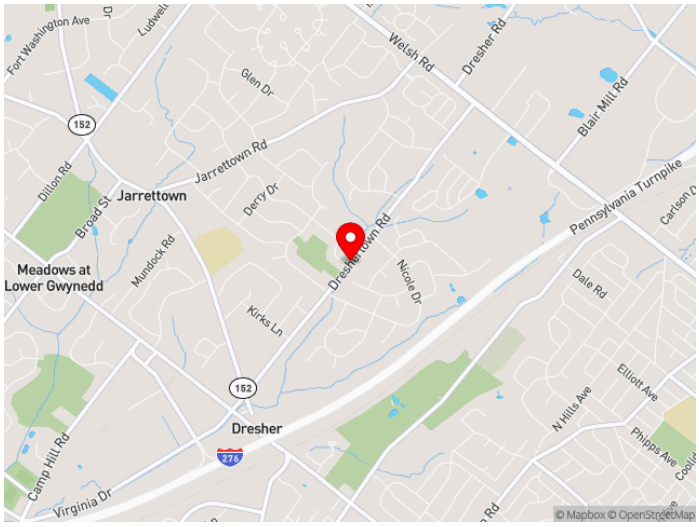


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
PE	CRP	$0	$356,000	$0	$0	$0	$0	$356,000
PE	LOC	$0	$89,000	$0	$0	$0	$0	$89,000
Total PE		$0	$445,000	$0	$0	$0	$0	$445,000
FD	CRPU	$0	$535,000	$0	$0	$0	$0	$535,000
FD	LOC	$0	$134,000	$0	$0	$0	$0	$134,000
Total FD		$0	$669,000	$0	$0	$0	$0	$669,000
ROW	CRPU	$0	$0	$525,000	$0	$0	$0	$525,000
ROW	LOC	$0	$0	$131,000	$0	$0	$0	$131,000
Total ROW		$0	$0	$656,000	$0	$0	$0	$656,000
CON	CRPU	$0	$0	$0	$2,601,000	$2,601,000	$0	$5,202,000
CON	LOC	$0	$0	$0	$650,000	$650,000	$0	$1,300,000
Total CON		$0	$0	$0	$3,251,000	$3,251,000	$0	$6,502,000
Total Programmed		$0	$1,114,000	$656,000	$3,251,000	$3,251,000	$0	$8,272,000

120911 - Dreshertown Road over Br. Sandy Run

This project involves rehabilitating or replacing the bridge at Dreshertown Road over a branch of Sandy Run in Upper Dublin Township. A final alternative for bridge rehabilitation or replacement will be determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

Lead Agency:	PennDOT
Project Type:	Bridge Repair/Replacement
County:	Montgomery
Town:	Upper Dublin Township
Tip Status:	-
Air Quality Code:	S19
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$2,800,000



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
PE	185	$0	$506,000	$0	$0	$0	$0	$506,000
Total PE		$0	$506,000	$0	$0	$0	$0	$506,000
FD	185	$0	$0	$0	$478,000	$0	$0	$478,000
Total FD		$0	$0	$0	$478,000	$0	$0	$478,000
ROW	185	$0	$0	$0	$0	$123,000	$0	$123,000
Total ROW		$0	$0	$0	$0	$123,000	$0	$123,000
UTL	185	$0	$0	$0	$0	$0	$127,000	$127,000
Total UTL		$0	$0	$0	$0	$0	$127,000	$127,000
CON	BRIP	$0	$0	$0	$0	$0	$1,566,000	$1,566,000
Total CON		$0	$0	$0	$0	$0	$1,566,000	$1,566,000
Total Future Costs		$0	$0	$0	$0	$0	$1,693,000	$1,693,000
Total Programmed		$0	$506,000	$0	$478,000	$123,000	$1,693,000	$2,800,000

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

This intersection realignment project in Lower Providence Township will replace the intersection of Germantown Pike, Ridge Pike, and River Road, which currently sits near the Ridge Pike Bridge over Perkiomen Creek, with two separate intersections to the east in order to reduce congestion and improve traffic flow through this corridor. The first replaced intersection will relocate River Road leading into Germantown Pike, utilizing a roundabout configuration. The second intersection will be signalized and will connect Ridge Pike with a re-aligned Germantown Pike south of the new roundabout. Reconfiguring these intersections will improve safety and mobility in the project area by increasing the spacing between the existing bridge and the new Ridge Pike and Germantown Pike intersection. The roundabout will direct traffic more efficiently to the new signal controlled intersection on Ridge Pike. In addition, a short new connector road will be built between Ridge Pike and Pechins Mill Road to provide access to residents along Pechins Mill Road, which is also being realigned to improve traffic flow. These advance operational improvements are considered Phase 1 of a future improved crossing of the Perkiomen Creek being proposed due to congestion and safety issues where Germantown Pike, Ridge Pike, Main Street, and PA State Route 29 converge on both sides of the creek. The Ridge Pike Bridge over Perkiomen Creek was constructed in 1791 and is the second oldest stone arch structure in Pennsylvania. Additional improvements in Collegeville are currently being advanced as part of an HOP to realign First and Second Avenue and eliminate offset intersections. A future Phase 2 Second Collegeville/Perkiomen Crossing south of the existing stone arch bridge is planned, but due to impacts to wetlands, floodplains, parks, threatened and endangered species, and archaeology, Phase 1 operational improvements will be constructed in advance of a new crossing and will be evaluated for traffic impacts. The Phase 1 improvements are required before a second bridge can be constructed as they will provide connectivity for the second bridge with the existing roadway network.

Lead Agency:	PennDOT
Project Type:	Roadway New Capacity
County:	Montgomery
Town:	Collegeville Borough, Lower Providence Township
Tip Status:	-
Air Quality Code:	2030M
MRP ID:	PAR030
CMP:	Minor SOV Capacity
Total Cost:	$100,000

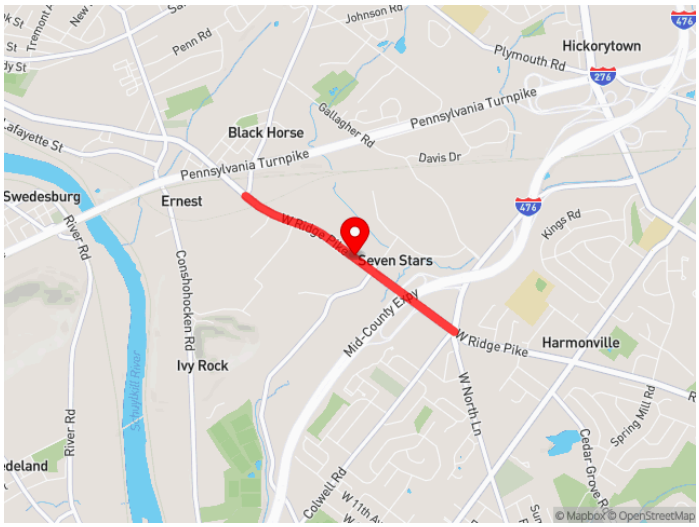


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	CAQ*	$0	$100,000	$0	$0	$0	$0	$100,000
Total CON		$0	$100,000	$0	$0	$0	$0	$100,000
Total Programmed		$0	$100,000	$0	$0	$0	$0	$100,000

48175 - Ridge Pike: Belvoir Road to Chemical Road

Ridge Pike is a Montgomery County-owned principal arterial on the National Highway System. This project, known as Section B of the County's Ridge Pike Improvement Project program, is currently in construction, and will provide a center left turn lane to the existing four lane cross-section. Associated construction work includes full-depth pavement reconstruction and drainage replacement; replacement of the existing bridge over Norfolk Southern Railroad (handled with project MPMS #92839); rehabilitation of the bridges over Plymouth Creek and Interstate 476 (Blue Route); upgrading and adding new traffic signals; fiber optic traffic signal interconnections; new sidewalks; and improved transit stops. The overall project extent for Section B is from Belvoir Road to Chemical Road.

Lead Agency:	PennDOT
Project Type:	Roadway New Capacity
County:	Montgomery
Town:	Plymouth Township
Tip Status:	-
Air Quality Code:	2040M
MRP ID:	PAR010
CMP:	Minor SOV Capacity
Total Cost:	$1,000,000

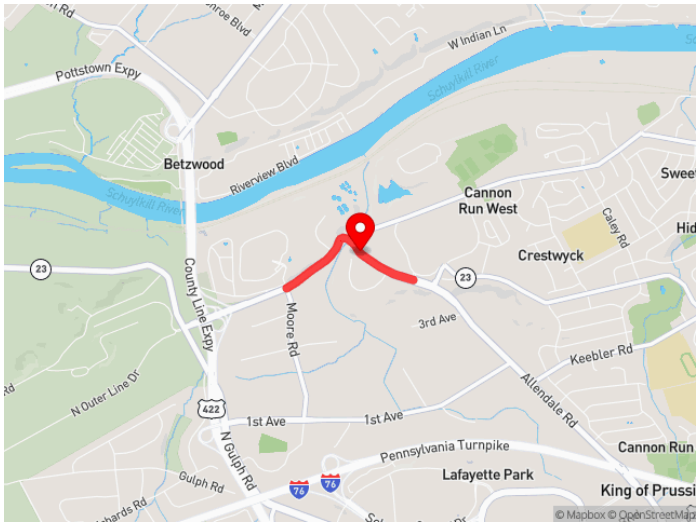


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	STU*	$0	$1,000,000	$0	$0	$0	$0	$1,000,000
Total CON		$0	$1,000,000	$0	$0	$0	$0	$1,000,000
Total Programmed		$0	$1,000,000	$0	$0	$0	$0	$1,000,000

48172 - PA 23 Moore to Allendale and Trout Crk Rd Bridge

This project will replace a poor condition, functionally obsolete, weight restricted (15 tons) bridge of Valley Forge Road (PA State Route 23) over Trout Creek in Upper Merion Township. The bridge will be located on a new alignment to eliminate a 90 degree turn on the western end of the bridge and the adjacent stop controlled intersection at Mancill Mill Road. The new bridge and roadway between Moore Road and Vandenberg Road will be two lanes westbound and one lane eastbound, along with new traffic signals at the Mancill Mill and Beidler Road intersections.

Lead Agency:	PennDOT
Project Type:	Intersection/Interchange Improvements
County:	Montgomery
Town:	Upper Merion Township
Tip Status:	-
Air Quality Code:	2040M
MRP ID:	PAR031
CMP:	Major SOV Capacity
Total Cost:	$29,675,000

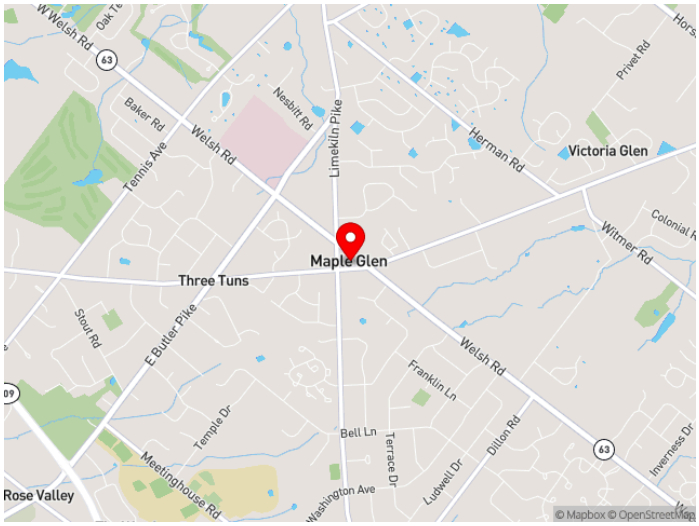


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ROW	185	$0	$255,000	$0	$0	$0	$0	$255,000
ROW	STP	$0	$764,000	$0	$0	$0	$0	$764,000
ROW	STU	$0	$255,000	$0	$0	$0	$0	$255,000
Total ROW		$0	$1,274,000	$0	$0	$0	$0	$1,274,000
UTL	185	$0	$0	$612,000	$0	$0	$0	$612,000
UTL	STP	$0	$0	$2,448,000	$0	$0	$0	$2,448,000
Total UTL		$0	$0	$3,060,000	$0	$0	$0	$3,060,000
CON	185	$0	$0	$0	$3,114,000	$1,750,000	$20,477,000	$25,341,000
Total CON		$0	$0	$0	$3,114,000	$1,750,000	$20,477,000	$25,341,000
Total Future Costs		$0	$0	$0	$0	$0	$20,477,000	$20,477,000
Total Programmed		$0	$1,274,000	$3,060,000	$3,114,000	$1,750,000	$20,477,000	$29,675,000

48174 - PA 63, PA 152, Norristown Road at Maple Glen Triangle

The Maple Glen Triangle (Triangle), formed by PA State Route 63 (Welsh Road), SR 2052 (Norristown Road), and PA State Route 152 (Limekiln Pike), is located in Upper Dublin and Horsham Townships in Montgomery County. The Triangle includes small to medium-sized businesses offering a variety of personal and convenience services. Outside of the Triangle, residential developments are present along the three roads. The signalized intersections at each corner of the Triangle do not provide adequate capacity to maintain proper traffic flow. On each leg of the Triangle, lack of controlled access prohibits proper circulation through the area and places an added strain on the already stressed intersections. The proposed project involves the following improvements to the Triangle: * New traffic signal equipment and timing/phasing modifications at the signalized intersections of Welsh Road/Norristown Road, Limekiln Pike/Norristown Road, and Welsh Road/Limekiln Pike * Roadway widening along Welsh Road to provide for a three-lane section and dedicated turning lanes where warranted * Roadway widening along Norristown Road to provide for dedicated turning lanes where warranted and enough width to allow for the potential installation of bike lanes as part of a future project * Reconstruction of Limekiln Pike to reconfigure lanes in coordination with Welsh Road and Norristown Road improvements * Elimination of continuous curb cuts and creation of centralized driveways * New sidewalk and ADA upgrades * Roadway drainage improvements To maintain traffic throughout construction, the project will be constructed in three stages. The first two stages will use traffic shifts to allow for one travel lane in each direction while half of the road is under construction. The third stage will use short-term traffic control measures to complete the construction. Construction is anticipated to begin in late 2027 (as of late 2025) and be substantially completed by 2030. The project limits are as follows: SR 63: 1200' south of Norristown Road intersection to 1200' north of Limekiln Pike intersection SR 2052: 800' west of Limekiln Pike intersection to 800' east of Welsh Road intersection SR 0152: 900' south of Norristown Road intersection to 900' north of Welsh Road intersection

Lead Agency:	PennDOT
Project Type:	Roadway New Capacity
County:	Montgomery
Town:	Horsham Township, Upper Dublin Township
Tip Status:	-
Air Quality Code:	R1
MRP ID:	-
CMP:	Minor SOV Capacity
Total Cost:	$20,420,000



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	581	$0	$1,021,000	$1,021,000	$1,021,000	$1,021,000	$0	$4,084,000
CON	STP	$0	$0	$4,084,000	$4,084,000	$3,084,000	$0	$11,252,000
CON	STU	$0	$4,084,000	$0	$0	$1,000,000	$0	$5,084,000
Total CON		$0	$5,105,000	$5,105,000	$5,105,000	$5,105,000	$0	$20,420,000
Total Programmed		$0	$5,105,000	$5,105,000	$5,105,000	$5,105,000	$0	$20,420,000

82082 - Montgomery County Bridge Preservation

Bridge repair and preservation activities.

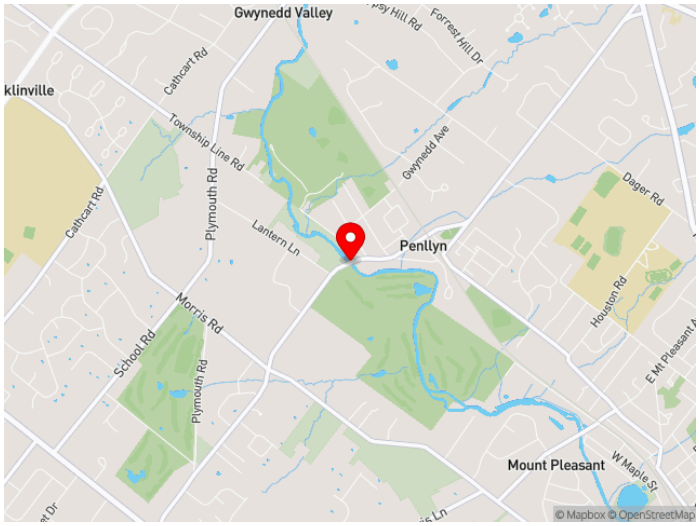
Lead Agency:	PennDOT
Project Type:	Bridge Repair/Replacement
County:	Montgomery
Town:	-
Tip Status:	-
Air Quality Code:	S10
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$5,850,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
PE	BRIP	$0	$750,000	$0	$0	$0	$0	$750,000
Total PE		$0	$750,000	$0	$0	$0	$0	$750,000
ROW	BRIP	$0	$50,000	$0	$0	$0	$0	$50,000
Total ROW		$0	$50,000	$0	$0	$0	$0	$50,000
UTL	BRIP	$0	$50,000	$0	$0	$0	$0	$50,000
Total UTL		$0	$50,000	$0	$0	$0	$0	$50,000
CON	BRIP	$0	$0	$2,500,000	$2,500,000	$0	$0	$5,000,000
Total CON		$0	$0	$2,500,000	$2,500,000	$0	$0	$5,000,000
Total Programmed		$0	$850,000	$2,500,000	$2,500,000	$0	$0	$5,850,000

103440 - Penllyn Pike Bridge Replacement (CB #289)

This project involves the replacement of the bridge that carries Penllyn Pike (also known as Penllyn-Blue Bell Pike) over Wissahickon Creek, in Whitpain Township. The bridge was constructed in 1964. It is anticipated that the proposed bridge will be replaced on the existing horizontal alignment with minimal approach work to tie back into existing conditions. A final alternative for the bridge replacement will be determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

Lead Agency:	PennDOT
Project Type:	Bridge Repair/Replacement
County:	Montgomery
Town:	Whitpain Township
Tip Status:	-
Air Quality Code:	S19
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$6,963,000

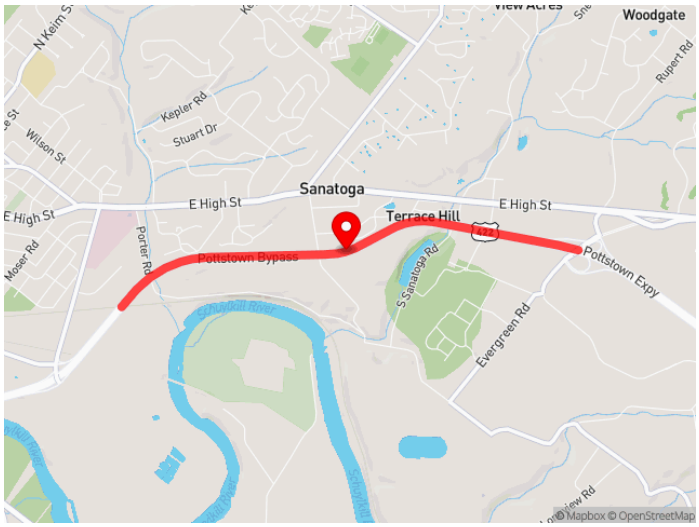


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
FD	183	$0	$348,000	$0	$0	$0	$0	$348,000
Total FD		$0	$348,000	$0	$0	$0	$0	$348,000
ROW	183	$0	$87,000	$0	$0	$0	$0	$87,000
Total ROW		$0	$87,000	$0	$0	$0	$0	$87,000
UTL	183	$0	$0	$67,000	$0	$0	$0	$67,000
Total UTL		$0	$0	$67,000	$0	$0	$0	$67,000
CON	183	$0	$0	$0	$0	$0	$6,461,000	$6,461,000
Total CON		$0	$0	$0	$0	$0	$6,461,000	$6,461,000
Total Future Costs		$0	$0	$0	$0	$0	$6,461,000	$6,461,000
Total Programmed		$0	$435,000	$67,000	$0	$0	$6,461,000	$6,963,000

16738 - US 422 Expressway Section M1B

This project will reconstruct approximately 1.7 miles of US Route 422 expressway from the Sanatoga interchange to the Norfolk Southern railroad tracks just west of Porter Road in Limerick and Lower Pottsgrove Townships. A culvert at Sprogels Run, located just east of Porter Road, along with an existing single-span bridge carrying US Route 422 over Porter Road, will be removed and replaced with a new two-span bridge. The bridge carrying US Route 422 over Sanatoga Road and Sanatoga Creek will also be reconstructed and widened. The expressway will be reconstructed on both existing and revised alignments to improve horizontal radii, shoulder widths, and vertical clearance to enhance travel and safety. Additional improvements under this project include: reconstructing and lengthening the acceleration ramp from the Sanatoga Interchange (Township Line Road) to westbound US Route 422; installing Intelligent Transportation System (ITS) equipment and components along the US Route 422 corridor and on arterial roadways; constructing sound barriers along portions of westbound US Route 422; upgrading existing and installing new signing; replacing the closed system drainage system and cross culverts throughout the project limits; and improving stormwater management facilities, including two extended detention basins. For additional information on US Route 422 project in the Pottstown area, see MPMS #s 14698, 64220, 64222, 84308, and 66986.

Lead Agency:	PennDOT
Project Type:	Roadway Rehabilitation
County:	Montgomery
Town:	Lower Pottsgrove Township
Tip Status:	-
Air Quality Code:	S10
MRP ID:	PAR001
CMP:	Not SOV Capacity Adding
Total Cost:	$15,000,000

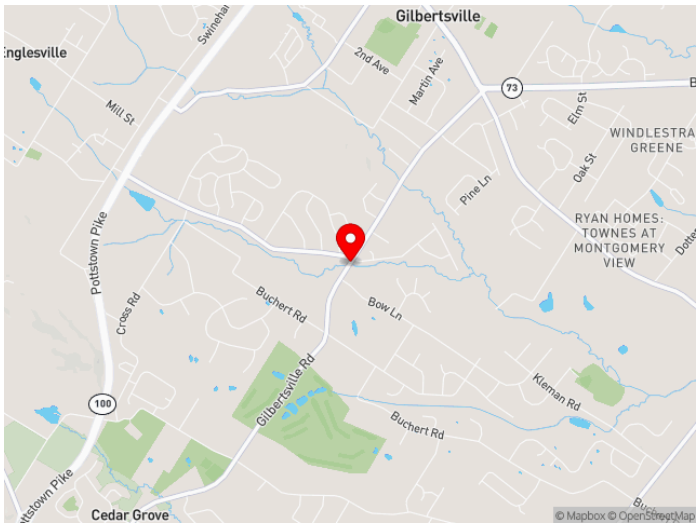


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	NHPP*	$0	$9,097,000	$5,903,000	$0	$0	$0	$15,000,000
Total CON		$0	$9,097,000	$5,903,000	$0	$0	$0	$15,000,000
Total Programmed		$0	$9,097,000	$5,903,000	$0	$0	$0	$15,000,000

110761 - Gilbertsville Rd over Ministers Creek

This project involves the replacement of the bridge carrying Gilbertsville Road over Ministers Creek in Douglass Township. The project is in the final design phase.

Lead Agency:	PennDOT
Project Type:	Bridge Repair/Replacement
County:	Montgomery
Town:	Douglass Township
Tip Status:	-
Air Quality Code:	S19
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$1,273,000



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	185	$0	$255,000	$0	$0	$0	$0	$255,000
CON	NHPP	$0	$1,018,000	$0	$0	$0	$0	$1,018,000
Total CON		$0	$1,273,000	$0	$0	$0	$0	$1,273,000
Total Programmed		$0	$1,273,000	$0	$0	$0	$0	$1,273,000

117341 - Penn's Landing Project Development - Local DEVELOPMENT - LOCAL

This project will involve the landscaping, building and amenities portion of the I-95 CAP project being paid for by local and private dollars. 12/3/2021--This project has been created for the items that are essential for functioning of the public spaces but not eligible for transportation funding. The funding for this portion of the work is City of Philadelphia bond and private. This second contract will be let under an open bid by the Delaware River Waterfront Corporation, a registered 501(c)3 nonprofit corporation that acts as the steward of the waterfront and funded in part by the City. The parameters for the ownership, responsibility, and maintenance of all the cap components listed above are identified in a license agreement with the City that is currently in the process of execution. The Department will only be responsible for the heavy infrastructure with all landscape, building and amenities being the responsibility of the City and DRWC. Agreement language has been developed by the Office of Chief Counsel, Counsel for Department of General Services, and the office of the City Solicitor.

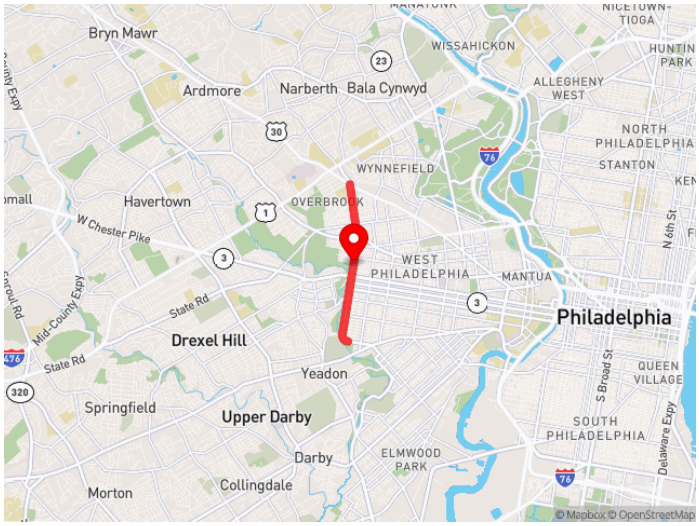
Lead Agency:	PennDOT
Project Type:	Other
County:	Philadelphia
Town:	Philadelphia City
Tip Status:	-
Air Quality Code:	X9
MRP ID:	PAR032
CMP:	Not SOV Capacity Adding
Total Cost:	$105,000,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	LOC	$0	$80,000,000	$0	$0	$0	$0	$80,000,000
CON	PRIV	$0	$25,000,000	$0	$0	$0	$0	$25,000,000
Total CON		$0	$105,000,000	$0	$0	$0	$0	$105,000,000
Total Programmed		$0	$105,000,000	$0	$0	$0	$0	$105,000,000

115435 - 63rd Street Corridor Safety Improvements

This is the Parent project that involves safety improvements along the entire 6.9 mile corridor of 63rd Street/Cobbs Creek (SR 3015) from City to Woodland Avenues. Individual projects will go to construction as funding becomes available. The proposed scope of this project includes, but is not limited to: * Traffic signal improvements (modernization of signal equipment which includes mast arms, upgrade 8 to 12 signal heads, second overhead signals where required, LPIs, countdown pedestrian signal heads, controllers, signal timing/phasing improvements updates, pavement marking and signing upgrades. * Road Diet, a reduction from 4 travel lanes to 2 travel lanes and a center two-way left turn lane. * Median & pedestrian crossing islands * Raised center medians * Improve pedestrian crossing facilities by providing raised crossing walks and rectangular rapid flashing beacons (RRFB) at identified locations * Guiderail and street lighting upgrades

Lead Agency:	PennDOT
Project Type:	Intersection/Interchange Improvements
County:	Philadelphia
Town:	Philadelphia City
Tip Status:	-
Air Quality Code:	S6
MRP ID:	-
CMP:	Minor SOV Capacity
Total Cost:	$1,592,000

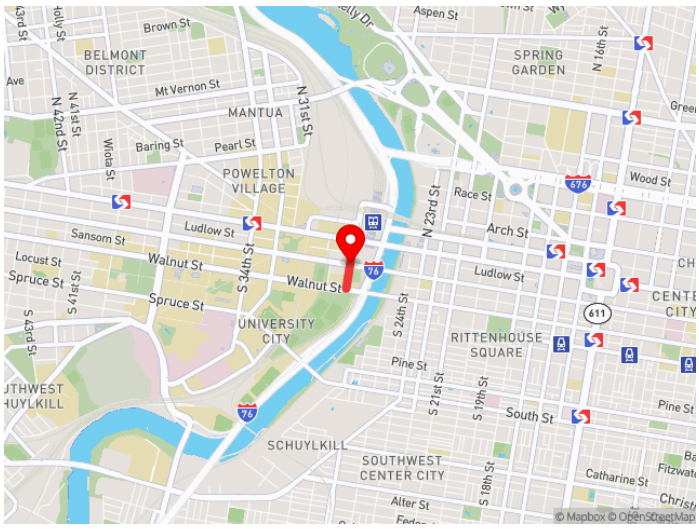


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
PE	581	$0	$796,000	$796,000	$0	$0	$0	$1,592,000
Total PE		$0	$796,000	$796,000	$0	$0	$0	$1,592,000
Total Programmed		$0	$796,000	$796,000	$0	$0	$0	$1,592,000

110314 - 30th Street Viaduct over 30th Street Lower (Bridge)

The purpose of the project is to rehabilitate the 30th Street Viaduct over 30th Street Lower between Market Street and Walnut Street to extend the useful life of the bridge. Work is planned to include deck replacement, superstructure and substructure cleaning & repair, and possible further rehabilitation. The underside of the bridge superstructure will be cleaned and repainted, with steel repairs as necessary. The bridge's drainage system will also be replaced and upgraded as needed. Recent bridge repairs have revealed accelerated deterioration of the structure, which will continue to worsen without rehabilitation, and could result in eventual weight restrictions or closure. Recent high-density development in the area has increased use of the viaduct, and pending future developments in the 30th Street Station area will further increase its importance, making future restrictions or closures highly disruptive.

Lead Agency:	PennDOT
Project Type:	Bridge Repair/Replacement
County:	Philadelphia
Town:	Philadelphia City
Tip Status:	-
Air Quality Code:	S19
MRP ID:	PAR087
CMP:	Not SOV Capacity Adding
Total Cost:	$49,518,000

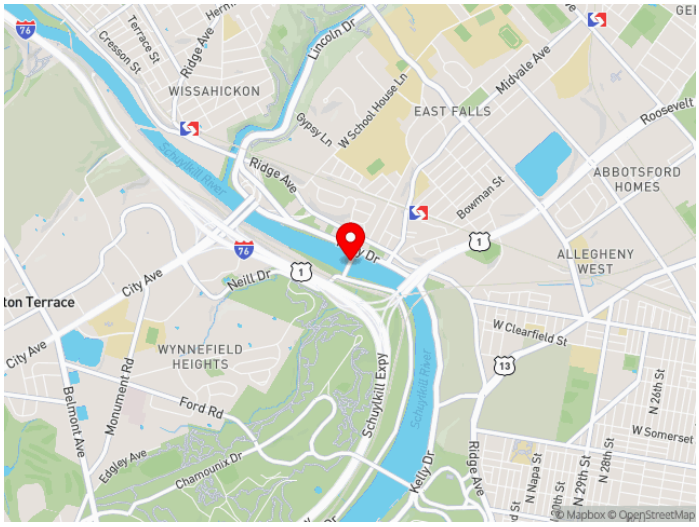


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
UTL	183	$0	$14,000	$0	$0	$0	$0	$14,000
UTL	BOF	$0	$72,000	$0	$0	$0	$0	$72,000
UTL	LOC	$0	$4,000	$0	$0	$0	$0	$4,000
Total UTL		$0	$90,000	$0	$0	$0	$0	$90,000
CON	183	$0	$430,000	$309,000	$309,000	$552,000	$5,809,000	$7,409,000
CON	BOF	$0	$2,296,000	$1,648,000	$1,648,000	$2,944,000	$31,010,000	$39,546,000
CON	LOC	$0	$143,000	$103,000	$103,000	$184,000	$1,940,000	$2,473,000
Total CON		$0	$2,869,000	$2,060,000	$2,060,000	$3,680,000	$38,759,000	$49,428,000
Total Future Costs		$0	$0	$0	$0	$0	$38,759,000	$38,759,000
Total Programmed		$0	$2,959,000	$2,060,000	$2,060,000	$3,680,000	$38,759,000	$49,518,000

108099 - Falls Road Bridge

This project is for improvements to the Falls Road Bridge in Philadelphia to extend its useful life. The bridge is currently considered in poor condition, with a five-ton posted weight limit and a sufficiency rating of 13, and will continue to deteriorate without rehabilitation. Anticipated work includes demolition and replacement of the existing deck and floorbeams, bearing replacement, repairs to existing stone abutments, repairs to select steel truss members and pins, repainting of existing superstructure steel, full depth roadway reconstruction & limited repaving, curb & sidewalk reconstruction (including ADA curb ramp construction), street lighting improvements, and other miscellaneous construction. The current cross-section will be maintained, as will the significant character-defining features of this National Register-eligible structure. This project is a component of the County Bridge Line Item (MPMS #95447).

Lead Agency:	PennDOT
Project Type:	Bridge Repair/Replacement
County:	Philadelphia
Town:	Philadelphia City
Tip Status:	-
Air Quality Code:	S19
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$35,567,000

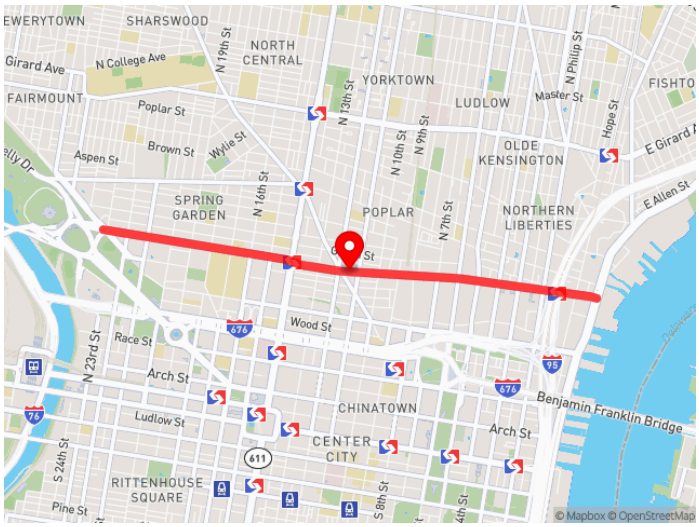


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
UTL	BRIP	$0	$89,000	$0	$0	$0	$0	$89,000
Total UTL		$0	$89,000	$0	$0	$0	$0	$89,000
CON	BRIP	$0	$1,210,000	$1,740,000	$1,817,000	$2,162,000	$28,549,000	$35,478,000
Total CON		$0	$1,210,000	$1,740,000	$1,817,000	$2,162,000	$28,549,000	$35,478,000
Total Future Costs		$0	$0	$0	$0	$0	$28,549,000	$28,549,000
Total Programmed		$0	$1,299,000	$1,740,000	$1,817,000	$2,162,000	$28,549,000	$35,567,000

118034 - Spring Garden Connector

To develop a complete street design for Spring Garden Street, in order to better and more safely accommodate all road users, contribute to the sense of place on the corridor, advance the city's green stormwater management and traffic safety goals, and complete the Center City section of the East Coast Greenway Spring Garden Street's current configuration and state of repair does not provide adequate access or safety, resulting in decreased levels of service as well as conflicts and unsafe conditions for all road users. Design is funded locally with $500,000 of Automated Speed Enforcement (ASE) funds, $1,000,000 City Capital, $1,000,000 PA DCNR Funds, and $2,000,000 of private funds.

Lead Agency:	PennDOT
Project Type:	Bicycle/Pedestrian Improvement
County:	Philadelphia
Town:	Philadelphia City
Tip Status:	-
Air Quality Code:	A2
MRP ID:	PAR070
CMP:	Not SOV Capacity Adding
Total Cost:	$58,583,000

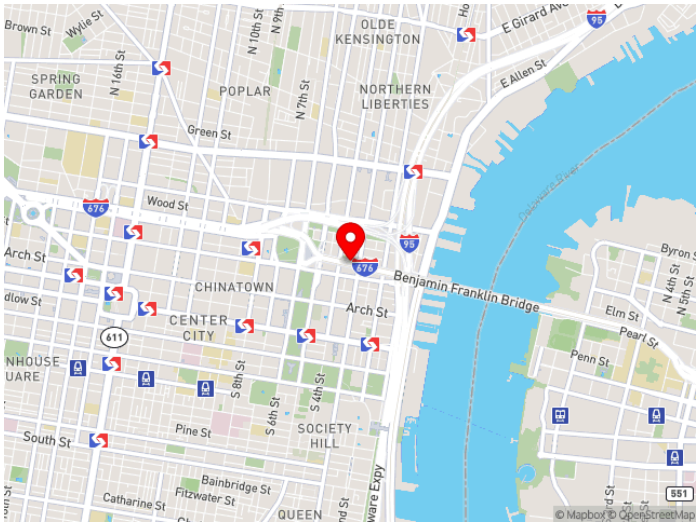


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	CRPU	$0	$0	$0	$4,318,000	$6,795,000	$22,604,000	$33,717,000
CON	STU	$0	$0	$0	$0	$0	$24,866,000	$24,866,000
Total CON		$0	$0	$0	$4,318,000	$6,795,000	$47,470,000	$58,583,000
Total Future Costs		$0	$0	$0	$0	$0	$47,470,000	$47,470,000
Total Programmed		$0	$0	$0	$4,318,000	$6,795,000	$47,470,000	$58,583,000

72597 - Benjamin Franklin Bridge Preservation

This project will replace the pavement on the Ben Franklin Bridge and approach roadways. The project will also reconstruct and rehabilitate the bridge expansion joints on the suspension spans and approach spans. The project will also replace existing overhead guide signs on the bridge for eastbound traffic, and repair deteriorated concrete on the ceiling and walls of the 5th Street Pedestrian Tunnel.

Lead Agency:	PennDOT
Project Type:	Bridge Repair/Replacement
County:	Philadelphia
Town:	Philadelphia City
Tip Status:	-
Air Quality Code:	S19
MRP ID:	NJR027
CMP:	Not SOV Capacity Adding
Total Cost:	$47,122,000



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	LOC	$0	$42,122,000	$0	$0	$0	$0	$42,122,000
CON	STP*	$0	$5,000,000	$0	$0	$0	$0	$5,000,000
Total CON		$0	$47,122,000	$0	$0	$0	$0	$47,122,000
Total Programmed		$0	$47,122,000	$0	$0	$0	$0	$47,122,000

82025 - 63rd / Cobbs Creek Phase 3

Safety improvements on 63rd Street/ Cobbs Creek Pkwy for the 3rd phase of the 6.9 mile corridor. Ongoing coordination with The City of Philadelphia and SEPTA, the project will be fine-tuned in the future. Currently, improvements are anticipated to include: - Install a modified road diet from Girard Ave to Market Street. - Install curb bump outs/extensions at select intersections from Lebanon Avenue to Race Street. - Install bus boarding islands from Jefferson Street to Race Street. - Full signal upgrades from Girard Ave to Race Street. - Partial signal upgrades from City Avenue to Haverford Avenue and Church Street to Woodland Avenue. Design activities will be completed under the parent project, 63rd Street Corridor Safety Improvements (MPMS #115435).

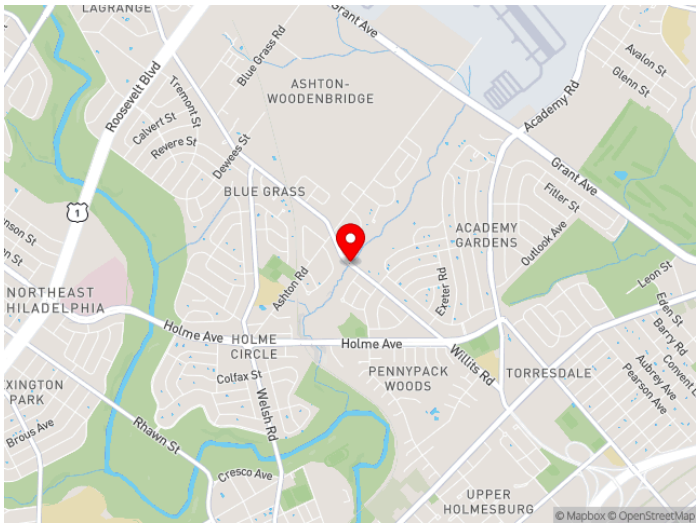
Lead Agency:	PennDOT
Project Type:	Streetscape
County:	Philadelphia
Town:	Philadelphia City
Tip Status:	-
Air Quality Code:	S6
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$12,422,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
FD	HSIP	$0	$2,122,000	$0	$0	$0	$0	$2,122,000
Total FD		$0	$2,122,000	$0	$0	$0	$0	$2,122,000
CON	HSIP	$0	$0	$593,000	$0	$0	$0	$593,000
CON	STU	$0	$0	$1,557,000	$2,000,000	$2,150,000	$4,000,000	$9,707,000
Total CON		$0	$0	$2,150,000	$2,000,000	$2,150,000	$4,000,000	$10,300,000
Total Future Costs		$0	$0	$0	$0	$0	$4,000,000	$4,000,000
Total Programmed		$0	$2,122,000	$2,150,000	$2,000,000	$2,150,000	$4,000,000	$12,422,000

69909 - Willits Road Bridge Over Wooden Bridge Run

This project involves rehabilitating or replacing the bridge carrying Willits Road (S.R. 1011) over Wooden Bridge Run in the City of Philadelphia. The purpose of the project is to extend the service life of the existing structure. The existing structure has severely rusted components, large open spalls exposing rusted reinforced steel, and cracks with efflorescence. Work will include replacing or rehabilitating the existing superstructure and reinforced concrete overlay. The project could also include upgrades to the guiderail approaches. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

Lead Agency:	PennDOT
Project Type:	Bridge Repair/Replacement
County:	Philadelphia
Town:	Philadelphia City
Tip Status:	-
Air Quality Code:	S19
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$10,839,000

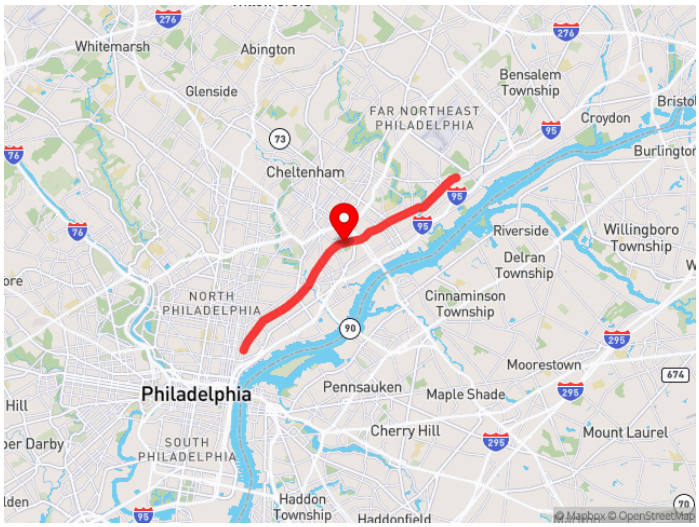


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ROW	185	$0	$424,000	$0	$0	$0	$0	$424,000
Total ROW		$0	$424,000	$0	$0	$0	$0	$424,000
UTL	185	$0	$690,000	$0	$0	$0	$0	$690,000
Total UTL		$0	$690,000	$0	$0	$0	$0	$690,000
CON	185	$0	$0	$2,706,000	$1,000,000	$4,980,000	$1,039,000	$9,725,000
Total CON		$0	$0	$2,706,000	$1,000,000	$4,980,000	$1,039,000	$9,725,000
Total Future Costs		$0	$0	$0	$0	$0	$1,039,000	$1,039,000
Total Programmed		$0	$1,114,000	$2,706,000	$1,000,000	$4,980,000	$1,039,000	$10,839,000

115434 - Frankford Avenue Corridor Safety Improvements

The project delivers corridor wide safety and operations upgrades on Frankford Avenue, including curb extensions, updated markings and signage, new and modernized traffic signals, improved pedestrian features, ADA ramps, drainage work, trackless trolley OCS modifications, communication/fiber installations, and revisions to Ryan Avenue geometry, traffic flow, parking, and bike lanes. 1. Frankford Avenue (SR 2007) and Oxford Street (new traffic signal) 2. Frankford Avenue (SR 2007) and Palmer Street 3. Frankford Avenue (SR 2007) and Berks Street 4. Frankford Avenue (SR 2007) and Norris Street 5. Frankford Avenue (SR 2007) and Susquehanna Avenue 6. Frankford Avenue (SR 2007) and Dauphin Street 7. Frankford Avenue (SR 2007) and Cumberland Street 8. Frankford Avenue (SR 2007) and Huntingdon Street 9. Frankford Avenue (SR 2007) and Westmoreland Street 10. Frankford Avenue (SR 2007) and Atlantic Street 11. Frankford Avenue (SR 2007) and Venango Street 12. Frankford Avenue (SR 2007) and Glenwood Avenue 13. Frankford Avenue (SR 2007) and Pike Street/Wheatsheaf Lane 14. Frankford Avenue (SR 0013) / Cottman Avenue (SR 0073) and Ryan Avenue 15. Cottman Avenue (SR 0073) and Leon Street 16. Leon Street and Ryan Avenue

Lead Agency:	PennDOT
Project Type:	Intersection/Interchange Improvements
County:	Philadelphia
Town:	Philadelphia City
Tip Status:	-
Air Quality Code:	2040M
MRP ID:	-
CMP:	Minor SOV Capacity
Total Cost:	$5,466,000

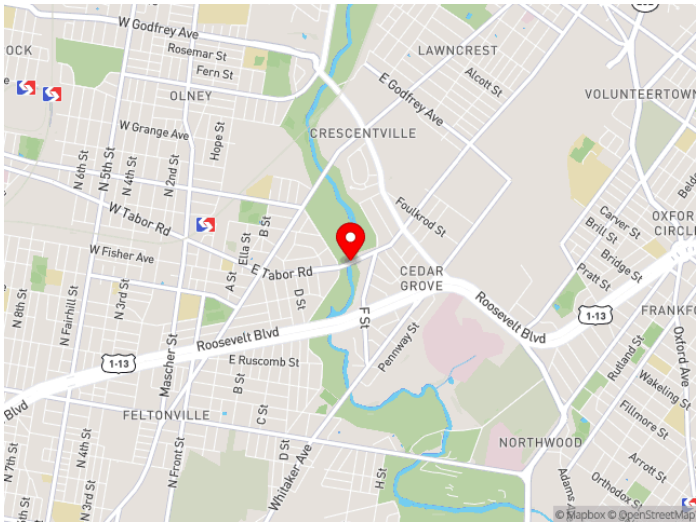


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
FD	HSIP	$0	$715,000	$0	$0	$0	$0	$715,000
Total FD		$0	$715,000	$0	$0	$0	$0	$715,000
CON	HSIP	$0	$2,376,000	$2,375,000	$0	$0	$0	$4,751,000
Total CON		$0	$2,376,000	$2,375,000	$0	$0	$0	$4,751,000
Total Programmed		$0	$3,091,000	$2,375,000	$0	$0	$0	$5,466,000

98230 - Tabor Road over Tacony Creek (Bridge)

Tabor Road bridge is located at the crossing of Tacony Creek in Philadelphia, Philadelphia County Pennsylvania. The structure is located 250 ft east of the intersection of Bingham Street and Tabor Road. The bridge carrying Tabor Road over Tacony Creek is a three span, non-composite, adjacent box beam bridge that was built in 1957. The existing structure is in overall poor condition. Soil slopes in front of the abutments are in poor condition, especially the eastern (far) abutment, exhibiting erosion. The proposed scope of work includes the following: demolition and removal of the existing superstructure, including the barriers, sidewalks, deck, and prestressed concrete adjacent box beams; construction of a proposed superstructure with vertical concrete barriers, sidewalks, and a reinforced concrete deck atop composite continuous steel beams; substructure rehabilitation; full depth roadway reconstruction plus limited areas of resurfacing; intersection reconstruction at Tabor Road and Olney Avenue/Bingham Street, including new curb bump-outs, new ADA ramps, pavement mill and overlay, and new traffic signals; upgrade stormwater infrastructure within project limits; relocate utilities (Electric, Gas, and Water) to facilitate construction and to minimize service outages. Due to the nature of proposed rehabilitation work, vehicular traffic will be detoured for the entirety of construction. Bicyclists and pedestrians will be detoured for 4 months. This project is a component of the County Bridge Line Item (MPMS #95447).

Lead Agency:	PennDOT
Project Type:	Bridge Repair/Replacement
County:	Philadelphia
Town:	Philadelphia City
Tip Status:	-
Air Quality Code:	S19
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$7,500,000



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	STP*	$0	$1,690,000	$0	$0	$0	$0	$1,690,000
CON	STU*	$0	$0	$5,810,000	$0	$0	$0	$5,810,000
Total CON		$0	$1,690,000	$5,810,000	$0	$0	$0	$7,500,000
Total Programmed		$0	$1,690,000	$5,810,000	$0	$0	$0	$7,500,000

116807 - Citywide ADA Ramps 4

This "Transition List" project will include the design and construction of ADA ramps that were originally included in the scope of other federal aid projects as well as various streetscape projects and ramps located on select Federal Aid routes that were repaved with local funding. These ramps typically would be included as design build items in the original project contracts, however, in some instances, the urban context of the ADA ramp locations warrants further coordination or study. To allow the original construction projects to proceed in a timely fashion, these ramps were pulled from the original construction contracts and will now be addressed as part of this transition list package. This will allow the City to design and construct the ramps to meet current ADA requirements while properly providing for stairs, cellar doors, unique paving materials, adjacent historic properties and other considerations as necessary.

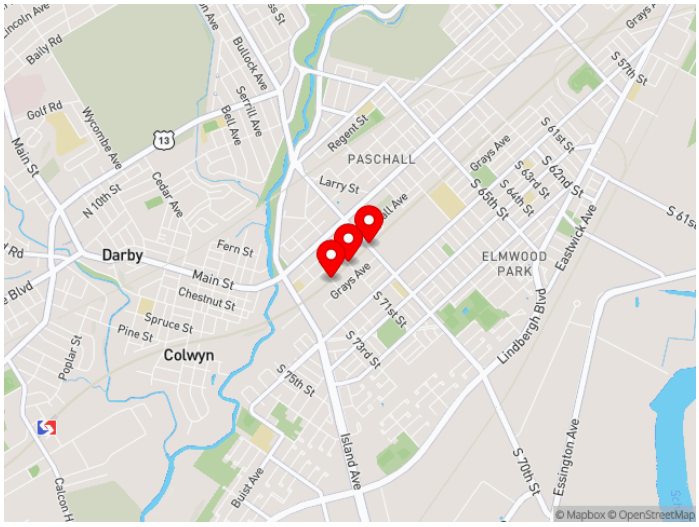
Lead Agency:	PennDOT
Project Type:	Roadway Rehabilitation
County:	Philadelphia
Town:	Philadelphia City
Tip Status:	-
Air Quality Code:	A2
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$14,830,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
FD	581	$0	$0	$197,000	$0	$0	$0	$197,000
FD	STP	$0	$0	$787,000	$0	$0	$0	$787,000
Total FD		$0	$0	$984,000	$0	$0	$0	$984,000
CON	581	$0	$0	$0	$0	$0	$2,770,000	$2,770,000
CON	STP	$0	$0	$0	$0	$0	$11,076,000	$11,076,000
Total CON		$0	$0	$0	$0	$0	$13,846,000	$13,846,000
Total Future Costs		$0	$0	$0	$0	$0	$13,846,000	$13,846,000
Total Programmed		$0	$0	$984,000	$0	$0	$13,846,000	$14,830,000

17215 - 70th, 71st, 72nd Streets over Amtrak

Rehabilitation of 70th, 71st and 72nd Street Bridges over rail facilities and upgrades of adjacent intersections. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance. The 71st and 72nd St. bridges were previously determined eligible for listing on the National Register of Historic Places.

Lead Agency:	PennDOT
Project Type:	Bridge Repair/Replacement
County:	Philadelphia
Town:	Philadelphia City
Tip Status:	-
Air Quality Code:	S19
MRP ID:	PAR073
CMP:	Not SOV Capacity Adding
Total Cost:	$72,713,000

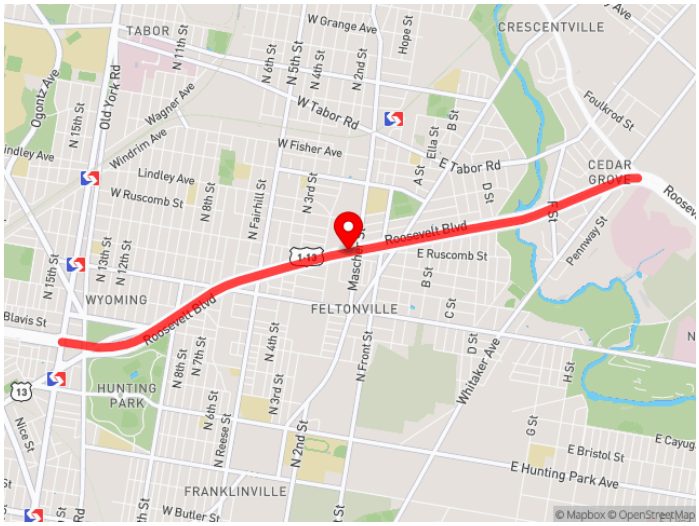


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
PE	183	$0	$6,290,000	$1,538,000	$0	$0	$0	$7,828,000
Total PE		$0	$6,290,000	$1,538,000	$0	$0	$0	$7,828,000
FD	183	$0	$0	$0	$2,000,000	$3,065,000	$0	$5,065,000
Total FD		$0	$0	$0	$2,000,000	$3,065,000	$0	$5,065,000
UTL	183	$0	$0	$0	$0	$0	$15,580,000	$15,580,000
Total UTL		$0	$0	$0	$0	$0	$15,580,000	$15,580,000
CON	BRIP	$0	$0	$0	$0	$0	$44,240,000	$44,240,000
Total CON		$0	$0	$0	$0	$0	$44,240,000	$44,240,000
Total Future Costs		$0	$0	$0	$0	$0	$59,820,000	$59,820,000
Total Programmed		$0	$6,290,000	$1,538,000	$2,000,000	$3,065,000	$59,820,000	$72,713,000

119822 - US 1: Broad Street - Adams Avenue

Intersection and roadway improvements along US 1 from Broad Street to Pratt Street in the City of Philadelphia. The design of the project will be funded by ASE funding and CON will be partially funded by the MEGA grant. Improvements include curb extensions to shorten crossing distances, realigned crosswalks, realigned lane configurations and turn lanes, upgrades to traffic signals and timing, changes to traffic movements, and new or upgraded transit shelters and stations.

Lead Agency:	PennDOT
Project Type:	Signal/ITS Improvements
County:	Philadelphia
Town:	Philadelphia City
Tip Status:	-
Air Quality Code:	2040M
MRP ID:	PAR075
CMP:	Minor SOV Capacity
Total Cost:	$74,561,000

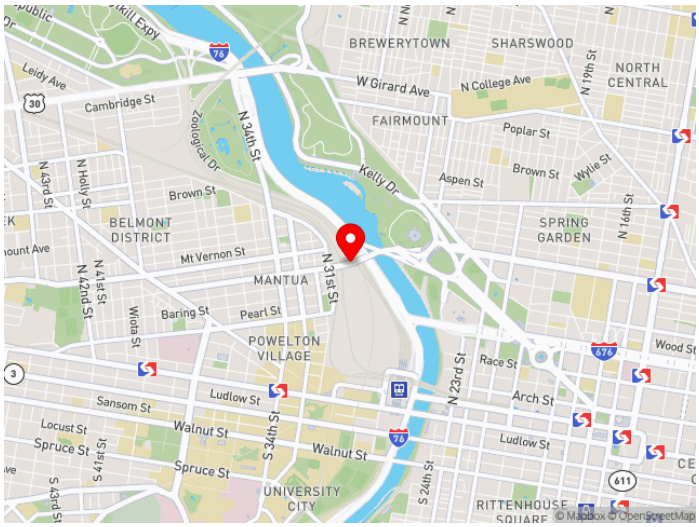


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
FD	244	$0	$10,000,000	$0	$0	$0	$0	$10,000,000
Total FD		$0	$10,000,000	$0	$0	$0	$0	$10,000,000
ROW	244	$0	$0	$3,000,000	$0	$0	$0	$3,000,000
Total ROW		$0	$0	$3,000,000	$0	$0	$0	$3,000,000
UTL	LOC	$0	$0	$5,464,000	$0	$0	$0	$5,464,000
Total UTL		$0	$0	$5,464,000	$0	$0	$0	$5,464,000
CON	LOC	$0	$0	$9,382,000	$458,000	$708,000	$750,000	$11,298,000
CON	MEGA	$0	$0	$33,300,000	$0	$0	$0	$33,300,000
CON	STU	$0	$0	$3,833,000	$1,833,000	$2,833,000	$3,000,000	$11,499,000
Total CON		$0	$0	$46,515,000	$2,291,000	$3,541,000	$3,750,000	$56,097,000
Total Future Costs		$0	$0	$0	$0	$0	$3,750,000	$3,750,000
Total Programmed		$0	$10,000,000	$54,979,000	$2,291,000	$3,541,000	$3,750,000	$74,561,000

17678 - Spring Garden over Amtrak

The existing structure is an 11-Span Prestressed Concrete Adjacent Box Beam Bridge plus Single-Span Steel Girder Floorbeam Bridge. The bridge serves as an essential connection point between Mantua/Powelton Village and Fairmount/Center City. Spanning over several railroad lines, and traversing underneath the CSX High Line Bridge, the structure is in poor condition due to deterioration of both the superstructure and substructure. Structure rehabilitation is needed to extend the bridge's service life for continued use by motorists, pedestrians, and cyclists. This project will rehabilitate or replace the Spring Garden Street Bridges over rail facilities, north of 30th St. Station. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

Lead Agency:	PennDOT
Project Type:	Bridge Repair/Replacement
County:	Philadelphia
Town:	Philadelphia City
Tip Status:	-
Air Quality Code:	S19
MRP ID:	PAR072
CMP:	Not SOV Capacity Adding
Total Cost:	$79,487,000



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
FD	183	$0	$0	$0	$706,000	$706,000	$0	$1,412,000
FD	BRIP	$0	$0	$0	$2,823,000	$2,823,000	$0	$5,646,000
FD	LOC	$0	$0	$0	$176,000	$176,000	$0	$352,000
Total FD		$0	$0	$0	$3,705,000	$3,705,000	$0	$7,410,000
ROW	183	$0	$0	$0	$0	$3,000	$0	$3,000
ROW	BRIP	$0	$0	$0	$0	$22,000	$0	$22,000
ROW	LOC	$0	$0	$0	$0	$1,000	$0	$1,000
Total ROW		$0	$0	$0	$0	$26,000	$0	$26,000
UTL	183	$0	$0	$0	$0	$0	$2,088,000	$2,088,000
UTL	BRIP	$0	$0	$0	$0	$0	$11,160,000	$11,160,000
UTL	LOC	$0	$0	$0	$0	$0	$696,000	$696,000
Total UTL		$0	$0	$0	$0	$0	$13,944,000	$13,944,000
CON	183	$0	$0	$0	$0	$0	$8,714,000	$8,714,000
CON	BRIP	$0	$0	$0	$0	$0	$46,491,000	$46,491,000
CON	LOC	$0	$0	$0	$0	$0	$2,902,000	$2,902,000
Total CON		$0	$0	$0	$0	$0	$58,107,000	$58,107,000
Total Future Costs		$0	$0	$0	$0	$0	$72,051,000	$72,051,000
Total Programmed		$0	$0	$0	$3,705,000	$3,731,000	$72,051,000	$79,487,000

117904 - PA Transportation and Community Development Initiative (TCDI)

The Transportation and Community Development Initiative (TCDI) is a grant program that supports smart growth in the individual municipalities of the Delaware Valley through initiatives that implement the regions long-range plan, Connections 2050 Plan for Greater Philadelphia. Central to the effort is the objective to enhance quality of life choices by providing and maintaining essential infrastructure, supporting local and regional economic development, and linking land use and transportation planning. TCDI provides a mechanism for our planning partners to undertake locally-directed actions to improve their communities, which in turn implements their local county comprehensive plans and supports the goals and vision of the regions long-range plan. This grant program seeks to support and leverage state and county programs, by providing funding to undertake planning, analysis or early-stage design projects which improve the efficiency of the regional transportation system. Through a competitive selection process, DVRPC will award $1.6 million to select projects in the 5-county Pennsylvania region which includes the counties of Bucks, Chester, Delaware, Montgomery and Philadelphia. Tasks 1. Distribute $1.6 million dollars to selected projects within Bucks, Chester, Delaware, Montgomery, and Philadelphia Counties. See MPMS #64652

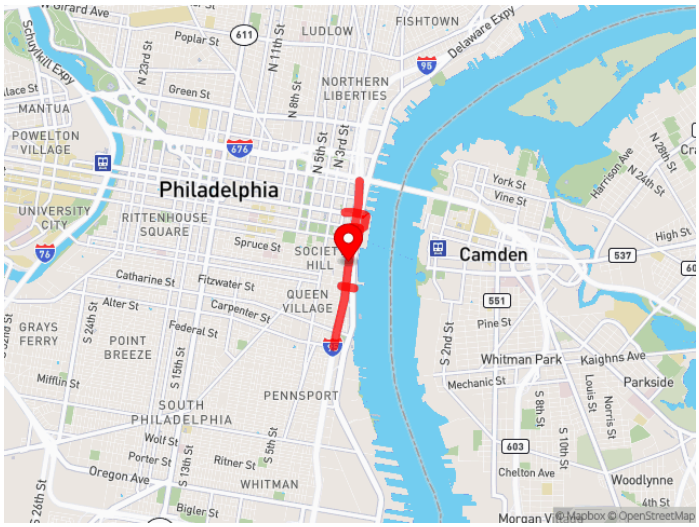
Lead Agency:	PennDOT
Project Type:	Other
County:	Philadelphia
Town:	Philadelphia City
Tip Status:	-
Air Quality Code:	X2
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$1,600,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
PE	STU	$0	$1,600,000	$0	$0	$0	$0	$1,600,000
Total PE		$0	$1,600,000	$0	$0	$0	$0	$1,600,000
Total Programmed		$0	$1,600,000	$0	$0	$0	$0	$1,600,000

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

This project creates an innovative complex of a cap structure, viaduct, road, and trail structures that re-establish a strong connection between central Philadelphia and its waterfront, while making multi-modal enhancements that improve the transportation experience for pedestrians, cyclists, and vehicles. The new cap/bridge structure will span both I-95 and Christopher Columbus Boulevard between Chestnut and Walnut Streets, providing more direct access to the waterfront. The scope of this project includes 5 major components: 1) replacing and expanding the existing cap/bridge structure near Penn's Landing and constructing a new, extended cap/bridge structure which will span both I-95 and Christopher Columbus Boulevard between Chestnut and Walnut Streets for pedestrian and vehicular use (note the current cap extends from Chestnut Street to Sansom Walk, and only Chestnut Street and Walnut Street span Columbus Boulevard); 2) extending the South Street pedestrian bridge from the east edge of I-95 northbound over Columbus Boulevard to Penn's Landing; 3) reconstructing the viaduct connection between Chestnut and Market Streets at Penn's Landing; 4) constructing a section of the Delaware River Trail along Christopher Columbus Boulevard; and 5) inspection and repairs of underwater concrete piles located in the Penn's Landing area.

Lead Agency:	PennDOT
Project Type:	Bicycle/Pedestrian Improvement
County:	Philadelphia
Town:	Philadelphia City
Tip Status:	-
Air Quality Code:	A2
MRP ID:	PAR032
CMP:	Not SOV Capacity Adding
Total Cost:	$61,000,000

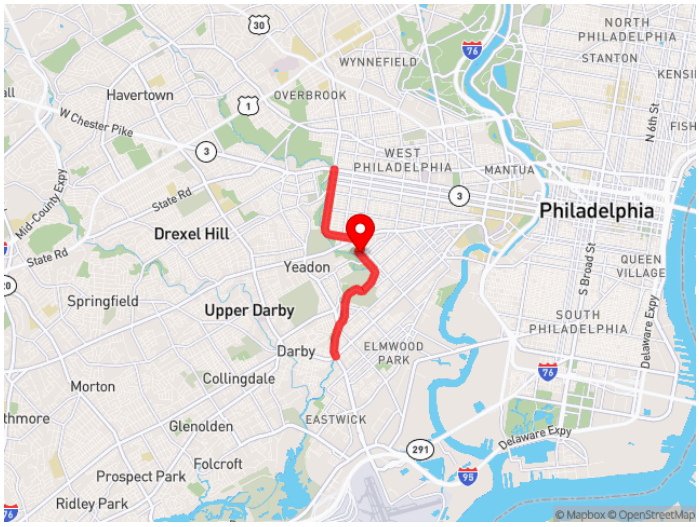


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	NHPP	$0	$0	$2,526,000	$1,526,000	$1,025,000	$25,923,000	$31,000,000
CON	NHPP*	$0	$10,000,000	$1,665,000	$10,349,000	$7,986,000	$0	$30,000,000
Total CON		$0	$10,000,000	$4,191,000	$11,875,000	$9,011,000	$25,923,000	$61,000,000
Total Future Costs		$0	$0	$0	$0	$0	$25,923,000	$25,923,000
Total Programmed		$0	$10,000,000	$4,191,000	$11,875,000	$9,011,000	$25,923,000	$61,000,000

120762 - Cobbs Creek Parkway: Market - Woodland

This project will construct safety improvements on Cobbs Creek Parkway for the 1st phase of the 6.9 mile corridor. The project area involves coordination with various City of Philadelphia departments including Philadelphia Water Department, Rebuild, and SEPTA. Improvements include: * Full signal upgrade from Chestnut Street to Springfield Avenue (13 signals) * Install/Upgrade pedestrian crossings at select intersections from Locust St. to 67th Street. * Install curb bump out/extensions at Market Street, Walnut Street, and Spruce Street. * Install a modified road diet from Market Street to Spruce Street. * Install a center median island from Spruce Street to 59th Street and Hoffman Avenue to 60th Street. * Street lighting improvements from Market Street to Springfield Avenue. * Guide rail replacement from Larchwood Street to 62nd Street and Hoffman Avenue to Springfield Avenue. Design activities will be completed under the parent project, 63rd Street Corridor Safety Improvements (MPMS #115435).

Lead Agency:	PennDOT
Project Type:	Other
County:	Philadelphia
Town:	Philadelphia City
Tip Status:	-
Air Quality Code:	S6
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$8,000,000

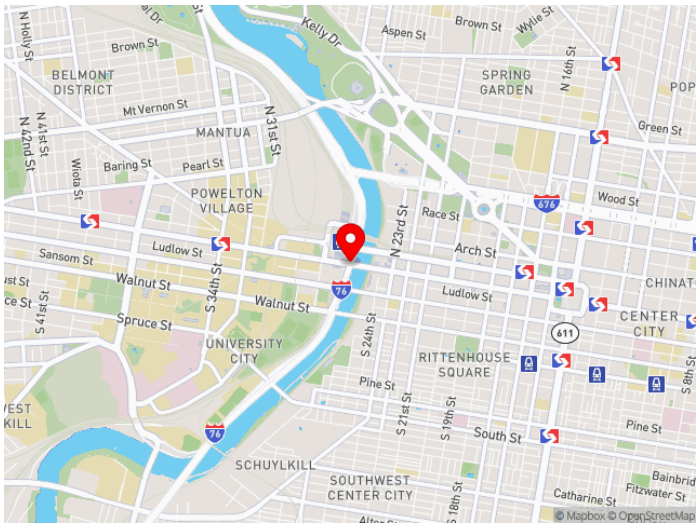


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	NHPP*	$0	$4,000,000	$0	$3,000,000	$0	$0	$7,000,000
CON	STU*	$0	$0	$1,000,000	$0	$0	$0	$1,000,000
Total CON		$0	$4,000,000	$1,000,000	$3,000,000	$0	$0	$8,000,000
Total Programmed		$0	$4,000,000	$1,000,000	$3,000,000	$0	$0	$8,000,000

69828 - Market Street Bridges (3) Over Schuylkill River and CSX Railroad (MSB)

This project involves the rehabilitation of the 2-span bridge carrying Market Street over the Schuylkill River , the replacement of the bridge carrying Market Street over the Schuylkill River Park and CSX railroad from a 4-span bridge to a 1-span bridge, and replacement of the 3-span Market Street bridge over I-76 at the Schuylkill Avenue West intersection in the City of Philadelphia. The 2 span, 361'-long concrete encased steel arch bridge over the Schuylkill River was built in 1932 and is finished with limestone spandrel walls and fascia rings. Concrete urn-shaped balustrades and statues decorate the structure, although a quadrant of the balustrade has been filled with concrete. The bridge is significant as a contributing resource to the 30th Street Station Historic District. This bridge was previously determined eligible for listing in the National Register. The project includes the repairing and patching of the parapets and sidewalks as needed, replacement/repair of the deck and beams, and replacement of cobrahead lighting. The bridge is poor condition due to severe rust in in the substructure and spalling in the superstructure. The 4 span, 216' long built up deck girder bridge over CSX railroad, built in 1932, is supported on concrete abutments and three steel pier bents, of which two are encased in concrete. This bridge was previously determined ineligible for listing in the National Register. This bridge will be replaced with a 1 span bridge with wider sidewalks. The 3 span bridge over I-76 at the Schuylkill Avenue West intersection was built in 1932 and significantly modified in the late 1950s when I-76 was constructed. The bridge has significantly deteriorated and will be replaced. Pedestrian and bicycle improvements are being coordinated with the City of Philadelphia throughout the project.

Lead Agency:	PennDOT
Project Type:	Bridge Repair/Replacement
County:	Philadelphia
Town:	Center City Philadelphia, West Philadelphia
Tip Status:	-
Air Quality Code:	S19
MRP ID:	PAR064
CMP:	Not SOV Capacity Adding
Total Cost:	$70,000,000

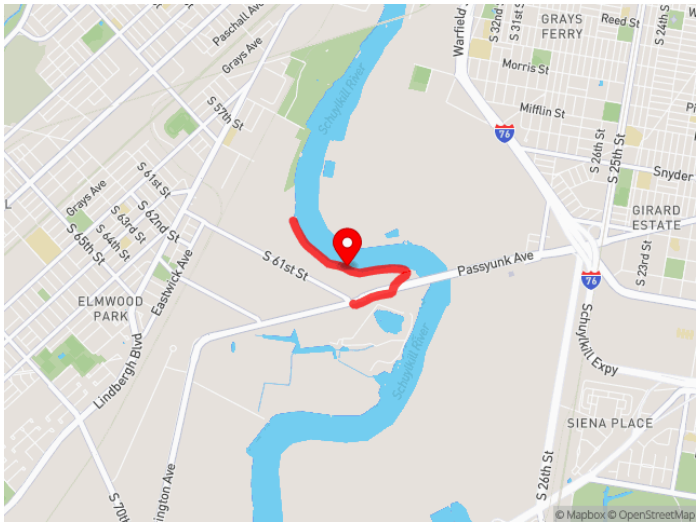


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	BRIP*	$0	$3,415,000	$8,974,000	$5,832,000	$10,974,000	$40,805,000	$70,000,000
Total CON		$0	$3,415,000	$8,974,000	$5,832,000	$10,974,000	$40,805,000	$70,000,000
Total Future Costs		$0	$0	$0	$0	$0	$40,805,000	$40,805,000
Total Programmed		$0	$3,415,000	$8,974,000	$5,832,000	$10,974,000	$40,805,000	$70,000,000

120298 - Schuylkill Banks: Batram-Passyunk Phase 2

This project is to acquire land and construct a 3,400-foot extension of the Schuylkill Banks trail, thereby connecting Philadelphia's greater trail network to the pedestrian infrastructure and public transportation routes along Passyunk Avenue, which is a major thoroughfare connecting multiple communities throughout South and Southwest Philadelphia. Schuylkill River Development Corporation (SRDC) will help manage land acquisition and construction in partnership with the City of Philadelphia, the eventual project site owner. Acquiring land and constructing the Bartram's to Passyunk Phase 2 trail segment ensures the expansion of low- and no-cost transportation options to more residents, encourages new bicycle and pedestrian trips between dozens of Philadelphia neighborhoods and transportation hubs, and increases multimodal transportation throughout the city. Additionally, completing the project ensures the fair and equitable distribution of high-quality transportation facilities to underserved populations in Southwest Philadelphia.

Lead Agency:	PennDOT
Project Type:	Bicycle/Pedestrian Improvement
County:	Philadelphia
Town:	Philadelphia City
Tip Status:	-
Air Quality Code:	A2
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$10,928,000



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	ATIIP	$0	$0	$6,503,000	$0	$0	$0	$6,503,000
CON	RACP	$0	$0	$4,425,000	$0	$0	$0	$4,425,000
Total CON		$0	$0	$10,928,000	$0	$0	$0	$10,928,000
Total Programmed		$0	$0	$10,928,000	$0	$0	$0	$10,928,000

82077 - Philadelphia Bridge Preservation

Bridge repair and preservation activities.

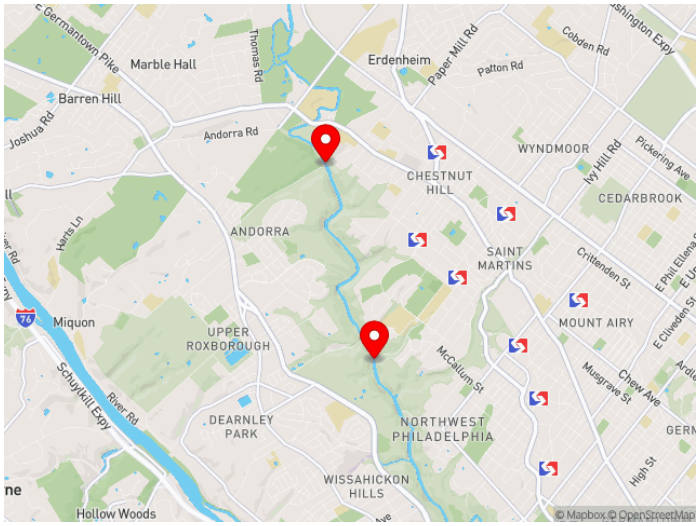
Lead Agency:	PennDOT
Project Type:	Bridge Repair/Replacement
County:	Philadelphia
Town:	Philadelphia City
Tip Status:	-
Air Quality Code:	S19
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$5,850,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
PE	BRIP	$0	$750,000	$0	$0	$0	$0	$750,000
Total PE		$0	$750,000	$0	$0	$0	$0	$750,000
ROW	BRIP	$0	$50,000	$0	$0	$0	$0	$50,000
Total ROW		$0	$50,000	$0	$0	$0	$0	$50,000
UTL	BRIP	$0	$50,000	$0	$0	$0	$0	$50,000
Total UTL		$0	$50,000	$0	$0	$0	$0	$50,000
CON	BRIP	$0	$0	$2,500,000	$2,500,000	$0	$0	$5,000,000
Total CON		$0	$0	$2,500,000	$2,500,000	$0	$0	$5,000,000
Total Programmed		$0	$850,000	$2,500,000	$2,500,000	$0	$0	$5,850,000

70230 - Bells Mill Road and Valley Green Road over Wissahickon Creek

Built in the 1800s, the Bells Mill Road and Valley Green Road bridges provide access to Wissahickon Valley Park, one of the citys noteworthy natural destinations, which experiences frequent flooding. Work includes bridge restoration, roadway rehabilitation, drainage improvements, guide rail replacement, and watershed improvements to reduce impacts from flooding and extreme weather events. Improvements also include restoration and creation of wetlands. See also MPMS #17581. The Bells Mill Road Bridge is the only transportation link between the Roxborough and Chestnut Hill neighborhoods of Philadelphia. It is a key connector between the Ridge Avenue and Germantown Avenue corridors, both of which are heavily traveled. Additionally, the bridge provides motorists with access to Chestnut Hill Hospital. The Bells Mill Road Bridge also facilitates access to Wissahickon Valley Park and directly intersects with Forbidden Drive, a multi-use trail that traverses Wissahickon Valley Park's entire length. Forbidden Drive is a core part of the Philadelphia Circuit Trails network, connecting with other multi-use trails regionwide. The Valley Green Road Bridge, which crosses the Wissahickon Creek, is more recreational and is actively used by pedestrians and cyclists. For motorists, the Valley Green Road Bridge has less regional connectivity than the bridge on Bells Mill Road. However, the Valley Green Road Bridge remains an integral gateway to the Wissahickon Valley Park, especially for pedestrians and cyclists. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

Lead Agency:	PennDOT
Project Type:	Bridge Repair/Replacement
County:	Philadelphia
Town:	Philadelphia City
Tip Status:	-
Air Quality Code:	S19
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$15,705,000

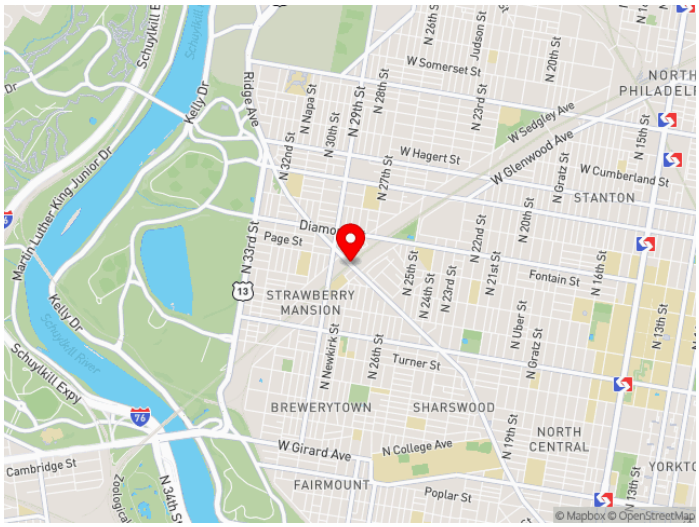


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
FD	LOC	$0	$1,289,000	$0	$0	$0	$0	$1,289,000
FD	PRTDG	$0	$560,000	$0	$0	$0	$0	$560,000
Total FD		$0	$1,849,000	$0	$0	$0	$0	$1,849,000
ROW	LOC	$0	$340,000	$0	$0	$0	$0	$340,000
ROW	PRTDG	$0	$160,000	$0	$0	$0	$0	$160,000
Total ROW		$0	$500,000	$0	$0	$0	$0	$500,000
CON	LOC	$0	$537,000	$0	$0	$0	$0	$537,000
CON	PRTDG	$0	$12,819,000	$0	$0	$0	$0	$12,819,000
Total CON		$0	$13,356,000	$0	$0	$0	$0	$13,356,000
Total Programmed		$0	$15,705,000	$0	$0	$0	$0	$15,705,000

92554 - Ridge Ave Over Amtrak (Bridge)

This project invoves rehabiltating or replacing the Ridge Avenue Bridge over AMTRAK in Philadelphia. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

Lead Agency:	PennDOT
Project Type:	Bridge Repair/Replacement
County:	Philadelphia
Town:	-
Tip Status:	-
Air Quality Code:	S19
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$33,413,000



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
FD	185	$0	$360,000	$0	$0	$0	$0	$360,000
FD	STU	$0	$1,441,000	$0	$0	$0	$0	$1,441,000
Total FD		$0	$1,801,000	$0	$0	$0	$0	$1,801,000
ROW	185	$0	$0	$328,000	$0	$0	$0	$328,000
ROW	STP	$0	$0	$1,311,000	$0	$0	$0	$1,311,000
Total ROW		$0	$0	$1,639,000	$0	$0	$0	$1,639,000
UTL	185	$0	$0	$0	$0	$0	$5,376,000	$5,376,000
Total UTL		$0	$0	$0	$0	$0	$5,376,000	$5,376,000
CON	185	$0	$0	$0	$0	$0	$24,597,000	$24,597,000
Total CON		$0	$0	$0	$0	$0	$24,597,000	$24,597,000
Total Future Costs		$0	$0	$0	$0	$0	$29,973,000	$29,973,000
Total Programmed		$0	$1,801,000	$1,639,000	$0	$0	$29,973,000	$33,413,000

81942 - Philadelphia Interconnected Solutions to Accelerate Alternative Fuel Transportation

The Corridor project will install four dual port DCFC fast-chargers with the Cell Phone Waiting Lot at Philadelphia International Airport (PHL). The project will fill the gap in the charging network and proximity to the next available charging location.

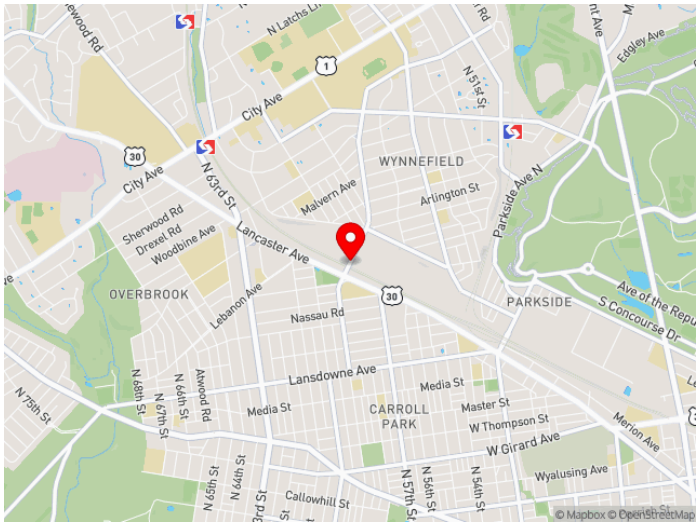
Lead Agency:	PennDOT
Project Type:	Other
County:	Philadelphia
Town:	Philadelphia City
Tip Status:	-
Air Quality Code:	NRS
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$2,660,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	CFI	$0	$2,128,000	$0	$0	$0	$0	$2,128,000
CON	LOC	$0	$532,000	$0	$0	$0	$0	$532,000
Total CON		$0	$2,660,000	$0	$0	$0	$0	$2,660,000
Total Programmed		$0	$2,660,000	$0	$0	$0	$0	$2,660,000

98229 - 59th Street over AMTRAK (Bridge)

This project is a bridge replacement of 59th Street over AMTRAK in the City of Philadelpia. The current structure was built in 1926, and consists of a four simple-span, partially concrete-encased-steel girder/floorbeam/jackarch superstructure atop reinforced concrete abutment and pier substructures. The anticipated work includes demolition and removal of the existing superstructure and portions of the existing reinforced concrete abutments & piers and construction of a new steel multi-girder bridge with reinforced concrete composite deck atop reinforced concrete abutments and piers; as well as roadway approach reconstruction and repaving, curb and sidewalk reconstruction, a new high-quality bicycle facility, streetlighting improvements, ADA accessibility improvements, railroad electric traction (ET) system modification and utility relocations, and other related work. This project is a component of the County Bridge Line Item (MPMS #95447).

Lead Agency:	PennDOT
Project Type:	Bridge Repair/Replacement
County:	Philadelphia
Town:	Philadelphia City
Tip Status:	-
Air Quality Code:	S19
MRP ID:	PAR052
CMP:	Not SOV Capacity Adding
Total Cost:	$52,989,000



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
UTL	183	$0	$428,000	$428,000	$428,000	$0	$0	$1,284,000
UTL	BOF	$0	$2,284,000	$2,284,000	$2,284,000	$0	$0	$6,852,000
UTL	LOC	$0	$143,000	$143,000	$143,000	$0	$0	$429,000
Total UTL		$0	$2,855,000	$2,855,000	$2,855,000	$0	$0	$8,565,000
CON	183	$0	$367,000	$367,000	$367,000	$367,000	$5,192,000	$6,660,000
CON	BOF	$0	$1,962,000	$1,962,000	$1,962,000	$1,962,000	$27,696,000	$35,544,000
CON	LOC	$0	$122,000	$122,000	$122,000	$122,000	$1,732,000	$2,220,000
Total CON		$0	$2,451,000	$2,451,000	$2,451,000	$2,451,000	$34,620,000	$44,424,000
Total Future Costs		$0	$0	$0	$0	$0	$34,620,000	$34,620,000
Total Programmed		$0	$5,306,000	$5,306,000	$5,306,000	$2,451,000	$34,620,000	$52,989,000

81930 - Philadelphia Vision Zero Capital Plan Implementation Project

The Philadelphia Vision Zero Capital Plan Implementation project will implement traffic safety improvements along priority Vision Zero corridors that are disproportionately impacted by traffic crashes. Construction improvements will focus on systematically applying multiple proven safety countermeasures at intersections and other vulnerable areas. These improvements will include raised medians and pedestrian refuge islands, raised pedestrian crossings, roadway and intersection modifications, traffic signal improvements, speed management measures, corridor access management strategies, and other transportation infrastructure upgrades.

Lead Agency:	PennDOT
Project Type:	Bicycle/Pedestrian Improvement
County:	Philadelphia
Town:	Philadelphia City
Tip Status:	-
Air Quality Code:	S6
MRP ID:	PAR076
CMP:	Not SOV Capacity Adding
Total Cost:	$39,785,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
PRA	LOC	$0	$149,000	$0	$0	$0	$0	$149,000
PRA	SS4A	$0	$594,000	$0	$0	$0	$0	$594,000
Total PRA		$0	$743,000	$0	$0	$0	$0	$743,000
PE	LOC	$0	$512,000	$0	$0	$0	$0	$512,000
PE	SS4A	$0	$2,049,000	$0	$0	$0	$0	$2,049,000
Total PE		$0	$2,561,000	$0	$0	$0	$0	$2,561,000
FD	LOC	$0	$1,092,000	$0	$0	$0	$0	$1,092,000
FD	SS4A	$0	$4,369,000	$0	$0	$0	$0	$4,369,000
Total FD		$0	$5,461,000	$0	$0	$0	$0	$5,461,000
CON	LOC	$0	$6,204,000	$0	$0	$0	$0	$6,204,000
CON	SS4A	$0	$24,816,000	$0	$0	$0	$0	$24,816,000
Total CON		$0	$31,020,000	$0	$0	$0	$0	$31,020,000
Total Programmed		$0	$39,785,000	$0	$0	$0	$0	$39,785,000

81936 - Complete & Safe Streets Philadelphia: Vision Zero High Injury Network Corridors

The Complete & Safe Streets Philadelphia: Vision Zero High Injury Network Corridors Project will build critically needed protected bike infrastructure along corridors that are part of the High-Injury Network (HIN), and transportation safety improvements along key corridors located in historically disadvantaged communities and areas of persistent poverty. The City will use funds to advance final design and construction for bicycle lane separation and traffic calming demonstration projects and construction for the High Injury Network priority projects. The City expects to use funds to complete final design for bicycle lanes on approximately ten centerline miles of roadway, all on roadway segments identified as part of both the High-Quality Bike Network and the High Injury Network. Hunting Park - This is an important corridor that connects through multiple neighborhoods. It is on the High Injury Network, part of the High-Quality Bike Network, and identified as a priority corridor in the Vision Zero Capital Plan. The corridor is an important transit route, serving multiple bus routes including a forthcoming Direct Bus, continuing the Direct Bus connections from Roosevelt Boulevard. There is a transit hub at Wissahickon Avenue and a major high school, among other destinations. Currently, DVRPC is evaluating a separated side path to improve the corridor's level of biking and walking safety. Old York Road - This north/south corridor crosses Hunting Park Avenue and Roosevelt Boulevard, connecting multiple neighborhoods and existing/planned bike routes. It is on the High Injury Network. Design funding was approved through the 2022 Safe Streets for All award, and additional funding would see the project through construction and implementation.

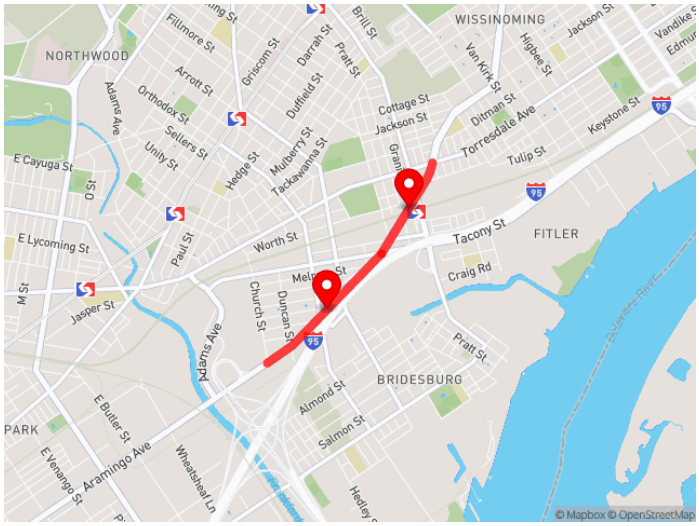
Lead Agency:	PennDOT
Project Type:	Bicycle/Pedestrian Improvement
County:	Philadelphia
Town:	Philadelphia City
Tip Status:	-
Air Quality Code:	S6
MRP ID:	PAR076
CMP:	Not SOV Capacity Adding
Total Cost:	$22,160,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
PRA	LOC	$0	$79,000	$0	$0	$0	$0	$79,000
PRA	SS4A	$0	$313,000	$0	$0	$0	$0	$313,000
Total PRA		$0	$392,000	$0	$0	$0	$0	$392,000
PE	LOC	$0	$68,000	$0	$0	$0	$0	$68,000
PE	SS4A	$0	$272,000	$0	$0	$0	$0	$272,000
Total PE		$0	$340,000	$0	$0	$0	$0	$340,000
FD	LOC	$0	$102,000	$0	$0	$0	$0	$102,000
FD	SS4A	$0	$407,000	$0	$0	$0	$0	$407,000
Total FD		$0	$509,000	$0	$0	$0	$0	$509,000
CON	LOC	$0	$4,184,000	$0	$0	$0	$0	$4,184,000
CON	SS4A	$0	$16,735,000	$0	$0	$0	$0	$16,735,000
Total CON		$0	$20,919,000	$0	$0	$0	$0	$20,919,000
Total Programmed		$0	$22,160,000	$0	$0	$0	$0	$22,160,000

87784 - Aramingo/Harbison: Church Street to Amtrak (Section BS3)

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout from Section BSR (MPMS #47811). This phase of SR 95 Section BSR covers the reconstruction of Aramingo Avenue from Church Street to Tacony Street, and the reconstruction of Harbison Avenue from Tacony Street to Torresdale Avenue, including traffic signal modifications at the following intersections: -Aramingo Avenue at Orthodox Street -Aramingo Avenue at Margaret Street -Aramingo/Harbison Avenues at Tacony Street -Harbison Avenue at Tacony Street/Wakeling Street -Harbison Avenue at Tacony Street/Wakeling Street -Harbison Avenue at Bridge Street -Harbison Avenue at Torresdale Avenue This project will construct a multi-use sidepath on the east side of Aramingo Avenue from Church Street to Orthodox Street and Margaret Street. The existing bicycle lanes and the sidewalk on the east side of Aramingo Avenue will be removed. Also, the area vacated by the removal of the southbound I-95 on-ramp in the BR4 project (MPMS #103559) will be converted to a community amenity. The existing veterans' memorial will be preserved. For an overall description of the SR 95 Section BSR section see MPMS #47811. I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than $2.7 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 30 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, 102309, and 103553 through 103564. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS's as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP. This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance. Related sections of I-95 Reconstruction: MPMS #'s 47811, 79908, 79910, 87784, 103562, 103563 and 103564.

Lead Agency:	PennDOT
Project Type:	Intersection/Interchange Improvements
County:	Philadelphia
Town:	-
Tip Status:	-
Air Quality Code:	2040M
MRP ID:	PAR011
CMP:	Major SOV Capacity
Total Cost:	$127,204,000



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ROW	581	$0	$64,000	$0	$0	$0	$0	$64,000
ROW	NHPP	$0	$573,000	$0	$0	$0	$0	$573,000
Total ROW		$0	$637,000	$0	$0	$0	$0	$637,000
UTL	581	$0	$27,000	$0	$0	$0	$0	$27,000
UTL	NHPP	$0	$239,000	$0	$0	$0	$0	$239,000
Total UTL		$0	$266,000	$0	$0	$0	$0	$266,000
CON	581	$0	$0	$0	$0	$0	$12,630,000	$12,630,000
CON	NHPP	$0	$0	$0	$0	$0	$113,671,000	$113,671,000
Total CON		$0	$0	$0	$0	$0	$126,301,000	$126,301,000
Total Future Costs		$0	$0	$0	$0	$0	$126,301,000	$126,301,000
Total Programmed		$0	$903,000	$0	$0	$0	$126,301,000	$127,204,000

81230 - Better Bus Stops - South 7th and 8th Streets

Bump outs for bus boarding at various intersections on 7th and 8th Streets in South Philadelphia.

Lead Agency:	PennDOT
Project Type:	Bicycle/Pedestrian Improvement
County:	Philadelphia
Town:	Philadelphia City
Tip Status:	-
Air Quality Code:	X12
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$1,000,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	TAU	$0	$1,000,000	$0	$0	$0	$0	$1,000,000
Total CON		$0	$1,000,000	$0	$0	$0	$0	$1,000,000
Total Programmed		$0	$1,000,000	$0	$0	$0	$0	$1,000,000

16827 - Eakins Oval Transformation RAISE (BUILD)

This project will design and construct multimodal improvements to Benjamin Franklin Parkway, including the Eakins Oval in front of the Philadelphia Museum of Art Steps and the adjacent Pennsylvania Avenue. The project includes implementing a new traffic pattern, intersection and traffic signal improvements, pedestrian connectivity and ADA accessibility improvements, bicycle paths in the outer lanes of the Parkway between 22nd Street and Eakins Oval and Pennsylvania Avenue, and traffic calming measures.

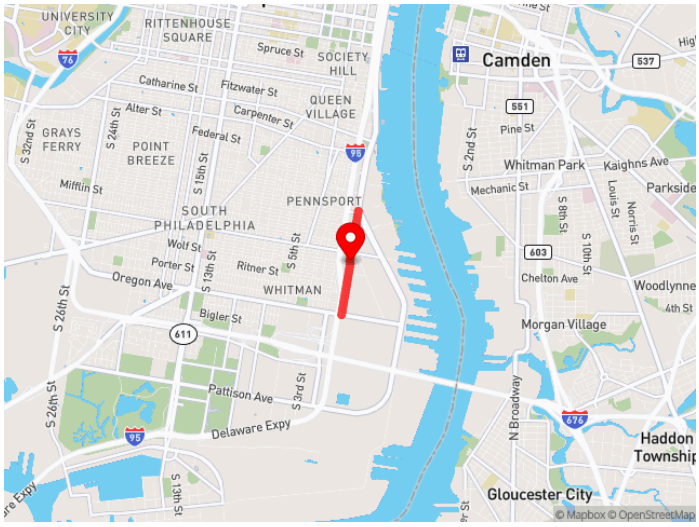
Lead Agency:	PennDOT
Project Type:	Other
County:	Philadelphia
Town:	Philadelphia City
Tip Status:	-
Air Quality Code:	2040M
MRP ID:	PAR047
CMP:	Not SOV Capacity Adding
Total Cost:	$23,300,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	RAISE	$0	$0	$23,300,000	$0	$0	$0	$23,300,000
Total CON		$0	$0	$23,300,000	$0	$0	$0	$23,300,000
Total Programmed		$0	$0	$23,300,000	$0	$0	$0	$23,300,000

70231 - Swanson Street Reconstruction

Reconstruction of the existing roadway to provide a new roadway surface, including footway, medians and curbs, a new high-qulaity bicycle facility, new drainage and stormwater improvements (including GSI where appropriate), street lighting, pavement markings, landscaping and a new signal at the Snyder Avenue intersection.

Lead Agency:	PennDOT
Project Type:	Roadway Rehabilitation
County:	Philadelphia
Town:	Philadelphia City
Tip Status:	-
Air Quality Code:	S10
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$21,553,000



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	LOC	$0	$0	$616,000	$366,000	$616,000	$2,714,000	$4,312,000
CON	STU	$0	$0	$2,463,000	$1,463,000	$2,463,000	$10,852,000	$17,241,000
Total CON		$0	$0	$3,079,000	$1,829,000	$3,079,000	$13,566,000	$21,553,000
Total Future Costs		$0	$0	$0	$0	$0	$13,566,000	$13,566,000
Total Programmed		$0	$0	$3,079,000	$1,829,000	$3,079,000	$13,566,000	$21,553,000

118014 - 2023 Bridge Painting Pkge

This bridge painting project will prevent, delay, or reduce deterioration of bridge elements by painting exposed steel in order to restore the function of several existing bridges, keep them in good or fair condition, thereby extending their service lives without costly rehabilitation projects. Painting steel bridge elements, replacing bridge joints, bearing repairs, and related select steel repairs, all necessitated by failing paint systems. 67730102300033 Northwestern Avenue over Wissahickon Creek; 67730101900042 Southampton Road over Conrail; 67730100200079 Calumet Street over SEPTA; 67730102500094 Red Lion Road over Conrail; 67730100180103 18th Street over Conrail; 67730100900124 49th Street over SEPTA; 67730102700125 42nd Street over AMTRAK and Conrail; 67730100100135 Front Street over Conrail; 67730100100136 Front Street over AMTRAK; 67730100500145 Glenwood Avenue over SEPTA; 67730100600166 Kensington Avenue over Frankford Creek; 67730100300180 McCallum Street over Cresheim Creek; 67730100170234 17th Street over Conrail; 67730100170235 17th Street over SEPTA; 67730100200252 Scotts Lane over Roosevelt Boulevard; 67730100200268 20th Street over Conrail; 67730101300292 Wyoming Avenue over Tacony Creek and Fishers Lane (I Street); 67730100170309 17th Street over Penn Center Underground Street System

Lead Agency:	PennDOT
Project Type:	Bridge Repair/Replacement
County:	Philadelphia
Town:	Philadelphia City
Tip Status:	-
Air Quality Code:	S19
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$14,318,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
FD	183	$0	$1,273,000	$0	$0	$0	$0	$1,273,000
Total FD		$0	$1,273,000	$0	$0	$0	$0	$1,273,000
UTL	BRIP	$0	$0	$955,000	$0	$0	$0	$955,000
Total UTL		$0	$0	$955,000	$0	$0	$0	$955,000
CON	BOF	$0	$0	$0	$1,195,000	$100,000	$3,095,000	$4,390,000
CON	BRIP	$0	$0	$0	$1,343,000	$1,891,000	$4,466,000	$7,700,000
Total CON		$0	$0	$0	$2,538,000	$1,991,000	$7,561,000	$12,090,000
Total Future Costs		$0	$0	$0	$0	$0	$7,561,000	$7,561,000
Total Programmed		$0	$1,273,000	$955,000	$2,538,000	$1,991,000	$7,561,000	$14,318,000

96223 - Philadelphia Signal Retiming

This project is a congestion reduction and traffic flow improvement program. This project will continue the corridor timing program launched by the Philadelphia Streets Department in 2011.

Lead Agency:	PennDOT
Project Type:	Signal/ITS Improvements
County:	Philadelphia
Town:	Philadelphia City
Tip Status:	-
Air Quality Code:	2040M
MRP ID:	-
CMP:	Minor SOV Capacity
Total Cost:	$250,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
PRA	CAQ	$0	$250,000	$0	$0	$0	$0	$250,000
Total PRA		$0	$250,000	$0	$0	$0	$0	$250,000
Total Programmed		$0	$250,000	$0	$0	$0	$0	$250,000

118496 - The Woodland Avenue Trolley Portal Complete Streets Project (TOP)

The project will improve traffic safety for all users and enhance transit service performance and reliability along Woodland Avenue in West Philadelphia. TOP funding will support purchasing traffic signal equipment and materials as well as bicycle infrastructure materials in the project area. The proposed improvements will include transit priority capabilities and protected bike lane infrastructure on Woodland Avenue. Traffic Signal Equipment TOP funding will be used to purchase new traffic signal materials and equipment. Specific materials and equipment will be identified after final design is completed. The signal will include transit priority capabilities and allow for the completion of a pedestrian crosswalk between the 40th Street Trolley Portal and Woodland Avenue. In the installation of the signal equipment purchased by the TOP grant, the City will also install the pedestrian crosswalk and ADA curb ramps at the appropriate locations. This new signal will: (1) allow pedestrians to cross to the Woodlands, (2) allow trolleys to safely and reliably, (3) include emergency vehicle preemption, and (4) calm vehicle speeds on Woodland Avenue. The protected bike lanes will connect West and Southwest Philadelphia with University City via Woodland Walk, a popular bike/pedestrian only facility through the University of Pennsylvania. The bike lanes also connect to the Woodlands, a popular park in the neighborhood. Safe bike and pedestrian connections to the Woodlands have been a long-standing community request, and this project will allow for improved access to the Woodlands while also greatly improving transit operations.

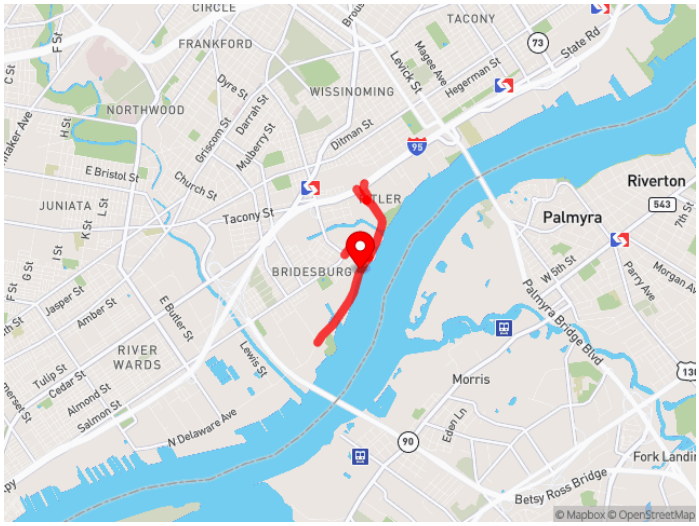
Lead Agency:	PennDOT
Project Type:	Bicycle/Pedestrian Improvement
County:	Philadelphia
Town:	West Philadelphia
Tip Status:	-
Air Quality Code:	S7
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$1,240,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	CAQ	$0	$592,000	$0	$0	$0	$0	$592,000
CON	LOC	$0	$148,000	$0	$0	$0	$0	$148,000
CON	TAU	$0	$500,000	$0	$0	$0	$0	$500,000
Total CON		$0	$1,240,000	$0	$0	$0	$0	$1,240,000
Total Programmed		$0	$1,240,000	$0	$0	$0	$0	$1,240,000

103563 - I-95: Delaware Avenue Extension (BS5)

The BS5 section is a part of the I-95 Reconstruction, SR 0095 Section BSR, also known as the Bridge Street Ramps section. This phase of SR 95 Section BSR covers the 1.3 mile extension of North Delaware Avenue from Buckius Street to Tacony Street. The project includes a new bridge over Old Frankford Creek. A roadway connection from the North Delaware Avenue Extension to the vicinity of the Richmond Street/Bridge Street intersection will be investigated. Also included is a section of the East Coast Greenway multi-use trail from Buckius Street to the K&T Trail on the north side of Old Frankford Creek. The northern terminus of the Delaware Avenue Extension is Tacony Street at the location of two relocated ramps from the I-95 Bridge Street Interchange. There will be a southbound off-ramp to Tacony Street/North Delaware Avenue and a companion on ramp to I-95 northbound. This project is a part of the Circuit Trails network. For an overall description of the SR 95 Section BSR section, see MPMS #47811. I-95 is a major facility built in the 1960s which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. More than $2.7 billion will provide for the repair, reconstruction and restoration of I-95 in Philadelphia for approximately eight miles between I-676/Vine Street and Cottman Avenue that PennDOT is currently working to improve in order to address critical repairs on aging bridges and interchanges, and improve traffic flow by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the particular construction section. This reconstruction of I-95 has been divided into various "sections" (including GIR, CPR, BSR, BRI, AFC, Congestion Management, and drainage projects) in over 30 separate MPMS #s, most of which appear in the Interstate Management Program (IMP), and some of which appear in the DVRPC Regional Highway Program of the TIP. MPMS #s for the overall corridor include: 17821, 47394, 47811, 47812, 47813, 79683, 79685, 79686, 79826, 79827, 79828, 79903, 79904, 79905, 79908, 79910, 79911, 79912, 80094, 83640, 87784, 98207, 102304, 102305, 102309, and 103553 through 103564. Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS #'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP. This project is integral to the Delaware Valley Freight Corridors Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. Related sections of I-95 Reconstruction: MPMS #'s 47811, 79908, 79910, 87784, 103562, 103563 and 103564.

Lead Agency:	PennDOT
Project Type:	Intersection/Interchange Improvements
County:	Philadelphia
Town:	Philadelphia City
Tip Status:	-
Air Quality Code:	2050M
MRP ID:	PAR011
CMP:	Major SOV Capacity
Total Cost:	$175,449,000

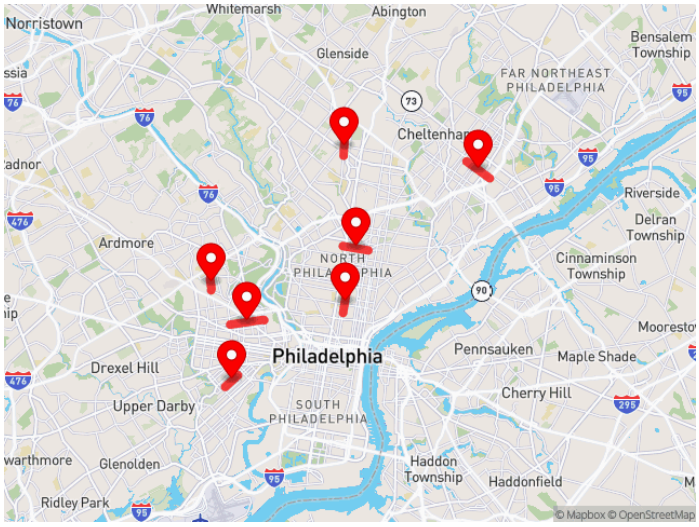


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ROW	NHPP*	$0	$2,000,000	$0	$0	$0	$0	$2,000,000
Total ROW		$0	$2,000,000	$0	$0	$0	$0	$2,000,000
UTL	NHPP	$0	$0	$4,000,000	$0	$0	$0	$4,000,000
UTL	STU	$0	$2,609,000	$0	$2,000,000	$0	$0	$4,609,000
Total UTL		$0	$2,609,000	$4,000,000	$2,000,000	$0	$0	$8,609,000
CON	581	$0	$500,000	$714,000	$2,714,000	$2,714,000	$25,926,000	$32,568,000
CON	NHPP	$0	$0	$2,856,000	$10,856,000	$10,856,000	$103,704,000	$128,272,000
CON	STU	$0	$2,000,000	$0	$0	$2,000,000	$0	$4,000,000
Total CON		$0	$2,500,000	$3,570,000	$13,570,000	$15,570,000	$129,630,000	$164,840,000
Total Future Costs		$0	$0	$0	$0	$0	$129,630,000	$129,630,000
Total Programmed		$0	$7,109,000	$7,570,000	$15,570,000	$15,570,000	$129,630,000	$175,449,000

119437 - Great Streets Philadelphia RAISE 22

The City of Philadelphia's capital project will implement critically needed transportation safety improvements, accessibility enhancements, and state of good repair upgrades along seven high crash corridors totaling nearly five miles located in historically disadvantaged communities and areas of persistent poverty. Proposed improvements include traffic safety treatments based on FHWAs Proven Safety Countermeasures, signal modernization, ADA ramps, curb extensions and corner bumpouts, raised crosswalks, RRFB's, resurfacing, and sidewalk upgrades. Locations include: 57th Street (Upland Way to Wynnefield Avenue); Westminster Avenue (40th to 52nd Streets); Springfield Avenue (51st to 57th Streets); Limekiln Pike (Medary Avenue to Haines Street); Tioga Street (5th to 15th Streets); 11th Street (Master Street to Diamond Street); and Longshore Avenue (Roosevelt Boulevard to Frontenac Street)

Lead Agency:	PennDOT
Project Type:	Streetscape
County:	Philadelphia
Town:	Philadelphia City
Tip Status:	-
Air Quality Code:	S6
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$29,832,000



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
FD	LOC	$0	$2,618,000	$0	$0	$0	$0	$2,618,000
Total FD		$0	$2,618,000	$0	$0	$0	$0	$2,618,000
CON	LOC	$0	$1,470,000	$0	$0	$0	$0	$1,470,000
CON	RAISE	$0	$25,744,000	$0	$0	$0	$0	$25,744,000
Total CON		$0	$27,214,000	$0	$0	$0	$0	$27,214,000
Total Programmed		$0	$29,832,000	$0	$0	$0	$0	$29,832,000

82164 - SR 13/2007 Frankford Ave Phase 3

SR 0013/2007 (Frankford Ave) corridor has been identified as a location with a high concentration of intersection-related crashes. The treatments proposed as part of this project include: Installing curb bump-outs in two directions to reduce turning speeds and shorten pedestrian crossing distances. Installation of pavement markings and delineators, corner bump outs, retroreflective backplates, and LPIs at signalized intersections to improve intersection geometry and functions. Installation of Bump Outs, Raised Crosswalks, RRFBs, and Pedestrian Islands to calm traffic and improve VRU safety. Elimination of segments leading into complex intersections to improve vehicle and pedestrian safety. Road Diets from 4 to 2 lanes

Lead Agency:	PennDOT
Project Type:	Bicycle/Pedestrian Improvement
County:	Philadelphia
Town:	Philadelphia City
Tip Status:	New
Air Quality Code:	S6
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$3,901,495

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
PE	sHSIP	$0	$0	$0	$286,875	$0	$0	$286,875
Total PE		$0	$0	$0	$286,875	$0	$0	$286,875
FD	sHSIP	$0	$0	$0	$0	$286,875	$0	$286,875
Total FD		$0	$0	$0	$0	$286,875	$0	$286,875
UTL	HSIP	$0	$0	$0	$0	$459,000	$0	$459,000
Total UTL		$0	$0	$0	$0	$459,000	$0	$459,000
CON	HSIP	$0	$0	$0	$0	$2,868,745	$0	$2,868,745
Total CON		$0	$0	$0	$0	$2,868,745	$0	$2,868,745
Total Programmed		$0	$0	$0	$286,875	$3,614,620	$0	$3,901,495

104991 - Cobbs Creek Parkway Safety Phase 2

Safety Improvements on Cobbs Creek Parkway for the 2nd phase of the 6.9 mile corridor. Improvements include: - Coordinate with Philadelphia Water Department for their Betterment Project (from Spruce Street to Springfield Avenue) - Install remaining center median island from Spruce Street to 59th Street and Hoffman Avenue to 60th Street that was not completed in Phase 1 due to PWD betterment project. Design activities will be completed under the parent project MPMS 115435.

Lead Agency:	PennDOT
Project Type:	Streetscape
County:	Philadelphia
Town:	Philadelphia City
Tip Status:	-
Air Quality Code:	S6
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$26,366,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
FD	STU	$0	$1,061,000	$0	$0	$0	$0	$1,061,000
Total FD		$0	$1,061,000	$0	$0	$0	$0	$1,061,000
UTL	LOC	$0	$20,000,000	$0	$0	$0	$0	$20,000,000
Total UTL		$0	$20,000,000	$0	$0	$0	$0	$20,000,000
CON	STU	$0	$5,305,000	$0	$0	$0	$0	$5,305,000
Total CON		$0	$5,305,000	$0	$0	$0	$0	$5,305,000
Total Programmed		$0	$26,366,000	$0	$0	$0	$0	$26,366,000

81939 - Philadelphia Interconnected Solutions to Accelerate Alternative Fuel Transportation

The Community Program focuses on developing three pilot locations for community-oriented multimodal two dual port public charging hubs in three Historically Disadvantage Communities (HDCs) that have recreational connectivity and are impacted by poor air quality. Also, the project will develop a citywide approach to charging infrastructure deployment beyond the pilot locations. Incorporate strategies to support workforce development. 3 of the 12 potential locations will be selected for the pilot program - Happy Hollow Recreation Center, Howard Sayre Morris Recreation Center, Haddington-Marshall L. Shepard Sr. Recreation Center, James L. Wright Playground, Mayfair Recreation Center, Robert T. Heitzman Recreation Center, Feltonville Recreation Center, William (Billy) Gambrel Playground, Ramblers Recreation Center, Ramonite Negron Rivera Recreation and Community Center, and John J. McCreesh Sr. Playground.

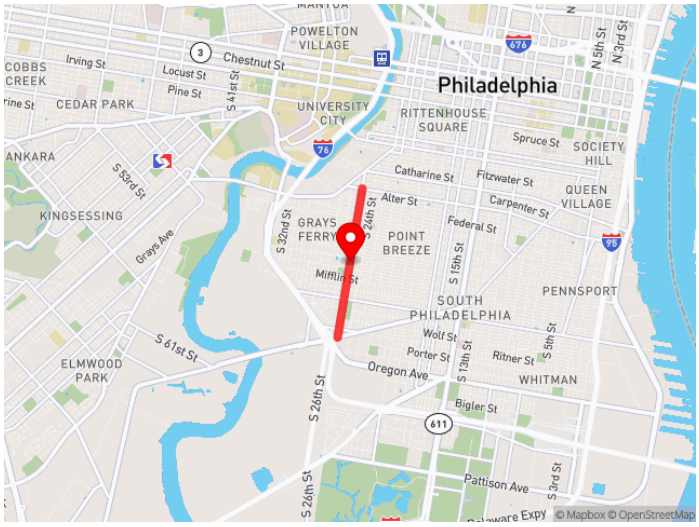
Lead Agency:	PennDOT
Project Type:	Other
County:	Philadelphia
Town:	Philadelphia City
Tip Status:	-
Air Quality Code:	NRS
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$9,233,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
PE	CFI	$0	$3,453,000	$0	$0	$0	$0	$3,453,000
PE	LOC	$0	$863,000	$0	$0	$0	$0	$863,000
Total PE		$0	$4,316,000	$0	$0	$0	$0	$4,316,000
CON	CFI	$0	$3,934,000	$0	$0	$0	$0	$3,934,000
CON	LOC	$0	$983,000	$0	$0	$0	$0	$983,000
Total CON		$0	$4,917,000	$0	$0	$0	$0	$4,917,000
Total Programmed		$0	$9,233,000	$0	$0	$0	$0	$9,233,000

81219 - 25th St: Washington Ave to Passyunk Ave

Restore 25th Street under the railroad viaduct and provide street lighting, intersection improvements, and bicycle infrastructure improvements, to improve roadway conditions and safety. Design and construction of roadway improvements including milling and paving, line painting, and street lighting.

Lead Agency:	PennDOT
Project Type:	Other
County:	Philadelphia
Town:	Philadelphia City
Tip Status:	-
Air Quality Code:	S10
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$31,259,000



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
PE	LOC	$0	$0	$240,000	$0	$0	$0	$240,000
PE	STU	$0	$0	$962,000	$0	$0	$0	$962,000
Total PE		$0	$0	$1,202,000	$0	$0	$0	$1,202,000
FD	LOC	$0	$0	$0	$248,000	$0	$0	$248,000
FD	STU	$0	$0	$0	$990,000	$0	$0	$990,000
Total FD		$0	$0	$0	$1,238,000	$0	$0	$1,238,000
UTL	STP	$0	$0	$0	$0	$0	$836,000	$836,000
Total UTL		$0	$0	$0	$0	$0	$836,000	$836,000
CON	LOC	$0	$0	$0	$0	$0	$5,597,000	$5,597,000
CON	STU	$0	$0	$0	$0	$0	$22,386,000	$22,386,000
Total CON		$0	$0	$0	$0	$0	$27,983,000	$27,983,000
Total Future Costs		$0	$0	$0	$0	$0	$28,819,000	$28,819,000
Total Programmed		$0	$0	$1,202,000	$1,238,000	$0	$28,819,000	$31,259,000

112527 - Citywide ADA Ramps 3

This "Transition List" project will include the design and construction of ADA ramps that were originally included in the scope of other federal aid projects - primarily Center City Signals NE Quad (MPMS# 70014), completed in 2017, and the cancelled Citywide Bumpouts project (MPMS# 64805) - as well as various streetscape projects and ramps located on select Federal Aid routes that were repaved with local funding. These ramps typically would be included as design build items in the original project contracts, however, in some instances, the urban context of the ADA ramp locations warrants further coordination or study. To allow the original construction projects to proceed in a timely fashion, these ramps were pulled from the original construction contracts and will now be addressed as part of this transition list package. This will allow the City to design and construct the ramps to meet current ADA requirements while properly providing for stairs, cellar doors, unique paving materials, adjacent historic properties and other considerations as necessary.

Lead Agency:	PennDOT
Project Type:	Roadway Rehabilitation
County:	Philadelphia
Town:	Philadelphia City
Tip Status:	-
Air Quality Code:	A2
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$12,840,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	LOC	$0	$0	$514,000	$514,000	$514,000	$1,028,000	$2,570,000
CON	STU	$0	$0	$2,054,000	$2,054,000	$2,054,000	$4,108,000	$10,270,000
Total CON		$0	$0	$2,568,000	$2,568,000	$2,568,000	$5,136,000	$12,840,000
Total Future Costs		$0	$0	$0	$0	$0	$5,136,000	$5,136,000
Total Programmed		$0	$0	$2,568,000	$2,568,000	$2,568,000	$5,136,000	$12,840,000

57902 - City Wide 3R Betterments Line Item

Typical components of a '3R' project include base repair, milling, overlay, resurfacing, drainage improvements, signal modernization, and guiderail improvements. The intent of a '3R' project is to make whatever improvements are necessary to bring the road up to current standards. Bike lanes will be included as the road widths allow. See MPMS#108092 for CW107 package See MPMS#108097 for CW109 package See MPMS #108098 (CW ADA 2) See MPMS #112500 (CW110) See MPMS #112525 (CW111) See MPMS #112527 (CW ADA 3) See MPMS # 116807 (CE ADA 4)

Lead Agency:	PennDOT
Project Type:	Roadway Rehabilitation
County:	Philadelphia
Town:	Philadelphia City
Tip Status:	-
Air Quality Code:	S10
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$31,746,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
FD	LOC	$0	$0	$100,000	$100,000	$0	$0	$200,000
FD	STP	$0	$0	$400,000	$400,000	$0	$0	$800,000
Total FD		$0	$0	$500,000	$500,000	$0	$0	$1,000,000
CON	LOC	$0	$0	$0	$0	$0	$6,149,000	$6,149,000
CON	STP	$0	$0	$0	$0	$0	$24,597,000	$24,597,000
Total CON		$0	$0	$0	$0	$0	$30,746,000	$30,746,000
Total Future Costs		$0	$0	$0	$0	$0	$30,746,000	$30,746,000
Total Programmed		$0	$0	$500,000	$500,000	$0	$30,746,000	$31,746,000

82168 - Wissahickon Ave Safety: HuntingParkAve - Clapier St

SR 4003 (Wissahickon Avenue) corridor has been identified as a location with a high concentration of intersection-related crashes. The treatments proposed as part of this project include: Road Diet from 4 to 2 lanes with a center median High Visibility Crosswalks, ADA Ramps, pedestrian signals, and pedestrian countdown timers to improve intersections and crossings Curb Bump Outs to improve intersection geometry Lighting Upgrades to improve visibility

Lead Agency:	PennDOT
Project Type:	Bicycle/Pedestrian Improvement
County:	Philadelphia
Town:	Philadelphia City
Tip Status:	New
Air Quality Code:	S6
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$4,771,685

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
PE	sHVRU	$0	$0	$694,065	$0	$0	$0	$694,065
Total PE		$0	$0	$694,065	$0	$0	$0	$694,065
FD	sHVRU	$0	$0	$0	$520,550	$0	$0	$520,550
Total FD		$0	$0	$0	$520,550	$0	$0	$520,550
UTL	HVRU	$0	$0	$0	$86,760	$0	$0	$86,760
Total UTL		$0	$0	$0	$86,760	$0	$0	$86,760
CON	HVRU	$0	$0	$0	$1,735,155	$1,735,155	$0	$3,470,310
Total CON		$0	$0	$0	$1,735,155	$1,735,155	$0	$3,470,310
Total Programmed		$0	$0	$694,065	$2,342,465	$1,735,155	$0	$4,771,685

121096 - City Wide 112

Restore roadway surfaces to fully functional and optimal conditions while making whatever improvements are necessary to bring the roadway up to current standards. Typical components include base repair, milling & overlay, drainage improvements, signal modernization, and guiderail improvements. Most street segments will be milled and resurfaced with bituminous material and restriped. S 2nd St is paved in historically designated granite block, and will be regrouted with other select repairs. Martin Luther King Dr was recently resurfaced but will receive a high-friction surface treatment along with guiderail repairs to enhance roadway safety, while the concrete surface on South St will be restriped and will be evaluated for other safety improvements. All ground disturbance will occur within the existing right-of-way. This project will provide smoother riding surfaces for enhanced traffic movement; install pavement markings for better direction for motorists, bicyclists, and pedestrians, and upgrade non-compliant ADA ramps to current standards. Bike lanes will be included as the road widths allow. All roadway segments will be evaluated for low cost safety improvements to reduce the risk of crashes; segments on N 2nd, 10th, 42nd, 52nd, Cecil B. Moore, Cedar, Hunting Park, and Oxford are part of the Vision Zero High Injury Network, a network of Philadelphia streets with the highest rates of fatalities and severe injuries per mile, and will receive particular attention. N 2nd, 5th, Broad, Germantown, and Spring Garden are all part of the National Highway System (NHS). This will also include: 49th St (G520) Baltimore Ave to Woodland Ave (Collector) (Vision Zero High Injury Network) 58th St (G065) Hoffman Ave to Lindbergh (Collector) (Vision Zero High Injury Network) Bells Mill Rd (G181) Germantown Ave to Ridge Ave (Minor Arterial) Manayunk Ave (G5236) Ridge Ave to Roxborough (Collector) Oxford Ave (G121) Roosevelt Blvd to Frankford Ave (Minor Arterial) (Vision Zero High Injury Network) Wyoming Ave (G054) Brad St to Castor Ave (Collector/Minor Arterial) (Vision Zero High Injury Network)

Lead Agency:	PennDOT
Project Type:	Roadway Rehabilitation
County:	Philadelphia
Town:	Philadelphia City
Tip Status:	-
Air Quality Code:	S10
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$27,050,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
PE	LOC	$0	$106,000	$0	$0	$0	$0	$106,000
PE	STU	$0	$424,000	$0	$0	$0	$0	$424,000
Total PE		$0	$530,000	$0	$0	$0	$0	$530,000
CON	LOC	$0	$663,000	$663,000	$413,000	$663,000	$2,902,000	$5,304,000
CON	STU	$0	$2,652,000	$2,652,000	$1,652,000	$2,652,000	$11,608,000	$21,216,000
Total CON		$0	$3,315,000	$3,315,000	$2,065,000	$3,315,000	$14,510,000	$26,520,000
Total Future Costs		$0	$0	$0	$0	$0	$14,510,000	$14,510,000
Total Programmed		$0	$3,845,000	$3,315,000	$2,065,000	$3,315,000	$14,510,000	$27,050,000

81729 - Navy Yard Lift Bridge Rehabilitation

The Navy Yard Lift Bridge Rehabilitation Project (Project) is a top priority capital improvement to rehabilitate the 26th Street Lift Bridge and bring it into a state of good repair. The bridge is a critical piece of infrastructure that connects South Philadelphia and I-95 commuters to thousands of quality jobs and union jobs in the Navy Yards industrial core (e.g., the U.S. Navy, Philly Shipyard, and Rhoads Industries). As a vertical lift bridge, it also offers essential water access to the Reserve Basin, the U.S. Navys only freshwater East Coast port and home of the Inactive Fleet. The Lift Bridge is 80+ years old and was last rehabilitated in 2003. In the two decades since its last rehabilitation, the bridge has experienced multiple failures that disrupt transportation access and marine operations, causing extensive traffic backups at shift changes and stranding vessels inside and outside the Reserve Basin, costing tens of thousands of dollars in tugboat fees, U.S. Navy labor charges, and additional operator fees. Absent funding, the bridge will continue to fail, and the frequency of failure is expected to accelerate as the structure deteriorates further. The Lift Bridge is on the National Bridge Inventory (structure number 69671), currently rated as fair condition and at risk of falling into poor condition within the next 3 years. The Project is two-phased: 1) Design and Engineering (this project proposal); and 2) construction. The Project will support essential above-water and below-water reconstruction and repair of the structural, mechanical, and electrical systems namely a full replacement of the fender system which will ensure reliable bridge operation, minimize disruption for Navy Yard users, enhance safety, and bring the bridge into a state of good repair.

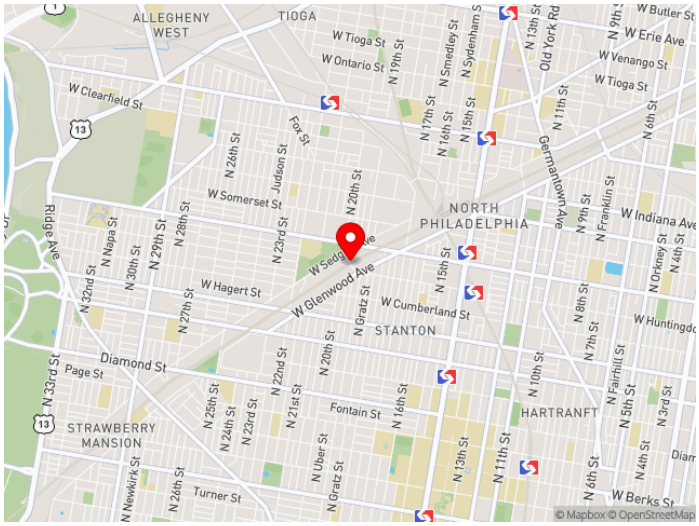
Lead Agency:	PennDOT
Project Type:	Bridge Repair/Replacement
County:	Philadelphia
Town:	Philadelphia City
Tip Status:	-
Air Quality Code:	S19
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$17,735,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	LOC	$0	$0	$0	$17,735,000	$0	$0	$17,735,000
Total CON		$0	$0	$0	$17,735,000	$0	$0	$17,735,000
Total Programmed		$0	$0	$0	$17,735,000	$0	$0	$17,735,000

17595 - Margie Street over Amtrak

Margie Street bridge is a single span, riveted Parker pony truss bridge, fabricated in 1919. The bridge crosses over four electrified tracks of the Northeast Corridor. It was officially closed in the summer of 2017, due to severe deterioration of the stringers on the end span at the abutment. Prior to closure, the bridge was posted for a 17-ton weight restriction. This project aims to restore multimodal connectivity through Margie Street over Amtrak railroad, connecting the Strawberry Mansion and Glenwood neighborhoods of North Philadelphia. The scope of this project is to design and construct the rehabilitation of the bridge, to reopen it for safe public crossing. Rehabilitation is anticipated to include revisions to the through girders. Additionally, rehabilitation aims to be sensitive to the historic structure and generally minimize changes to character defining features. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or stateCategorical Exclusion clearance.

Lead Agency:	PennDOT
Project Type:	Bridge Repair/Replacement
County:	Philadelphia
Town:	Philadelphia City
Tip Status:	-
Air Quality Code:	S19
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$30,796,000

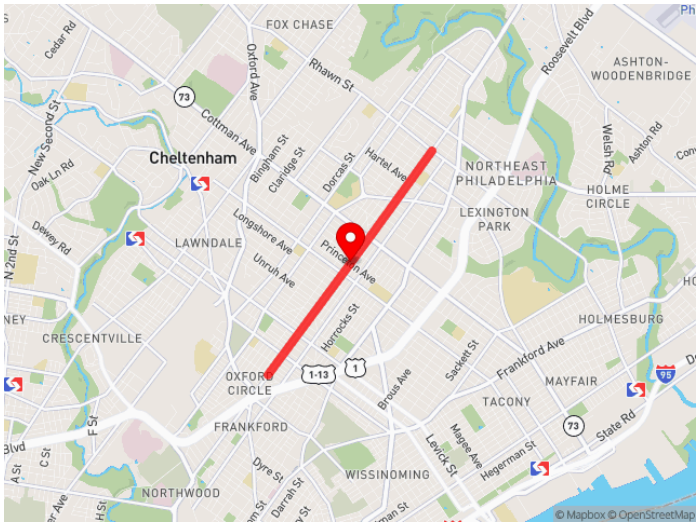


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
FD	BOF	$0	$663,000	$663,000	$0	$0	$0	$1,326,000
Total FD		$0	$663,000	$663,000	$0	$0	$0	$1,326,000
UTL	BOF	$0	$0	$0	$689,000	$1,489,000	$1,200,000	$3,378,000
Total UTL		$0	$0	$0	$689,000	$1,489,000	$1,200,000	$3,378,000
CON	BOF	$0	$0	$0	$0	$0	$26,092,000	$26,092,000
Total CON		$0	$0	$0	$0	$0	$26,092,000	$26,092,000
Total Future Costs		$0	$0	$0	$0	$0	$27,292,000	$27,292,000
Total Programmed		$0	$663,000	$663,000	$689,000	$1,489,000	$27,292,000	$30,796,000

111194 - Castor Avenue Corridor Safety Improvements

This project will implement a road diet, upgrade signals, interconnect/fiber installation, and add left turn lanes to the project area from project limits from Oxford Circle to just north of Cottman Ave intersection. In addition, the design includes adjusted the curb line to incorporate a raised bike, install ped scale lighting and incorporate streetscape type elements including bus boarding curb extensions and bump outs at intersection corners were applicable. These designs parameters will impact and will need to upgrade drainage/inlets and trackless trolley OCS modifications.

Lead Agency:	PennDOT
Project Type:	Intersection/Interchange Improvements
County:	Philadelphia
Town:	Philadelphia City
Tip Status:	-
Air Quality Code:	2030M
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$6,520,000



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	HSIP	$0	$5,020,000	$1,500,000	$0	$0	$0	$6,520,000
Total CON		$0	$5,020,000	$1,500,000	$0	$0	$0	$6,520,000
Total Programmed		$0	$5,020,000	$1,500,000	$0	$0	$0	$6,520,000

120993 - North Philadelphia School Zones RAISE 23

This project will construct multimodal, accessibility, and mobility improvements around six schools and on adjacent high injury corridors. The work includes raised crosswalks at Slow Zone gateways, Slow Zone advisory signage for drivers, curb extensions at key community locations and hazardous crossings, installation of continental crosswalks, ADA ramps, pavement resurfacing, and traffic signals and communications upgrades. Four (4) project zones encompass six (6) schools along high injury corridors, all in close proximity, and all within Area of Persistent Poverty and Historically Disadvantaged Communities. The project is located in North Philadelphia, including the Fairhill and Tioga sections, in the vicinity of six schools: Mary McLeod Bethune, Kenderton, Kipp Elementary, Julia DeBurgos Elementary, Pan-American, and Potter-Thomas.

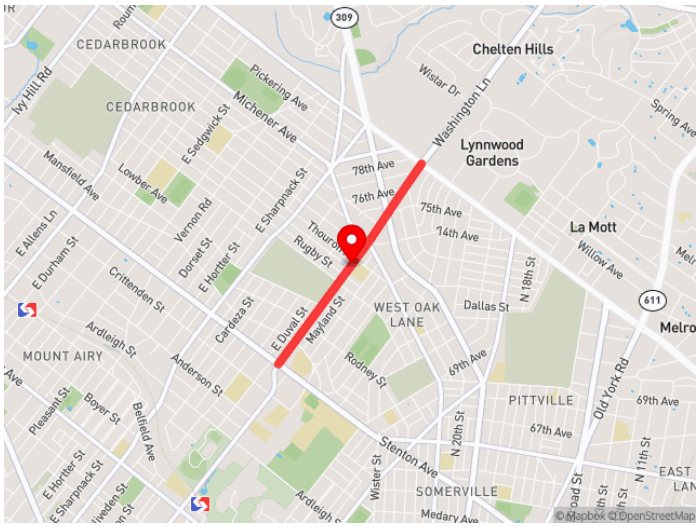
Lead Agency:	PennDOT
Project Type:	Bicycle/Pedestrian Improvement
County:	Philadelphia
Town:	Philadelphia City
Tip Status:	-
Air Quality Code:	A2
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$28,391,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	LOC	$0	$2,463,000	$0	$0	$0	$0	$2,463,000
CON	RAISE	$0	$25,928,000	$0	$0	$0	$0	$25,928,000
Total CON		$0	$28,391,000	$0	$0	$0	$0	$28,391,000
Total Programmed		$0	$28,391,000	$0	$0	$0	$0	$28,391,000

115440 - Washington Lane Corridor Safety Improvements

This project will implement countermeasures to improve safety along Washington Ln (SR 4019) from Stenton Ave (SR 4002) to Cheltenham Ave (SR 0309) in the City of Philadelphia. Pedestal mounted signal head will be converted to overhead mast arms including the installation of retroreflective back plates and coordination of signals along the corridor. Pedestrian safety improvements include the installation of pedestrian countdown signals at signalized intersections and the installation of curb bump outs at high pedestrian volume intersections. The installation of raised crosswalks and flashing beacons at the 76th St/Briar Road intersection is also planned as part of this project.

Lead Agency:	PennDOT
Project Type:	Intersection/Interchange Improvements
County:	Philadelphia
Town:	Philadelphia City
Tip Status:	-
Air Quality Code:	2040M
MRP ID:	-
CMP:	Minor SOV Capacity
Total Cost:	$3,450,000

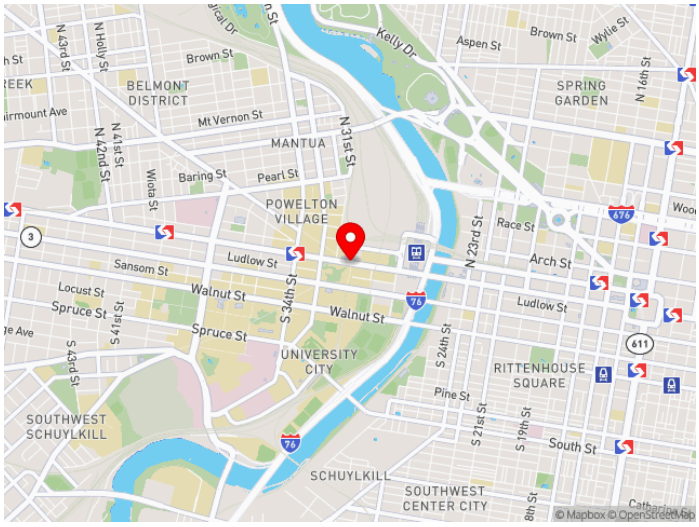


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	HSIP	$0	$3,450,000	$0	$0	$0	$0	$3,450,000
Total CON		$0	$3,450,000	$0	$0	$0	$0	$3,450,000
Total Programmed		$0	$3,450,000	$0	$0	$0	$0	$3,450,000

78757 - JFK Blvd @ 32nd St. o/ SEPTA (30th Street Station) (Bridge)

Rehabilitation of the poor condition bridge on John F. Kennedy (JFK) Boulevard between Market Street and 30th Street over SEPTA double track (West Branch). Phase 1 is complete and rehabilitated the substructure and bridge beams. Phase 2 will rehabilitate the bridge deck. The project is being coordinated with Brandywine Realty's projects on JFK Boulevard.

Lead Agency:	PennDOT
Project Type:	Bridge Repair/Replacement
County:	Philadelphia
Town:	Philadelphia City
Tip Status:	-
Air Quality Code:	S19
MRP ID:	PAR064
CMP:	Not SOV Capacity Adding
Total Cost:	$23,039,000



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
UTL	185	$0	$1,872,000	$190,000	$0	$0	$0	$2,062,000
Total UTL		$0	$1,872,000	$190,000	$0	$0	$0	$2,062,000
CON	185	$0	$0	$381,000	$381,000	$381,000	$3,050,000	$4,193,000
CON	BRIP	$0	$0	$1,526,000	$1,526,000	$1,526,000	$12,206,000	$16,784,000
Total CON		$0	$0	$1,907,000	$1,907,000	$1,907,000	$15,256,000	$20,977,000
Total Future Costs		$0	$0	$0	$0	$0	$15,256,000	$15,256,000
Total Programmed		$0	$1,872,000	$2,097,000	$1,907,000	$1,907,000	$15,256,000	$23,039,000

112525 - Citywide 3R 111

The intent of a "3R" project is to restore roadway surfaces to fully functional and optimal conditions while making whatever improvements are necessary to bring the roadway up to current standards. Typical components include base repair, milling & overlay, drainage improvements, signal modernization, and guiderail improvements. All street segments will be milled and resurfaced with bituminous material and restriped. All ground disturbance will occur within the existing right-of-way. This project will provide smoother riding surfaces for enhanced traffic movement; install pavement markings for better direction for motorists, bicyclists, and pedestrians, and upgrade non-compliant ADA ramps to current standards. Bike lanes will be included as the road widths allow. All roadway segments will be evaluated for low-cost safety improvements to reduce the risk of crashes; the segments on 21st, 58th, Cecil B. Moore, Diamond, Ford, Front, Packer, Tabor, Wyncote, and Wyoming are part of the Vision Zero High Injury Network, a network of Philadelphia streets with the highest rates of fatalities and severe injuries per mile, and will receive particular attention. Locations include: -49th Street (G250) - Baltimore Avenue to Woodland Avenue -58th Street (G065) - Hoffman Avenue to Lindbergh Boulevard -Bells Mill Road (G181) - Ridge Avenue to Germantown Avenue -Manayunk Avenue - RIdge Avenue to Roxborough Avenue -Oxford Avenue (G121) - Frankford Avenue to Oxford Circle -Wyoming Avenue (G054) - N Broad Street to Castor Avenue

Lead Agency:	PennDOT
Project Type:	Roadway Rehabilitation
County:	Philadelphia
Town:	Philadelphia City
Tip Status:	-
Air Quality Code:	S10
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$30,000,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	STU*	$0	$6,188,000	$7,526,000	$6,941,000	$9,345,000	$0	$30,000,000
Total CON		$0	$6,188,000	$7,526,000	$6,941,000	$9,345,000	$0	$30,000,000
Total Programmed		$0	$6,188,000	$7,526,000	$6,941,000	$9,345,000	$0	$30,000,000

82163 - Lincoln Dr/Emlen St Intersection Safety Impr.

The signalized intersection of Lincoln Drive and Emlen Avenue in Philadelphia is situated within a residential area marked by curving roadway geometry, limited sight distances, and moderate to high traffic volumes. Surrounded by wooded terrain and transit-accessible housing, the intersection presents visibility challenges and complex turning movements that contribute to safety concerns. The countermeasures proposed as part of this project are indicated below at Lincoln Dr. & Emlen St Reorientation of Ellet Street to one-way street Elimination of uncontrolled left turn Significant reduction in pedestrian crossing distances Installation of curb bump-outs Installation of pedestrian countdown timers and pedestrian signals Construction of raised pedestrian crossings Conversion of two-way to one-way channelized right-turn movement Installation of high-visibility crosswalks Installation of signage and pavement markings (including do not enter, raised pedestrian crossing, no right turn, pedestrian crossing, right lane must turn left, right lane must turn right)

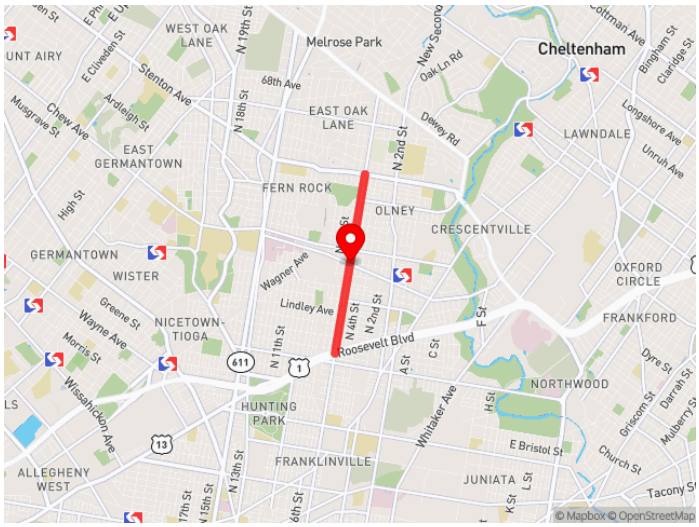
Lead Agency:	PennDOT
Project Type:	Intersection/Interchange Improvements
County:	Philadelphia
Town:	Philadelphia City
Tip Status:	New
Air Quality Code:	S6
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$1,700,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
PE	sHVRU	$0	$100,000	$0	$0	$0	$0	$100,000
Total PE		$0	$100,000	$0	$0	$0	$0	$100,000
FD	sHVRU	$0	$50,000	$0	$0	$0	$0	$50,000
Total FD		$0	$50,000	$0	$0	$0	$0	$50,000
UTL	sHVRU	$0	$50,000	$0	$0	$0	$0	$50,000
Total UTL		$0	$50,000	$0	$0	$0	$0	$50,000
CON	sHVRU	$0	$0	$1,500,000	$0	$0	$0	$1,500,000
Total CON		$0	$0	$1,500,000	$0	$0	$0	$1,500,000
Total Programmed		$0	$200,000	$1,500,000	$0	$0	$0	$1,700,000

118035 - 5th Street Improvements

To design and construct complete street improvements on 5th Street between Roosevelt Boulevard and Godfrey Avenue. Improvements inlcude signal modernization, interconnect, resurfacing, channelization, ADA ramps, safety improvements, and streetlighting

Lead Agency:	PennDOT
Project Type:	Streetscape
County:	Philadelphia
Town:	Philadelphia City
Tip Status:	-
Air Quality Code:	2040M
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$13,582,000



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
FD	581	$0	$748,000	$0	$0	$0	$0	$748,000
Total FD		$0	$748,000	$0	$0	$0	$0	$748,000
CON	581	$0	$0	$356,000	$356,000	$1,106,000	$750,000	$2,568,000
CON	STP	$0	$0	$0	$0	$3,422,000	$0	$3,422,000
CON	STU	$0	$0	$1,422,000	$1,422,000	$1,000,000	$3,000,000	$6,844,000
Total CON		$0	$0	$1,778,000	$1,778,000	$5,528,000	$3,750,000	$12,834,000
Total Future Costs		$0	$0	$0	$0	$0	$3,750,000	$3,750,000
Total Programmed		$0	$748,000	$1,778,000	$1,778,000	$5,528,000	$3,750,000	$13,582,000

82012 - Philadelphia Community Charging Stations

The City of Philadelphia will utilize Carbon Reduction TIP funding to invest in the equitable expansion of electric vehicle charging infrastructure throughout the City. Given the density of row homes and multifamily housing in the City, investment in neighborhood charging solutions is key to facilitate the uptake of electric vehicles for residents who do not have access to charging overnight. Funds will be used for the acquisition, installation, and operation of publicly accessible electric vehicle charging infrastructure. In partnership with the Philadelphia Parking Authority, the City has identified community parking lot locations that are ideal locations for publicly available EV charging stations. Community lots were selected based on the following criteria: -High rates of electric vehicle registrations in the surrounding zip code -Proximity to disadvantaged communities -Proximity to regional rail stations -Filling in gaps in existing EV charging infrastructure -Ease of installation and operation according to existing surface lot operations In addition to these surface lot locations, the City is underway with an RFP process to select a vendor for curbside charging locations that will serve areas of the City with high densities of multifamily housing. Charging stations would be predominately level two, with potential for level three installation in appropriate locations. Where possible, charging locations will be determined in collaboration with the Office of Sustainability and Fleet Services to ensure that public charging stations can be utilized by fleet vehicles in addition to the public.

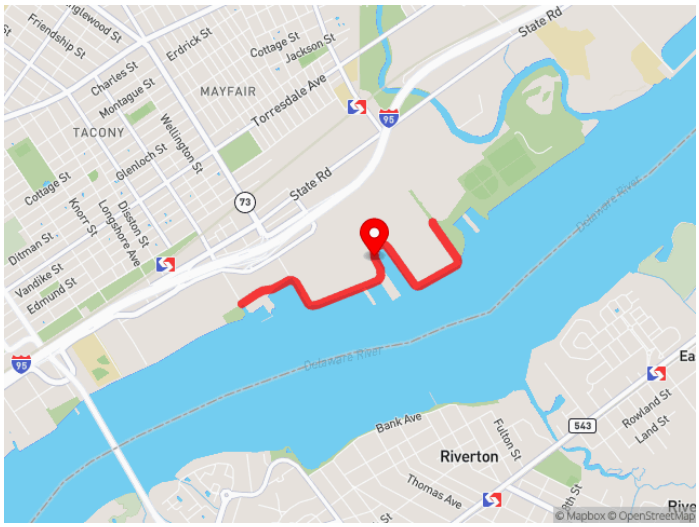
Lead Agency:	PennDOT
Project Type:	Other
County:	Philadelphia
Town:	Philadelphia City
Tip Status:	-
Air Quality Code:	NRS
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$4,000,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	CRPU	$0	$4,000,000	$0	$0	$0	$0	$4,000,000
Total CON		$0	$4,000,000	$0	$0	$0	$0	$4,000,000
Total Programmed		$0	$4,000,000	$0	$0	$0	$0	$4,000,000

79832 - North Delaware Riverfront Greenway project, Sec 3

The City of Philadelphia Parks and Recreation and Riverfront North Partnership (formerly known as Delaware River City Corporation (DRCC)) are working together to complete the multi-use trail network known as the North Delaware River East Coast Greenway. The bike/pedestrian trail covers the North Delaware riverfront consists of four sections. The Tacony Holmesburg Trail, Section 3, is approximately two miles long and begins at Princeton Avenue and runs north along the river's edge into the existing Pennpack Park trail. BREAK INTO 4 SEPARATE PROJECTS MPMS #79830 - Section 1/N Del Riverfront Greenway/K&T Trail Phase 2 MPMS #61712 - Section 2/N Del Riverfront Greenway/Kensington & Tacony MPMS #79832 - Section 3/N Del Riverfront Greenway/Tacony Holmesburg Trail MPMS #79833 - Section 4/N Del Riverfront Greenway/Baxter Trail -PA ID #242 - $471,425 remains of the original $546,425 from 2003 Appropriations Bill. -PA ID #262 - $183,994 remains of the original $750,000 from 2004 Appropriations Bill. -PA ID# 464 - $0 remains of the original $8,000,000 from SAFETEA DEMO #2649. -PA ID# 615 - $1,907,557 remains of the original $3,000,000 from SAFETEA DEMO #4805. -PA ID# 671 - $6 remains of the original $500,000 from SAFETEA DEMO #363.

Lead Agency:	PennDOT
Project Type:	Bicycle/Pedestrian Improvement
County:	Philadelphia
Town:	Philadelphia City
Tip Status:	-
Air Quality Code:	A2
MRP ID:	PAR078
CMP:	Not SOV Capacity Adding
Total Cost:	$2,669,000

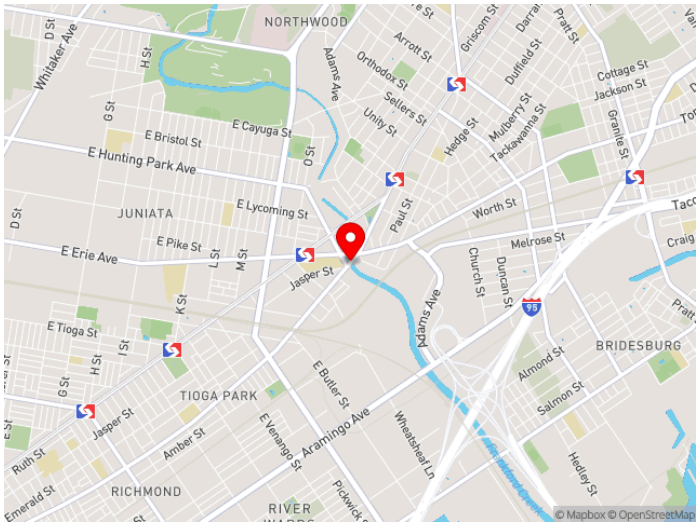


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	SXF	$0	$0	$2,669,000	$0	$0	$0	$2,669,000
Total CON		$0	$0	$2,669,000	$0	$0	$0	$2,669,000
Total Programmed		$0	$0	$2,669,000	$0	$0	$0	$2,669,000

81292 - Frankford Av/Frankford Ck (Bridge)

This project is in construction and is the bridge replacement of Frankford Avenue bridge over Frankford Creek between Torresdale Avenue and Castor Avenue in Philadelphia. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

Lead Agency:	PennDOT
Project Type:	Bridge Repair/Replacement
County:	Philadelphia
Town:	Philadelphia City
Tip Status:	-
Air Quality Code:	S19
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$1,000,000

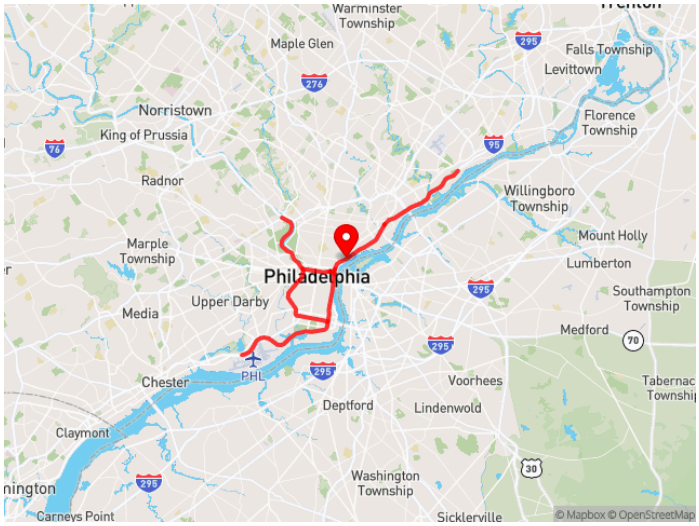


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	BRIP*	$0	$1,000,000	$0	$0	$0	$0	$1,000,000
Total CON		$0	$1,000,000	$0	$0	$0	$0	$1,000,000
Total Programmed		$0	$1,000,000	$0	$0	$0	$0	$1,000,000

91490 - Expressway Service Patrol - Philadelphia

This project is a breakout of MPMS #69801, and will provide for the operation of emergency service patrols on congested state highways to detect and clear incidents rapidly by providing emergency assistance to stranded motorists. Approximately half of all delays experienced by highway users in congested areas are caused by traffic accidents, vehicle breakdowns, and other incidents. Prompt incident management programs such as this, can reduce delays significantly. Service will be provided on 30 linear miles including: I-76, I-95, and I-676 in Philadelphia.

Lead Agency:	PennDOT
Project Type:	Signal/ITS Improvements
County:	Philadelphia
Town:	Philadelphia City
Tip Status:	-
Air Quality Code:	S2
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$2,700,000

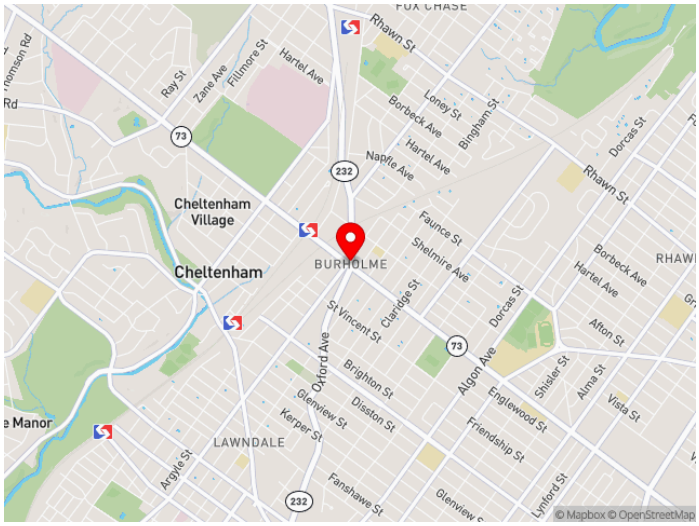


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	NHPP*	$0	$1,300,000	$1,400,000	$0	$0	$0	$2,700,000
Total CON		$0	$1,300,000	$1,400,000	$0	$0	$0	$2,700,000
Total Programmed		$0	$1,300,000	$1,400,000	$0	$0	$0	$2,700,000

82005 - Honor Square at 5 Points Streetscape and Traffic Improvements

Project includes the construction of multimodal intersection safety improvements, including curb line changes, bump outs, traffic signal upgrades, ADA curb upgrades, roadway resurfacing, installation of pavement markings, and beautification of the existing memorial island. The project was allocated funding through the Transportation, Housing and Urban Development, and related Agencies Appropriations Act of 2024, a section of the Consolidated Appropriations Act of 2024.

Lead Agency:	PennDOT
Project Type:	Intersection/Interchange Improvements
County:	Philadelphia
Town:	Philadelphia City
Tip Status:	-
Air Quality Code:	S6
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$2,702,000



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	LOC	$0	$1,086,000	$0	$0	$0	$0	$1,086,000
CON	SXF	$0	$1,616,000	$0	$0	$0	$0	$1,616,000
Total CON		$0	$2,702,000	$0	$0	$0	$0	$2,702,000
Total Programmed		$0	$2,702,000	$0	$0	$0	$0	$2,702,000

117931 - Regional TOP Competitive Administration

This project supports ongoing administration, strategic planning, and priority-setting work for the regional competitive Travel Options Program (TOP), which funds implementation of TDM projects in Southeastern PA. In FY2021, DVRPC convened a new Regional TDM Advisory Committee with relevant partner agencies, which developed and help staff reach consensus on goals, objectives, and an initial Vision Statement for this new regional approach to prioritizing TDM strategies in the DVRPC region, and incorporating new efforts. This Committee also helped develop and prioritize strategies to guide the selected pilot projects for testing, and helped determine ways to measure performance and impact. This planning and administration work also includes ongoing peer/best practice assessment for successful historic and current TDM plans and programs, here and in other regions, and evaluation of current plans and data that can be used to inform new priorities. This project can include development and oversight of competitive expression of interest (EOI) and project application process(es), and establishing tracking procedures for measuring the impact of the program's projects and tasks. It may include outreach on release of the EOI and subsequent updates on selected projects. DVRPC also manages the contracts and invoicing activities with each of the selected grantees under this program. A performance-based and outcome-driven approach to developing, evaluating, selecting, and undertaking projects will help staff and stakeholders strengthen existing TDM programs, and determine new longer-term initiatives that can serve as a foundation for the regional TDM portfolio in future years. Completion of this work may require the purchase of equipment or services. Tasks 1. Convene regular meetings and/or workshops of the Regional TDM Advisory Committee, comprised of DVRPC member governments, State DOTs, transit agencies, partner MPOs and others, as appropriate, to continue providing input to and support for the Regional TDM Program. 2. Manage administrative functions associated with grants and reporting, as well as contract management and accounting activities. 3. Based on the outcomes of funded projects, including pilot programs, and relevant TDM practice nationally, further develop and prioritize strategies and pilot programs for testing in the DVRPC region, as well as ways to measure performance. Document historic and ongoing TDM activities, in our region and nationally, as applicable, and consider relevant, available plans and data that can be used to inform new regional priorities for action. 4. In collaboration with multiple departments across DVRPC, continue to monitor and report on COVID-related travel and behavior changes and their implications for TDM strategies, as relevant. 5. Review and revise, if necessary, the Regional TDM Plan (vision, goals, outcomes, and strategies) for our approach to TDM in the DVRPC region. Maintain a living strategic plan of priority TDM projects that builds on current activities and success, and also cultivates new strategies for trial, evaluation, and growth. 6. Based on the outcome of initial pilot projects, continue to develop proposed 'early action' projects for advisory committee consideration, with programs added to PA and NJ TIPs as appropriate.

Lead Agency:	PennDOT
Project Type:	Other
County:	Various
Town:	-
Tip Status:	-
Air Quality Code:	X1
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$100,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
PRA	CAQ	$0	$50,000	$50,000	$0	$0	$0	$100,000
Total PRA		$0	$50,000	$50,000	$0	$0	$0	$100,000
Total Programmed		$0	$50,000	$50,000	$0	$0	$0	$100,000

113257 - Outdoor Advertising Control

District 6 has been required since 2006 to conduct regular surveillance and ongoing illegal sign surveillance for outdoor advertising devices. This is to comply with federal regulations in 23 CFR 750.705b. The current surveillance cycle must be completed prior to December 2026. Over the 2-year cycle, an average of 16 approved signs per week must be surveilled to meet the deadline for regular surveillance and must be captured with the iPAD and spike device in order to be uploaded into the HBMS program as follows: Priority 1 -regular surveillance of approved signs: * Bucks County - 300 signs * Chester County - 150 signs * Delaware County - 150 signs * Montgomery County - 150 signs * Philadelphia County - first-time surveillance - approximately 700 signs * Total: 1450 signs Priority 2 -ongoing surveillance of illegal signs to: * identify illegals signs for the purpose of legalization * assure that signs erected comply at minimum with size, spacing and lighting * remove illegal signs expeditiously In addition, the District will continue to perform the administrative responsibilities of application processing by reviewing available documentation and conducting routine field inspections to make recommendations for approval or denial of Outdoor Advertising Device permits. District 6 will continue to log all signs identified as illegals and follow through with written requests for permit applications or removal of these signs.

Lead Agency:	PennDOT
Project Type:	Other
County:	Various
Town:	-
Tip Status:	-
Air Quality Code:	NRS
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$300,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
PRA	STU	$0	$0	$300,000	$0	$0	$0	$300,000
Total PRA		$0	$0	$300,000	$0	$0	$0	$300,000
Total Programmed		$0	$0	$300,000	$0	$0	$0	$300,000

83743 - ADA Ramps Line Item

This line item is a set aside to address candidates for ADA ramp reconstruction/construction that are needed in the DVRPC region. As the proposals originally reflected in the Decade of Investment are more completely understood, evaluated, and recommended, specific TIP candidate project recommendations can be developed.

Lead Agency:	PennDOT
Project Type:	Bicycle/Pedestrian Improvement
County:	Various
Town:	Various
Tip Status:	-
Air Quality Code:	A2
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$2,500,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	581	$0	$250,000	$0	$0	$250,000	$0	$500,000
CON	STP	$0	$1,000,000	$0	$0	$1,000,000	$0	$2,000,000
Total CON		$0	$1,250,000	$0	$0	$1,250,000	$0	$2,500,000
Total Programmed		$0	$1,250,000	$0	$0	$1,250,000	$0	$2,500,000

81232 - Transportation Operations

This program will promote more efficient and cost-effective use of the existing transportation network and services through enhanced coordination and integration of Intelligent Transportation Systems (ITS) and Transportation Systems Management and Operations (TSMO) strategies in order to create more reliable traffic flow, improved safety, reduced congestion, less wasted fuel, cleaner air, and more efficient use of resources including facilities and funding. Federal metropolitan planning regulations require MPO's to incorporate transportation operations into their transportation planning processes. DVRPC addresses that requirement through the conduct of two long-standing related initiatives. The Transportation Operations Program Area and the Transportation Systems Management and Operations Program (25-52-170) highlight key activities undertaken by these programs. The Transportation Operations Program incorporates Transportation Systems Management and Operations (TSMO) strategies to help proactively manage the transportation system by addressing recurring and non-recurring congestion which results in trip reliability, emissions reductions, improved safety, and efficiency. These principles are integrated into DVRPC's planning processes. This year's work program is divided into four major components: Traffic Incident Management (TIM), Regional Traffic Signal Retiming, Transportation Operations Task Force (TOTF), TSMO planning efforts and technical assistance. DVRPC implements Traffic Incident Management (TIM) by providing a series of focused, best-practice training and resource-sharing Traffic Incident Management sessions for incident emergency responders comprised of relevant transportation departments including Pennsylvania and New Jersey Department of Transportation, Pennsylvania Turnpike Commission, Pennsylvania and New Jersey State Police, City of Philadelphia, local law enforcement, local fire departments, emergency medical services, county 911 communications, public works departments, towing and recovery companies, hazardous materials clean-up contractors, and other appropriate regional agencies. These sessions termed Incident Management Task Forces (IMTF) are held for 8 different groups that were established based on high traffic corridors in the region. In addition to the eight Incident Management Task Forces, DVRPC supports other efforts in the region as needed, and serves as the regional clearinghouse for regional incident management activities. IMTFs implement the planned and coordinated multi-disciplinary process to detect, respond to, and clear traffic incidents so that emergency responder safety issues are addressed, traffic flow is restored as quickly and efficiently as possible thereby reducing the duration and impacts of traffic incidents and non-recurring congestion, incident management responses are improved, and interagency coordination is fostered. Typical activities include incident after action reviews, specialized training on the detection, response, and recovery of traffic incidents, and a feedback-loop for relevant construction projects and ITS deployment. In Pennsylvania, the Philadelphia IMTF includes working with Philadelphia agencies and PennDOT to improve the operations of expressways in the city, with a major emphasis on operational planning for the reconstruction of I-95. DVRPC also continues to manage the IMTF's in Bucks County, Chester County, Delaware County and Montgomery County (with special outreach as needed for the I-76 Integrated Corridor Management and I-476 Travel Management Projects). In New Jersey, DVRPC continues to manage the NJ SAFR (Southern Area First Responders) IMTF, which covers Gloucester and Camden Counties, and the Burlington and Mercer County IMTFs. Additionally, DVRPC participates in other incident management programs including both statewide Pennsylvania and NewJersey efforts, and IMTFs initiated by other agencies. As a result of ongoing discussion within various IMTFs about the challenges responders face dealing with EV vehicle fires, DVRPC established an Electrical Vehicle Task Force. The task force is a coalition of first responders and other related parties dedicated to improving outcomes of EV-related incidents on roadways. The goal of the EV Task force is to act as a conduit for information sharing and resource management of existing national and local best practices and EV trainings. Traffic signals play an important role in the transportation network, and county and local arterial roadways are increasingly being called upon to carry more users. FHWA estimates that many signals on these arterials could be improved by updating equipment or by simply adjusting and updating the timing plans. Outdated or poor traffic signal timing accounts for a significant portion of traffic delay on arterials. Traffic signal retiming is one of the most cost-effective ways to improve traffic flow and is one of the most basic strategies to help mitigate congestion and reduce emissions. It improves the mobility and safety of the street system, and decreases congestion and delay while improving travel time and travel time reliability. DVRPC will continue to support the Pennsylvania Regional Signal Retiming Initiative effort by working with PennDOT District 6 and the counties to choose corridors for retiming, provide cost/benefit emissions benefit data, and serve on the project team. DVRPC will be supporting the New Jersey Regional Signal Retiming Initiative Program by working with a consultant and stakeholder team to choose corridors for retiming and serve on the project team as coordinator. DVRPC's Transportation Operations Task Force (TOTF) are the focal point of coordinating transportation operations activities in the region, providing highway and transit operators and emergency responders an opportunity to interact with each other. The Task Force is a forum for agencies to share information on various TSMO and ITS deployments and incident management programs, develop a consensus on regional ITS issues and respond to federal initiatives. As a technical level group, it may often guide DVRPC's Transportation Operations planning activities that in turn support the Task Force members. As an ongoing TSMO planning effort to support our stakeholders, DVRPC continues to either maintain or update several regional operational efforts such as the Regional ITS Architecture, Transportation Systems Management and Operations Master Plan, and PennDOT District 6-0 Regional Operations Plan. As part of project development, staff review and make recommendations for DOT infrastructure projects to incorporate ITS and TSMO operational improvements. DVRPC will continue to provide planning and technical assistance on transportation operations for partners as requested. In addition, DVRPC will continue to investigate innovative programs related to transportation systems management and operations. This work program is subdivided by the four components described above. Some ofthese activities may require DVRPC to purchase equipment and/or services. Tasks: Incident Management Task Forces Tasks 1. Continue to manage and implement resource sharing for the 5 Pennsylvania (Bucks, Chester, Delaware, Montgomery and Philadelphia County) and 3 NewJersey (Burlington, Mercer and NJ SAFR) Traffic Incident Management Task Forces. 2. Prepare notices for each session, identify and line up speakers, develop agendas, and prepare summaries and training materials and distribute to all stakeholders. 3. At each session, After Action Reviews (AARs) which examine events that occurred in the past in order to review and assess the process, procedures and actions performed, and to identify best practices, lessons learned, and potential new protocols which will reduce delay. 4. Work with the task forces to address operational and traffic management issues as needed that may include ITS equipment deficiencies, detour routes, traffic management plans, incident management plans, incident management policy and procedures, communications, electrical vehicle fire response, emerging technologies, severe weather preparedness and work zone traffic management. 5. Facilitate coordination between PennDOT and emergency responders on various Active Traffic Management projects (I-76 ICM, I-476/I-95, US 422), including working with PennDOT project managers to bring responders and design consultants together to identify issues to consider in the final design of relevant capital projects and ITS deployment. 6. Construction Project Coordination Discussions bring together responders and construction projects managers and implementers to review construction and work zone stages, address incident response zones and identify different ways to access a crash in a work zone if needed. 7. Promote and provide the PA and NJ Statewide Responder Training sessions, specialized training session(s) to be determined, and various online TIM Training efforts. 8. Social Media awareness campaigns for quick clearance. 9. Participate in New Jersey's Statewide Traffic Incident Management Program and Pennsylvania's PennTime Program and any other TIM programs initiated by state agencies and other agencies. 10. Provide technical support, including mapping services, GIS, and other assistance as requested. 11. Continue to manage and implement the EV Taskforce, including sharing information and supporting collaboration efforts and communication, EV training and general awareness amongst various stakeholders. Traffic Signal Optimization Tasks 1. Provide technical and policy assistance to PennDOT as it advances the concept of retiming and optimizing traffic signals on a regional basis for

Pennsylvania'sDVRPC Counties. Attend relevant meetings as requested. 2. In cooperation with PennDOT and DVRPC's Pennsylvania counties, select which traffic signals will be chosen for retiming. 3. Provide technical and policy assistance to the New Jersey Regional Signal Retiming Initiative Program. 4. In cooperation with NJDOT, and NJ's DVRPC Counties, select which traffic signals on 500 and 600 numbered routes will be chosen for retiming. 5. Participate in all kick-off, planning, and coordination meetings related to the regional program. Transportation Operation Task Force 1. Host the Transportation Operations Task Force. Prepare notices, agendas, identify specialized topics, arrange speakers, prepare and distribute summary materials 2. Support multimodal planning efforts and coordination with various transportation agencies 3. Promote and educate regional agencies and public on TSMO strategies such as active traffic management principles and issues. 4. Continue the regional construction coordination efforts to minimize traffic impacts of overlapping construction projects. 5. Provide a feedback loop to DOT's and other transportation operators on design and operational issues for relevant construction projects and ITS deployment. Products: Transportation Operations Task Force Products 1. Transportation Operations Task Force meeting agendas, summaries, and meeting materials. 2. Regional Operating Agency Contact List 3. Provide topical specialized training session(s) to be determined. Incident Management Task Force Products 1. Incident management task force training sessions agendas, summaries, and resource materials. 2. IMTF policy and procedures guidelines, training aids, maps depicting response areas, and other relevant materials identified by IMTF members. 3. AARs summaries for distribution to all task force members to inform them of best practices, lessons learned, and possible new protocols to reduce traffic delay. 4. Conduct expanded Formal After Action Reviews and prepare reports 5. Traffic congestion analysis 6. Incident Duration and lane closure tracking analysis 7. Roster and contact information of regional emergency agencies 8. Marketing Materials such as the Social Media Campaign Tool Kit for Quick Clearance and Move Over Laws Traffic Signal Optimization Products 1. Products developed for both the Pennsylvania and New Jersey Signal Retiming Programs. 2. MOU and concept of operations for each corridor when necessary. 3. Proposed and final signal timing plans 4. Implementation of Optimized Signal Timing Plans 5. Technical Memorandum which can include Performance Measures such as Travel Time, Delay, stops and fuel consumption. Any work performed in or for New Jersey will be funded via the New Jersey TIP.

Lead Agency:	PennDOT
Project Type:	Other
County:	Various
Town:	-
Tip Status:	-
Air Quality Code:	X1
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$468,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
PRA	581	$0	$52,000	$0	$0	$0	$0	$52,000
PRA	CAQ	$0	$208,000	$0	$0	$0	$0	$208,000
PRA	STU	$0	$208,000	$0	$0	$0	$0	$208,000
Total PRA		$0	$468,000	$0	$0	$0	$0	$468,000
Total Programmed		$0	$468,000	$0	$0	$0	$0	$468,000

118036 - HSIP Supportive Line Item

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

Lead Agency:	PennDOT
Project Type:	Other
County:	Various
Town:	Various
Tip Status:	-
Air Quality Code:	NRS
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$2,000,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	581	$0	$1,514,000	$486,000	$0	$0	$0	$2,000,000
Total CON		$0	$1,514,000	$486,000	$0	$0	$0	$2,000,000
Total Programmed		$0	$1,514,000	$486,000	$0	$0	$0	$2,000,000

48201 - DVRPC Competitive CMAQ Program

The Congestion Mitigation and Air Quality Improvement Program (CMAQ) was established by ISTEA and continued under TEA-21, SAFETEA-LU, and MAP-21. CMAQ funds are allocated to the states for use in non-attainment and maintenance areas for projects that contribute to the attainment of the Clean Air Act standards by reducing emissions from highway sources. Project types that are eligible for CMAQ funding include bicycle and pedestrian facilities; traffic flow improvements; ridesharing and other demand management programs; alternative fuel vehicles; and public transit improvements. During a round of the DVRPC Competitive CMAQ Program, a call for projects goes out, applications are submitted, and candidate projects are ranked and selected by the DVRPC Board based on their emissions reduction potential, as well as other criteria such as cost-effectiveness, ease of implementation, project readiness, and sponsor commitment to provide matching funds. The following projects selected in the calendar year 2019 Competitive CMAQ Program will have funds drawn down from this Line Item at the appropriate time: 1) MPMS #114166 - PA 401 and Valley Hill Road Intersection Improvements - $2,110,000 CMAQ 2) MPMS #114112 - Media Bypass ITS Corridor - $5,000,000 CMAQ

Lead Agency:	PennDOT
Project Type:	Other
County:	Various
Town:	Various
Tip Status:	-
Air Quality Code:	NRS
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$95,920,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	CAQ	$0	$0	$0	$0	$1,000,000	$94,920,000	$95,920,000
Total CON		$0	$0	$0	$0	$1,000,000	$94,920,000	$95,920,000
Total Future Costs		$0	$0	$0	$0	$0	$94,920,000	$94,920,000
Total Programmed		$0	$0	$0	$0	$1,000,000	$94,920,000	$95,920,000

115972 - I-95 Planning Assistance

The purpose of this program is to support the implementation of I-95 Reconstruction Projects by serving as a planning and coordination resource for PennDOT. This project provides for technical and planning assistance to PennDOT District 6 for support in implementation of the I-95 Reconstruction Projects. DVRPC will be on call for quick-turnaround analysis or data collection tasks in support of specific and timely I-95 project planning needs. Tasks will include data collection, meeting and stakeholder coordination, and general research as needed. Subject areas include congestion mitigation strategies, as well as transit, Transportation Management Association, environmental, freight, historic, and bicycle/pedestrian issues. District 6 has limited planning staff, while DVRPC planning staff has multiple areas of expertise which are beneficial for this work and have been utilized in the past. Tasks 1. Facilitate discussion and prioritization with SEPTA on capital improvements to mitigate congestion on I-95 during and beyond the reconstruction project timeline; provide sketch-level benefit/cost analysis of proposed improvements as needed. Assist with design coordination and implementation of congestion mitigation strategies. 2. Coordinate implementation of recommended strategies developed from the DVRPC Alternatives Development for Roosevelt Boulevard Transit Enhancements study. 3. Coordinate implementation of recommended strategies developed from the DVRPC Improving Non-motorized Access to Regional Rail Stations on the I-95 Corridor study. 4. Coordinate implementation of recommended strategies developed from the Bucks County Planning Commission on bicycle and pedestrian access to stations in Lower Bucks County on SEPTAs West Trenton Line. 5. Facilitate coordination between SEPTA, PennDOT, and other agencies, including multiple agencies/departments within the City of Philadelphia. 6. Coordinate communications and outreach activities with the TMAs. 7. Assist with bicycle and pedestrian planning and coordination efforts in the I-95 corridor. 8. Assist with trail alignment and coordination efforts for trails along the I-95 corridor, especially for portions related to the East Coast Greenway. 9. Assist with environmental mitigation efforts and context sensitive planning related to the I-95 reconstruction projects. 10. Assist with coordination of historical preservation efforts related to the I-95 reconstruction projects. 11. Coordinate with freight industry representatives on construction activities, detour routes, long range planning, and general coordination. 12. Provide mapping and Geographic Information Systems (GIS) support as requested. 13. Provide support in coordinating and developing legal agreements, as needed. 14. Assist with identifying and cataloging transportation infrastructure projects within the corridor. 15. Assist with coordination related to other transportation and land development projects in the corridor, as requested. See MPMS #106708 as a previous MPMS # for this project.

Lead Agency:	PennDOT
Project Type:	Other
County:	Various
Town:	-
Tip Status:	-
Air Quality Code:	X1
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$240,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
PRA	581	$0	$40,000	$40,000	$0	$0	$0	$80,000
PRA	NHPP	$0	$80,000	$80,000	$0	$0	$0	$160,000
Total PRA		$0	$120,000	$120,000	$0	$0	$0	$240,000
Total Programmed		$0	$120,000	$120,000	$0	$0	$0	$240,000

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

Replacing SONET architecture with managed Ethernet/IP based solution using Layer 3 network switches.

Lead Agency:	PennDOT
Project Type:	Signal/ITS Improvements
County:	Various
Town:	-
Tip Status:	-
Air Quality Code:	S7
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$833,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
PE	CRPU	$0	$0	$51,000	$0	$0	$0	$51,000
Total PE		$0	$0	$51,000	$0	$0	$0	$51,000
CON	CRPU	$0	$0	$0	$0	$0	$457,000	$457,000
CON	sCRP	$0	$0	$0	$325,000	$0	$0	$325,000
Total CON		$0	$0	$0	$325,000	$0	$457,000	$782,000
Total Future Costs		$0	$0	$0	$0	$0	$457,000	$457,000
Total Programmed		$0	$0	$51,000	$325,000	$0	$457,000	$833,000

117930 - PA Transportation Demand Management (TDM) Base Program Administration and Commuter Services

This work program will manage the work of TMAs and contractors that serve employers implementing commute alternatives programs and encourage commuters to choose travel alternatives to the single-occupancy vehicle (SOV). The Transportation Management Associations (TMAs) and other related partners in southeastern Pennsylvania have helped promote Transportation Demand Management (TDM) options and program for over two decades, in the form of two grants funded by PennDOT the TMA Assistance Grant (one available to all TMAs in PA), and the Mobility Alternatives Program (MAP) grant (available only in SE PA). Starting in FY2023, DVRPC and PennDOT have developed a new TDM grant program that combines these two legacy grants into one new base TDM grant for each organization previously funded through one or both of the legacy grants. Each organization will be awarded an amount of funding to perform activities like education and outreach on TDM options, TDM strategies, and the advantages for both employers and employees to implement or use these options. DVRPC will contract with and oversee the work program development and approval for each subrecipient receiving these grants and work with their respective county planning department(s) as well as PennDOT (Central Office and District 6) and FHWA in this development and in tracking progress and results from their efforts. This program supports DVRPC staff activities for planning, marketing, procurement and accounting, as well as funding to lease software for and manage the regional Share-A-Ride (SAR) ride match program, the Emergency Ride Home (ERH) program and provide necessary materials, schedules and tools to help contractors promote TDM with a unified message in the SE PA region. This program is part of the larger coordinated regional TDM effort that includes the Travel Options Program (TOP) competitive grant program. Completion of this work may require the purchase of equipment or services. Tasks 1. Work with TMAs/Contractors to develop Work Programs for base TDM efforts. 2. Ensure this work involves outreach to both employers and the general commuting public. 3. Oversee TMA/Contractor TDM education and outreach efforts and development and placement of relevant materials; encourage cooperative efforts whenever possible. 4. Operation of the Share-A-Ride (SAR) ride match program, including annual software lease agreements, database management and quarterly reporting, registrant communications and training. 5. Creation and administration of contracts with each of nine subrecipients. 6. Review and payment of monthly or quarterly invoices and reports for each of nine subrecipients.

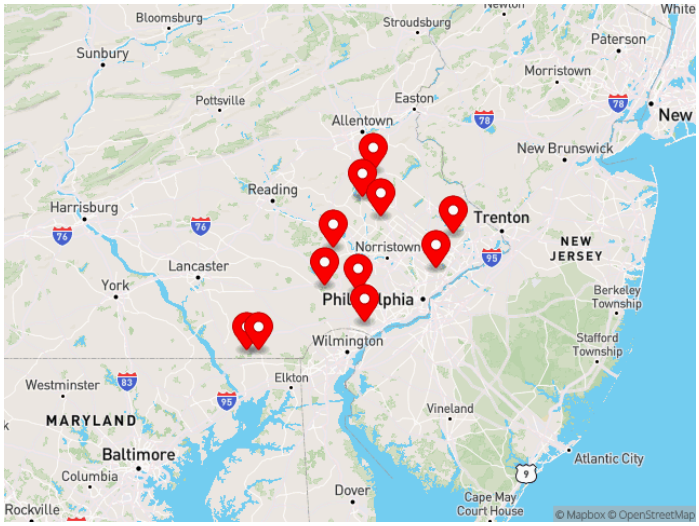
Lead Agency:	PennDOT
Project Type:	Other
County:	Various
Town:	-
Tip Status:	-
Air Quality Code:	X1
MRP ID:	-
CMP:	-
Total Cost:	$700,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
PRA	CAQ	$0	$350,000	$350,000	$0	$0	$0	$700,000
Total PRA		$0	$350,000	$350,000	$0	$0	$0	$700,000
Total Programmed		$0	$350,000	$350,000	$0	$0	$0	$700,000

102105 - Municipal Bridge Line Item

This line item will provide funds for rehabilitation or replacement of municipal bridges that are identified through a regional review and selection process. Projects may be considered for retroactive reimbursement. A non-traditional, retroactive reimbursement process allows a municipality to perform work to fix or replace a bridge using local funds, and subsequently be reimbursed by PennDOT with state funds. Projects for retroactive reimbursement must be selected and approved by the region before a commitment of retroactive reimbursement would be made. Round 3 of project selections were approved in 2024. Eleven (11) local bridge projects requesting $17,947,000 ($14,358,000 State 183/$3,589,000 Local) for reimbursement at the time of application, selection, and approval by the DVRPC Board are shown below. Funding listed below represents the total project cost estimate at the time of selection and approval. Bucks County (1) Weiss Road Bridge over Licking Creek (MPMS #81706) (Bridge Key 7618) in Milford Township - $1,755,000 ($1,404,000 State 183/$351,000 Local) (2) Lower Holland Road over Ironworks Creek (MPMS #111563) (Bridge Key 7631) in Northampton Township - $1,824,200 ($1,459,360 State 183/$364,840 Local) Chester County (3) Woodland Drive Bridge over Northeast Creek (MPMS #56908) (Bridge Key 59946) in West Nottingham Township - $400,000 ($320,000 State 183/$80,000 Local); (4) Park Road Bridge (MPMS #56906) (Bridge Key 60087) in West Nottingham Township - $400,000 ($320,000 State 183/$80,000 Local) (5) Buttonwood Lane Bridge (MPMS #78567) (Bridge Key 60095) in West Vincent Township - $2,360,000 ($1,888,000 State 183/$472,000 Local) (6) Garrett Mill Road Bridge (MPMS #14330) (Bridge Key 10861) in Willistown Township - $538,490 ($430,792 State 183/$107698 Local) (7) Ravine Road Bridge (MPMS #111570) (Bridge Key 10770) in East Bradford Township - $594,000 ($475,200 State 183/$118,000 Local) Delaware County (8) Furey Road over Culvert (MPMS #82026) (Bridge Key 54858) in Upper Chichester Township $654,000 ($523,200 State 183/$130,800 Local) Montgomery County (9) Reihman Road Bridge (MPMS #81926) (Bridge Key 28078) in Marlborough Township - $4,228,000 ($3,382,400 State 183/$845,600 Local) (10) Stover Road over West Branch of Skippack Creek (MPMS #16635) (Bridge Key 28073) in Lower Salford Township - $3,555,000 ($2,844,000 State 183/$711,000 Loca) (11) Laurel Avenue over Burholme Creek (MPMS #82093) (Bridge Key 57668) in Cheltenham Township - $1,638,400 ($1,310,720 State 183/$327,680 Local Round two of project selections were approved in 2018. Two (2) local bridge projects requesting $2,702,200 ($2,161,760 State 183/$540,440 Local) for reimbursement at the time of application, selection, and approval by the DVRPC Board are shown below. All other Round two projects have been completed. Funding listed below represents the total project cost estimate at the time of selection and approval. Chester County (1) Skelp Level Road Bridge over Norfolk Southern (Tracks Removed) (Bridge Key 10771) in East Caln Township - $1,452,200 ($1,161,760 State 183/$290,440 Local). Montgomery County (2) Delaware Drive over Pine Run 3257-K9 (Bridge Key 48820) in Upper Dublin Township - $1,250,000 ($1,000,000 State 183/$250,000 Local). Round one of project selections were approved in 2014. Two (2) projects requesting $988,633 ($790,906 State/$197,727 LOC) for reimbursement at the time of application, selection, and approval by the DVRPC Board are shown below. All other Round one projects have been completed. Funding listed below represents the total project cost estimate at the time of selection and approval. Bucks County (1) Forsythia Crossing over Mill Creek (aka Forsythia Gate Bridge) in Middletown Township - $394,133 ($315,306 State/$78,827 Local) (Bridge Key 48823) - MPMS #103828 Montgomery County (2) County Line Road Bridge in Douglass Township - $594,500 ($475,600 State 183/$118,900 local) (Bridge Key 28052) - MPMS #162576

Lead Agency:	PennDOT
Project Type:	Bridge Repair/Replacement
County:	Various
Town:	-
Tip Status:	-
Air Quality Code:	S19
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$24,943,000



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	183	$0	$0	$0	$1,279,000	$0	$18,674,000	$19,953,000
CON	LOC	$0	$0	$0	$320,000	$0	$4,670,000	$4,990,000
Total CON		$0	$0	$0	$1,599,000	$0	$23,344,000	$24,943,000
Total Future Costs		$0	$0	$0	$0	$0	$23,344,000	$23,344,000
Total Programmed		$0	$0	$0	$1,599,000	$0	$23,344,000	$24,943,000

102275 - Study Line Item

This line item is a set aside to address study candidates that were identified in the DVRPC region as part of the PennDOT Decade of Investment. As the studies, results, and recommendations are more completely understood, the recommendations can be considered for advancement to preliminary engineering.

Lead Agency:	PennDOT
Project Type:	Other
County:	Various
Town:	Various
Tip Status:	-
Air Quality Code:	X1
MRP ID:	-
CMP:	Not Yet Determined
Total Cost:	$500,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
PE	581	$0	$500,000	$0	$0	$0	$0	$500,000
Total PE		$0	$500,000	$0	$0	$0	$0	$500,000
Total Programmed		$0	$500,000	$0	$0	$0	$0	$500,000

82216 - NHPP Reserve Line Item

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

Lead Agency:	PennDOT
Project Type:	Other
County:	Various
Town:	Various
Tip Status:	-
Air Quality Code:	NRS
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$0

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Total Programmed		$0	$0	$0	$0	$0	$0	$0

51095 - ITS Program Integrator

This project will fund analysis and planning efforts by a system integrator to support the District 6 Regional Traffic Management Center (RTMC) activities, and the regional ITS and traffic management elements deployed and proposed along expressway and arterial corridors. This will involve planning phases with deployment as a separate effort. The system integrator will support defining any potential implementation and operational strategies, and assist in developing a comprehensive strategic deployment plan (including estimate costs) along the corridors. Tasks will include ITS design review (prepared by others), video and data sharing support, ITS reporting and equipment management, ITS maintenance coordination support, communications and fiber management system support, and other similar activities.

Lead Agency:	PennDOT
Project Type:	Signal/ITS Improvements
County:	Various
Town:	Various
Tip Status:	-
Air Quality Code:	S7
MRP ID:	-
CMP:	Minor SOV Capacity
Total Cost:	$500,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
PRA	581	$0	$0	$100,000	$0	$0	$0	$100,000
PRA	STP	$0	$0	$400,000	$0	$0	$0	$400,000
Total PRA		$0	$0	$500,000	$0	$0	$0	$500,000
Total Programmed		$0	$0	$500,000	$0	$0	$0	$500,000

75854 - District Program Management Services "A"

This project provides funds for selected consultants to provide Project Management Services and handling all tasks to advance PennDOT transportation projects from inception to a bid letting. Tasks include guidance in project development; preparation and monitoring of schedules and costs; review and/or coordination of design submissions, right of way plans, design drawings, specifications and estimates; conduct design review meetings, constructability reviews and plan checks; review environmental items and ensure all permits are obtained; and coordinate with stakeholders including PennDOT, environmental agencies, municipal officials or authorities, utility companies, and the general public.

Lead Agency:	PennDOT
Project Type:	Other
County:	Various
Town:	Various
Tip Status:	-
Air Quality Code:	NRS
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$6,000,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
PRA	581	$0	$2,000,000	$2,000,000	$1,000,000	$1,000,000	$0	$6,000,000
Total PRA		$0	$2,000,000	$2,000,000	$1,000,000	$1,000,000	$0	$6,000,000
Total Programmed		$0	$2,000,000	$2,000,000	$1,000,000	$1,000,000	$0	$6,000,000

115969 - Regional GIS Coordination

The focus of this continuing project will be to integrate transportation data developed by federal, state, and local governments and DVRPC into a regional database that allows for the open exchange of data. This project benefits all member governments and agencies by providing support to DVRPC to develop and coordinate transportation data development and data sharing and includes the continued growth of DVRPC's transportation GIS system, including the update and maintenance of it's web mapping and data sharing capabilities. Efforts are being coordinated with NJDOT, PennDOT, member governments, and operating agencies to maximize the investments made in technology and data. See also MPMS #48202

Lead Agency:	PennDOT
Project Type:	Other
County:	Various
Town:	-
Tip Status:	-
Air Quality Code:	X1
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$900,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
PE	STU	$0	$450,000	$450,000	$0	$0	$0	$900,000
Total PE		$0	$450,000	$450,000	$0	$0	$0	$900,000
Total Programmed		$0	$450,000	$450,000	$0	$0	$0	$900,000

115973 - Enhance and Maintain Travel Forecasting Tools

DVRPC continually strives to keep its travel simulation models up to date to ensure the accuracy of travel forecasts and to respond to the requirements associated with the FHWA conformity demonstrations, NEPA requirements, FTA New Starts program, and other environmental regulations. This project is for the updating and enhancing travel simulation models is especially important in the era of changing travel behaviors (post-COVID) and emerging travel technologies (e.g. autonomous vehicles). Major activities in the Enhance and Maintain Travel Forecasting Tools project include updating the highway and transit networks to reflect base conditions; enhancing the demand modeling methods to better present real-world travel behaviors and emerging travel technologies; calibrating and re-validating the models with current data; integrating emerging computer and software technology and new data sources to enhance the efficiency and credibility of the models; and supporting model applications to evaluate the impacts and benefits of various transportation investment and planning scenarios. The goal of this project is to support the economic vitality of the region, improve accessibility and mobility for people, goods and services, protect the environment, enhance connectivity between modes, and promote the efficient management and operation of the existing transportation system by updating DVRPC's travel simulation models to state-of-the-art standards and updating the data used in the model. See also MPMS #86077

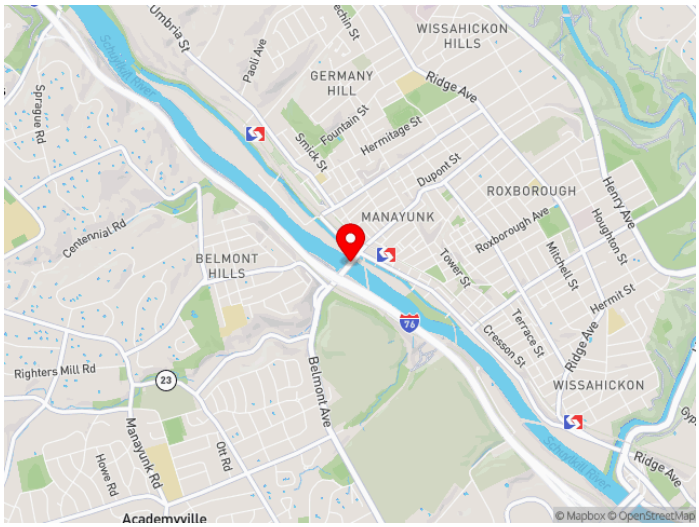
Lead Agency:	PennDOT
Project Type:	Other
County:	Various
Town:	-
Tip Status:	-
Air Quality Code:	X1
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$1,156,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
PRA	STU	$0	$578,000	$578,000	$0	$0	$0	$1,156,000
Total PRA		$0	$578,000	$578,000	$0	$0	$0	$1,156,000
Total Programmed		$0	$578,000	$578,000	$0	$0	$0	$1,156,000

110313 - Belmont Avenue Bridge over Schuylkill River

Green Lane Bridge carries Green Lane / Belmont Avenue (SR 7301, Section GLB) over the Schuylkill River, Norfolk Southern Railroad (NSRR), Schuylkill Navigation Company Canal, commonly referred to as Manayunk Canal, and Schuylkill River Trail connecting the Manayunk section of the City of Philadelphia to Lower Merion Township, Montgomery County. The current structure built in 1928, is 564' long and 56'-2" wide (out-to-out). The bridge consists of seven spans (four main and three approach spans). The main spans consist of closed spandrel concrete deck arch whereas approach spans consist of concrete encased steel girders. This bridge is referenced as Montgomery County bridge #200 and Philadelphia City Bridge #7, and is a jointly owned structure between the City of Philadelphia and Montgomery County. 25,557 vehicles cross the bridge daily. The bridge deck and substructure are in poor condition. The project consists of an extensive and comprehensive rehabilitation of the bridge to extend the remaining service life of the structure. Additional consideration of non-motorized vehicle traffic is being performed during the engineering process. A final alternative for bridge rehabilitation, or partial replacement, will be determined upon federal National Environmental Policy Act (NEPA) clearance.

Lead Agency:	PennDOT
Project Type:	Bridge Repair/Replacement
County:	Various
Town:	Philadelphia City
Tip Status:	-
Air Quality Code:	S19
MRP ID:	PAR040
CMP:	Not SOV Capacity Adding
Total Cost:	$45,204,000

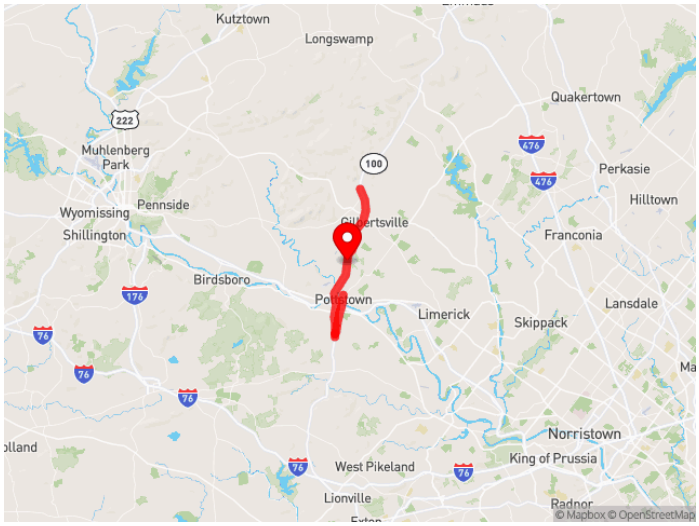


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
FD	183	$0	$190,000	$95,000	$95,000	$0	$0	$380,000
FD	BRIP	$0	$1,013,000	$507,000	$507,000	$0	$0	$2,027,000
FD	LOC	$0	$63,000	$32,000	$32,000	$0	$0	$127,000
Total FD		$0	$1,266,000	$634,000	$634,000	$0	$0	$2,534,000
UTL	183	$0	$0	$0	$0	$0	$133,000	$133,000
UTL	BRIP	$0	$0	$0	$0	$0	$709,000	$709,000
UTL	LOC	$0	$0	$0	$0	$0	$44,000	$44,000
Total UTL		$0	$0	$0	$0	$0	$886,000	$886,000
CON	183	$0	$0	$0	$0	$0	$8,352,000	$8,352,000
CON	BRIP	$0	$0	$0	$0	$0	$33,432,000	$33,432,000
Total CON		$0	$0	$0	$0	$0	$41,784,000	$41,784,000
Total Future Costs		$0	$0	$0	$0	$0	$42,670,000	$42,670,000
Total Programmed		$0	$1,266,000	$634,000	$634,000	$0	$42,670,000	$45,204,000

82124 - PA 100 & Hanover Street ITS Deployment

Deployment of the following ITS elements: Closed Circuit Television (CCTV) Cameras at locations to improve situational awareness and implement active traffic management, which includes incident management, along the corridor. Changeable Message Signs (CMS) to display travel times along with other traffic operations and incident management related messages. Fiber optic cable and required infrastructure (conduits, junction boxes, utility poles, etc.) to enable the Southeastern RTMC to communicate with the field equipment. Interconnection of existing traffic signals as well as an existing railroad flashing signal.

Lead Agency:	PennDOT
Project Type:	Signal/ITS Improvements
County:	Various
Town:	-
Tip Status:	-
Air Quality Code:	S7
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$2,900,000



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	sCRP	$0	$0	$0	$2,900,000	$0	$0	$2,900,000
Total CON		$0	$0	$0	$2,900,000	$0	$0	$2,900,000
Total Programmed		$0	$0	$0	$2,900,000	$0	$0	$2,900,000

106654 - I-95 Transportation Demand Mgt (TMA)

Perform outreach on TDM options specifically to employers and employees located and/or working along the I-95 corridor currently under construction, in order to help reduce traffic congestion and improve accessibility to a variety of safe and affordable modes of travel during construction that can delay and reroute travel. This project supports contractor work to educate targeted employers about TDM options and encourage them to implement commute alternative programs and benefits, as well as encourage commuters to choose travel alternatives to the singleoccupancy vehicle (SOV). Similar to the PA TDM Base program, but specific to this defined geographic area, this work can include educational programming, promotional materials and placements, and relevant services and programming. PennDOT is in the midst of a long-term initiative to rebuild and improve I-95, a critical corridor for the movement of commuters and goods between the City of Philadelphia and neighboring counties. Delays from traffic congestion, already commonplace on I-95 during peak commute times, are further exacerbated by crashes and construction. Proactive steps are needed to ensure that the public is educated on both the nature and timing of these upcoming construction projects and made aware of alternative means of commuting that will help to lessen the impact of these projects on traffic flow. The goal of the TDM implementation strategy is to help mitigate congestion on I-95 during (and beyond) construction by reducing the number of drivers on the road, particularly during AM and PM peak hours. With a considerable number of the region's workers adopting teleworking during the COVID-19 pandemic, there is a unique opportunity to utilize marketing efforts to promote the continuation of teleworking following the pandemic's end as a means to minimize traffic within the construction area. To achieve this goal, the participating TMAs/subrecipients will engage in direct outreach to employers, employees, and residents of the targeted areas, as appropriate. A particular focus will be placed on minimizing a shift to SOV commuting along the I-95 corridor in the recovery from COVID-19, by promoting telework, biking, and transit use. Tasks: 1. Develop two-year Work Programs, updated annually. 2. Ensure this work involves outreach to both employers located along or near I-95, and the general commuting public using this corridor. 3. Utilize the DVRPC communications guide and coordinated materials whenever possible; some may need to be revised or new ones created for specific construction segments or issues. 4. Plan and coordinate TDM education and outreach efforts and placement of relevant materials; using cooperative efforts whenever possible is encouraged. 5. Submission of monthly or quarterly invoices and reports for each of nine subrecipients.

Lead Agency:	PennDOT
Project Type:	Other
County:	Various
Town:	-
Tip Status:	-
Air Quality Code:	NRS
MRP ID:	PAR011
CMP:	Not SOV Capacity Adding
Total Cost:	$465,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
PRA	NHPP	$0	$0	$465,000	$0	$0	$0	$465,000
Total PRA		$0	$0	$465,000	$0	$0	$0	$465,000
Total Programmed		$0	$0	$465,000	$0	$0	$0	$465,000

117928 - Travel Options Program(TOP)

This work program supports the delivery of the regional transportation demand management (TDM) program for both PA and NJ counties within DVRPC's service area (with administration and coordination tasks funded separately under project 25-52-100). This program's purview includes an application and grant award program (Travel Options Program or TOP) to fund traditional TDM activities with demonstrated reduction of single-occupant vehicle (SOV) trips, develop pilots for new TDM projects and tools to manage SOV demand, as well as help to create and cultivate new mobility opportunities for residents and workers. This program will fund a two-year project round over FYs 2025-2026. TDM focuses on the many options available to residents to travel to and from work, as well as to get around our region for other purposes, in a coordinated, cost-effective, and environmentally-positive way. It involves the strategies that more efficiently distribute travel demand across all modes, and especially reduce SOV travel. An important element of TDM is providing education and outreach to commuters, employers, residents, and visitors within our region about available travel options, and providing a mix of incentives to encourage behavior change toward more efficient use of the regional transportation system. Recent major technological developments have changed the way the public considers and makes transportation choices. Mapping applications in wide use, like Waze and Google Maps, are themselves a form of TDM, enabling a more efficient use of transportation networks, but they don't necessarily reduce SOV demand. New mobility options like ride-hailing services (uber, lyft, etc.), bike share, and e-bike and e-scooter rentals are being developed and evolving rapidly, and are increasingly linked into shared scheduling and trip purchasing platforms mobility as a service (MaaS). These new technologies and modes, and the changes to travel patterns they have enabled, have also led to more exploration of larger TDM-related policy initiatives such as variable road pricing, trip-reduction plans, and transportation benefit ordinance requirements. All of these conditions warrant novel consideration of which TDM strategies can work most effectively in the greater Philadelphia region; therefore a Regional TDM Plan was developed and is used as a guide for these efforts. Although DVRPC has long included TDM as an element in many individual projects and efforts, there was not a formal, coordinated TDM program for the full DVRPC service region until FY21. This new competitive and coordinated program of projects and activities helps DVRPC and its planning partners better address growing transportation-related needs and challenges, particularly the need to provide connections to various safe and affordable transportation modes, and to reduce congestion and improve air quality. In coordination with the development of the Commissions 2050 Long-Range Plan and new direction will allow for a broader, more strategic approach to TDM in the region, which differs from the service area-based approach. A uniform, performance-based and outcome-driven approach to evaluating and undertaking projects will help staff and stakeholders strengthen existing TDM programs, and pilot new initiatives that can serve as a foundation for the future regional TDM portfolio. Completion of this work may require the purchase of equipment or services. This program will be funded largely with Surface Transportation Block Grant funds (also called STU in PA), instead of Congestion Mitigation Air Quality (CMAQ) funds; however, some projects in DVRPC's NJ counties (especially outside of the Philadelphia Urbanized Area) will continue to be partially funded with CMAQ dollars. Staff are familiar with the eligibility requirements for CMAQ funds from the previous TOP funding cycle, so can properly evaluate any projects submitted in the geographic areas that will require CMAQ instead of STBG funds; FHWA-NJ will also be consulted. Tasks 1. With planning and administrative tasks funded under project 25-52-100, DVRPC will work with partners as appropriate to solicit and deliver projects showing demonstrable results related to the five principles in the Regional TDM Plan, in both PA and NJ. This may include managing vendor/provider contracts. 2. Obtain and record relevant data to support analysis of each activity's impact; strategy effectiveness will inform subsequent program rounds. Note that any work done in New Jersey is funded via the New Jersey TIP. See also, MPMS #114939

Lead Agency:	PennDOT
Project Type:	Other
County:	Various
Town:	-
Tip Status:	-
Air Quality Code:	X1
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$3,670,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
PRA	CAQ	$0	$0	$1,835,000	$0	$1,835,000	$0	$3,670,000
Total PRA		$0	$0	$1,835,000	$0	$1,835,000	$0	$3,670,000
Total Programmed		$0	$0	$1,835,000	$0	$1,835,000	$0	$3,670,000

117929 - TripSmart PA Program

This project will fund and guide the TMAs and contractors that will work with employers and residents to encourage them to choose travel alternatives to the single-occupancy vehicle (SOV). This will happen through educational programming and relevant products and services within specific service areas, through the tasks listed below. These tasks will result in improved accessibility to a variety of safe and affordable travel modes and a reduction in SOV travel that will lead to reduced traffic congestion and improved air quality in the region. This program was renamed TripSmart PA, as it replaces the former Mobility Alternatives Program (MAP). TripSmart allows for a broader education and outreach effort beyond just commuters. The Transportation Management Associations (TMAs) and other related partners in Southeastern Pennsylvania have helped promote Transportation Demand Management (TDM) options and programs for nearly three decades, in the form of two grants funded by PennDOT; for FY2023, DVRPC and PennDOT created a TDM grant program that combines these two legacy grants into one new base TDM grant for each organization previously funded through one or both of the legacy grants. Each TMA/Contractor will contract and collaborate with DVRPC on work program development and implementation, along with their respective county planning department(s), PennDOT (Central Office and District- 6), and FHWA, to ensure relevant TDM issues and needs are addressed. Completion of this work may require the purchase of equipment or services. Tasks 1. TDM education and outreach to the general public. 2. TDM education and outreach to employers and municipalities. 3. TDM education and outreach to other commute-related groups, professional organizations, community groups, etc. 4. Promotion of and assistance with the Share-A-Ride (SAR) ride match program and the Emergency Ride Home (ERH) program. 5. Locally-based projects that enhance commuters ability to choose a mode other than driving alone to work. See also, MPMS #111424

Lead Agency:	PennDOT
Project Type:	Other
County:	Various
Town:	-
Tip Status:	-
Air Quality Code:	X1
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$2,200,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
PRA	CAQ	$0	$0	$2,200,000	$0	$0	$0	$2,200,000
Total PRA		$0	$0	$2,200,000	$0	$0	$0	$2,200,000
Total Programmed		$0	$0	$2,200,000	$0	$0	$0	$2,200,000

79929 - Bridge Reserve Line Item

This project number serves as a placeholder for unprogrammed funds and serves as a fiscal constraint balancing mechanism for project actions that occur during TIP Modifications and Amendments after a TIP is adopted. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

Lead Agency:	PennDOT
Project Type:	Other
County:	Various
Town:	Various
Tip Status:	-
Air Quality Code:	S19
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$10,781,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	185	$0	$0	$0	$0	$0	$4,576,000	$4,576,000
CON	BOF	$0	$0	$247,000	$0	$0	$5,958,000	$6,205,000
Total CON		$0	$0	$247,000	$0	$0	$10,534,000	$10,781,000
Total Future Costs		$0	$0	$0	$0	$0	$10,534,000	$10,534,000
Total Programmed		$0	$0	$247,000	$0	$0	$10,534,000	$10,781,000

119299 - Carbon Reduction Program Line Item

This project number serves as a placeholder for unprogrammed funds and serves as a fiscal constraint balancing mechanism for project actions that occur during TIP Modifications and Amendments after a TIP is adopted. Eligibility for projects funded by this funding souce includes, but not limited to, establishment or operation of traffic monitoring, management, and control facilities or programs, advanced truck stop electrification systems, advanced transportation and congestion management technologies, development of infrastructure-based intelligent transportation systems capital improvements and the installation of vehicle to infrastructure communications equipment, replacement of street lighting and traffic control devices with energyefficient alternatives, development of a carbon reduction strategy, and retrofitting of Dedicated Short Range Communication (DSRC) technology.

Lead Agency:	PennDOT
Project Type:	Other
County:	Various
Town:	-
Tip Status:	-
Air Quality Code:	NRS
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$41,063,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	CRP	$0	$2,159,000	$2,619,000	$2,619,000	$2,619,000	$12,952,000	$22,968,000
CON	CRPU	$0	$4,539,000	$3,743,000	$315,000	$0	$9,498,000	$18,095,000
Total CON		$0	$6,698,000	$6,362,000	$2,934,000	$2,619,000	$22,450,000	$41,063,000
Total Future Costs		$0	$0	$0	$0	$0	$22,450,000	$22,450,000
Total Programmed		$0	$6,698,000	$6,362,000	$2,934,000	$2,619,000	$22,450,000	$41,063,000

115971 - Transportation Systems Management and Operations (TSMO)

This project will ease traffic congestion and improve the efficiency of existing transportation facilities and services through enhanced coordination and integration of Intelligent Transportation Systems (ITS) with Transportation Systems Management and Operations. Federal metropolitan planning regulations require MPOs to incorporate transportation operations into their transportation planning processes. DVRPC addresses that requirement through the conduct of two longstanding related initiatives. The Transportation Operations Program Area (23-52-050) and the Transportation Systems Management and Operations Project highlight key activities undertaken by these programs. The Transportation Systems Management and Operations (TSMO) Project incorporates strategies to help proactively manage the transportation system by addressing recurring and nonrecurring congestion. Strategies such as traffic incident management, traveler information services, safety service patrols, work zone management, and freight management improve system efficiency, enhance public safety, help reduce traveler delays and improve information access. Successful integration of these and other TSMO strategies will help to make the region more cohesive, and enhance communications and collaboration among transportation partners. DVRPCs TSMO program encompasses a wide range of activities including the coordination of multi-agency regional initiatives. Its centerpiece is the Regional Integrated Multi-modal Information Sharing (RIMIS) project, an information exchange network functioning as the communications backbone among transportation operation centers throughout the region. A virtual video wall component allows operations center and field personnel to view traffic video feeds in the region. RIMIS became operational in 2010 and since it is managed by the same developer as the NJDOT system, it automatically receives incident and operational information from NJDOTs database. To receive PennDOT incident information, a data interface to PennDOTs Road Conditions Reporting System (RCRS) was constructed in FY 2011. A data interface to the City of Philadelphia Streets Departments Road Permit system provides street closure information related to events such as utility work, block parties, special events, and construction. This not only greatly increased the amount of usable data for RIMIS users, but was a critical project for the Philadelphia Traffic Management Center. DVRPC has continued to roll out RIMIS to regional transportation agencies, county 911/emergency management centers, local police and fire departments in major corridors, and counties' engineering/public works departments in New Jersey as requested. Assistance in using RIMIS in local municipalities for Integrated Corridor Management (ICM) purposes is offered, especially with respect to the I-76 ICM Project in Pennsylvania. In FY 2023, the primary emphasis will be operating and maintaining RIMIS software, continuing to expand the number of agencies participating in RIMIS, continued exploration of the RIMIS SPATEL tool, and working with the agencies to ensure quality control of RIMIS data. As the number of RIMIS users has grown, it is becoming more essential to coordinate with our RIMIS users, monitor usage, and rapidly address any issues that they may be encountering. Other focus areas of DVRPCs TSMO program include updating DVRPCs Interactive Detour Route Mapping (IDRuM) application, providing training programs for ITS operators and emergency response personnel, monitoring performance measures, security planning, and providing technical assistance to agencies. IDRuM is being enhanced and updated into a new online web version. IDRuM is designed to give emergency responders access to the detour routes that allow them to be prepared when an incident occurs on a nearby highway. Typically traffic is diverted off the highway onto the arterial network and those arterials often become congested. By planning these routes and identifying key control points, local police can provide traffic control assistance to help ease the flow of traffic in their communities. The new online version was rolled out for Pennsylvania detours in FY2021 and work continues this year to incorporate the New Jersey detour routes. There continues to be emphasis placed on integrating the use of performance measures into strategic and operations planning. One of the primary outcomes that operations programs strive for is reduced congestion, and typical performance measures include travel times and travel time reliability, which tell us that conditions are better or worse than in the past. DVRPC will continue to work with our stakeholders to develop a consistent approach where applicable to define the proper measures, collect and analyze the data, and report on our regions performance measures. Activities listed below fall under two broad categories: RIMIS and Other TSMO Tasks. The former includes Operations and Maintenance (O&M) tasks performed by the software vendor (TRANSCOM) and DVRPC supervisory/technical activities associated with RIMIS. The latter category includes DVRPC staff activities that support programs for greater integration among the regions TSMO stakeholders, and more general activities. Some of these activities may require DVRPC to purchase equipment and/or services. Tasks RIMIS Software Vendor Tasks 1. Software vendor will perform software operations and maintenance functions. 2. Software vendor will function as the system administrator, adding additional ITS devices to the RIMIS database and modifying the highway and transit network as required. 3. Software vendor will make enhancements to RIMIS software as directed. 4. Software vendor will assist RIMIS agencies in developing data interfaces with legacy software systems as required. 5. Software vendor will periodically meet with DVRPC and the users to review RIMISs status and discuss and resolve operational issues. DVRPC RIMIS Tasks: 1. Coordinate software vendors activities with the RIMIS users and the Transportation Operations Task Force. 2. Supervise the RIMIS software vendors adherence to its contract. 3. Review and approve all invoices and progress reports with respect to the RIMIS software vendor. 4. Organize training programs for RIMIS users. 5. Work with software vendor to phase-in additional RIMIS users. This may include construction of additional data interfaces. 6. Perform system administration functions, such as modifying agency and user accounts, installing RIMIS software for users, developing video walls for users, and assisting the RIMIS software vendor in performing some of the other minor administration functions. 7. Perform quality control review of RIMIS information and its usage. Work with users to ensure that information entered into RIMIS is accurate and timely, and that agencies use RIMIS information to manage events. 8. Perform additional activities associated with RIMIS as the need arises. Other TSMO Tasks 1. Continue and expand initiatives to enhance interagency information sharing and cooperation. Activities include providing technical assistance to operating agencies. 2. Continue to operate and maintain Interactive Detour Route Mapping (IDRuM). Work toward developing a new web version of IDRuM program, including using GIS to make necessary updates to the detours to reflect changes to any routes or construction activity. 3. Continue the regional construction coordination efforts to minimize traffic impacts of overlapping construction projects. 4. Continue to maintain the regions ITS Infrastructure Inventory. 5. Participate in appropriate security planning efforts by attending external meetings, webinars and other events such as the Delaware Valley Intelligent Center (DVIC) security roundtable quarterly meetings. 6. Continue to promote and provide training programs on TSMO and ITS strategies. These activities may include identifying training opportunities, hosting training courses, bringing in industry experts, sponsoring conferences on special topics, and arranging tours of ITS deployments within and outside of the region. 7. Continue coordination and participation with local and regional partners and their committees, such as The Eastern Transportation Coalition, Southeastern Pennsylvania Regional Task Force and the Philadelphia Local Emergency Planning Committee. 8. Continue to work with our stakeholders to develop a consistent approach where applicable to define the proper measures, collect and analyze the data, and report on our regions performance measures.

Lead Agency:	PennDOT
Project Type:	Other
County:	Various
Town:	-

Tip Status:	-
Air Quality Code:	X1
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$776,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
PRA	581	$0	$78,000	$78,000	$0	$0	$0	$156,000
PRA	STU	$0	$310,000	$310,000	$0	$0	$0	$620,000
Total PRA		$0	$388,000	$388,000	$0	$0	$0	$776,000
Total Programmed		$0	$388,000	$388,000	$0	$0	$0	$776,000

117997 - Bridge Investment Program Line Item

This project number serves as a placeholder for unprogrammed funds and serves as a fiscal constraint balancing mechanism for project actions that occur during TIP Modifications and Amendments after a TIP is adopted. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical Exclusion clearance.

Lead Agency:	PennDOT
Project Type:	Other
County:	Various
Town:	Various
Tip Status:	-
Air Quality Code:	S19
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$618,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	BRIP	$0	$0	$0	$0	$0	$618,000	$618,000
Total CON		$0	$0	$0	$0	$0	$618,000	$618,000
Total Future Costs		$0	$0	$0	$0	$0	$618,000	$618,000
Total Programmed		$0	$0	$0	$0	$0	$618,000	$618,000

64984 - Transportation Alternatives - Urban (TAU) Line Item

This line item sets aside the funding allocated by FHWA for the new Infrastructure Investment and Jobs Act/Bipartisan Infrastructure Law's (IIJA/BIL) Surface Transportation Block Grant Set-a-Side for the continuation of the Transportation Alternatives Set-Aside Program (TASA/TAP) in the DVRPC region. The Transportation Alternatives Set-Aside of the Surface Transportation Block Grant Program (TA Set-aside) provides funding for programs and projects defined as transportation alternatives, including on and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, environmental mitigation, trails that serve a transportation purpose, and safe routes to school projects. For the DVRPC regional funds, priority has been established for bicycle and pedestrian facilities, conversion of abandoned railway corridors to trails, and storm-water management projects. Federal law requires that 59% of the funds are sub-allocated to regions with populations greater than 200,000 (TAU). The IIJA/BIL apportions $7,932,000 TAU in FY23, $8,097,000 TAU in FY24, $8,266,000 TAU in FY25, and $8,438,000 TAU in FY26 and thereafter annually, directly to the DVRPC southeastern Pennsylvania region for use in selecting projects on a competitive basis. A recent competitive round (2026 Round) of three years worth of MPO funding occurred in fall of 2025, with final projects awarded in winter 2026. Selected projects are assigned an individual MPMS project number and description in the TIP, and funding will be drawn down from this line item and programmed at the appropriate time. Each project will be broken out of the Line Item as an individual project at the appropriate time. The following projects were added to the Transportation Alternatives Urban (TAU) Line Item which were approved through the TA Set-Aside program in Winter 2026: Bucks - Building the East Coast Greenway in Bristol Township - MPMS #82173 - $2,200,000 Bucks - Taylorsville Rd Sidewalk and Drainage Project - MPMS #82174 - $1,500,000 Chester - Chester Valley Trail Connector via Exton Park - MPMS #82175 - $1,500,000 Chester - Downingtown Pedestrian Connectivity - MPMS #82176 - $1,600,000 Delaware - Myers Ave Corridor Improvements - MPMS #82177 - $1,500,000 Montgomery - Bridgeport Rail Trail Connector to Chester Valley - MPMS #82178 - $1,000,000 Montgomery - Pennbrook Middle School to Gwyn-Nor Elementary SRTS Trail - MPMS #82179 - $1,200,000 Montgomery - Tookany Creek Pkwy Trail - MPMS #82169 - $1,500,000 Philadelphia - Tabor Ave Multimodal Safety Project - MPMS #82171 - $1,000,000 Philadelphia - Gay St Staircase Rehabilitation - MPMS #82180 - $1,500,000 Philadelphia - Walnut Ln Sidewalk Gap Closure - MPMS #82181- $1,500,000 The following projects which were added to the Transportation Alternatives Urban (TAU) Line Item which were approved through the TA Set-Aside program in Winter 2024 and have not yet obligated funding: Bucks - Levittown Trail Project - MPMS #81293 - $2,000,000 Bucks - South Easton Road Township to Borough Connector Trail - MPMS #81294 - $1,500,000 Chester - Route 100 Pedestrian Path - MPMS #81794 - $1,000,000 Chester - Sidley Road to Chester Valley Trail Connection - MPMS #81799 - $1,850,000 Delaware - Chester Creek Rail Trail Phase 2 Construction - MPMS #116147 - $1,500,000 Delaware - Norris Street Complete Streets - MPMS #82011 - $1,300,000 Montgomery - Memorial Park Improvements - MPMS #82085 - $850,000 Montgomery - Upper Moreland Power Line Trail - MPMS #82086 - $2,466,000 Philadelphia - Better Bus Stops- South 7th and 8th Streets - MPMS #81230 - $1,000,000 Philadelphia - Woodland Avenue Complete Streets Project - MPMS #118496 - $500,000 The following projects which were added to the Transportation Alternatives Urban (TAU) Line Item which were approved through the TA Set-Aside program in Winter 2022 and have not yet obligated funding: Bucks - Newtown Rail Trail Phase 2 Bristol Road to Churchville Nature Center - MPMS #117953 - $650,000 Bucks - Route 332 & Tyler Park Connection - MPMS #117971 - $825,000 Chester - Moores Road Sidewalk - MPMS #117970 - $500,000 Delaware - Media - Smedley Connector Trail - Phase 1 - MPMS #117972 - $450,000 The following project was approved through the TAP program in Spring 2016 and has not yet obligated funding: Montgomery - Powerline Trail Connection - Phase 1 - MPMS #107180 - $850,000

Lead Agency:	PennDOT
Project Type:	Bicycle/Pedestrian Improvement
County:	Various
Town:	-
Tip Status:	-
Air Quality Code:	X12
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$101,844,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	TAU	$0	$5,462,000	$8,762,000	$8,762,000	$8,762,000	$70,096,000	$101,844,000
Total CON		$0	$5,462,000	$8,762,000	$8,762,000	$8,762,000	$70,096,000	$101,844,000
Total Future Costs		$0	$0	$0	$0	$0	$70,096,000	$70,096,000
Total Programmed		$0	$5,462,000	$8,762,000	$8,762,000	$8,762,000	$70,096,000	$101,844,000

117912 - PA SHRPP

This project will improve the efficiency of the region's transportation network by preparing special sub-regional studies to supplement core planning efforts. Through the Supportive Regional Highway Planning Program (SRHPP)and Transit Support Program (TSP), DVRPC passes through federal funds to member governments to support their core planning functions and their participation in the regional transportation planning process. The funds assist these organizations to develop and maintain their own plans, programs and data which helps inform the development of regional plans and programs such as the TIP, Long-Range Plan, and Congestion Management Process. In addition to providing direct support, both programs offer a limited amount of funding for special planning studies to address current areas of need for the recipients. In some cases, the recipients pass back the Special Study funding and request that the studies be conducted by DVRPC staff because of some specific expertise or staff capacity. Detailed individual scopes of work for each Special Study are found in Chapters Three and Four of this document. This project represents the tasks and combined budgets of those Special Studies. See also MPMS #115962

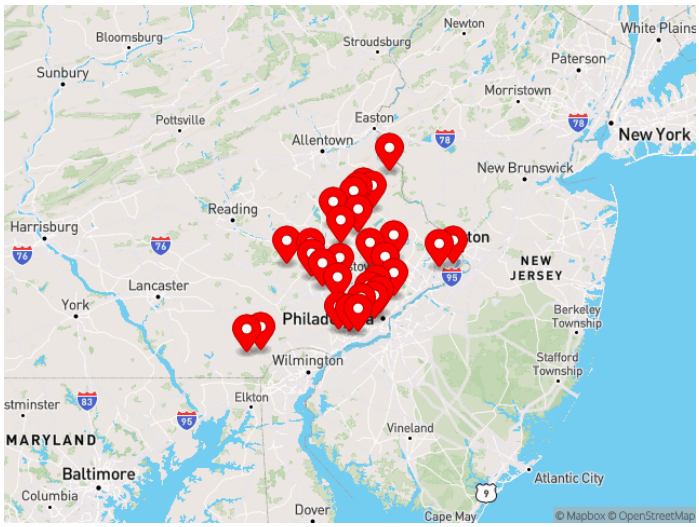
Lead Agency:	PennDOT
Project Type:	Other
County:	Various
Town:	-
Tip Status:	-
Air Quality Code:	X1
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$1,656,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
PRA	STU	$0	$828,000	$828,000	$0	$0	$0	$1,656,000
Total PRA		$0	$828,000	$828,000	$0	$0	$0	$1,656,000
Total Programmed		$0	$828,000	$828,000	$0	$0	$0	$1,656,000

95447 - County Bridge Line Item

This line item sets aside funding allocated for county owned bridges that are in need of repair in the DVRPC region. Funds will be broken out and drawn down at the appropriate time for projects that were selected in the fall of 2012 (Round 1), and summer of 2016 (Round 2). Projects were selected for using 20% local match. State or federal shares will be programmed as appropriate. Woodland Avenue over SEPTA (MPMS #98232) was programed with 100% federal funds, for preliminary engineering, final design, and construction to allow SEPTA to manage the project on behalf of the City of Philadelphia. This project was drawn down in the FY2013 TIP. Anticipated programming and costs of projects include: Round 1 (fall 2012 selections): Chester County -Creek Road Bridge over Pickering Creek (MPMS #98223) in Schuylkill Township, PE $300,000, FD $300,000. ROW $75,000, CON $1,904,000. The total cost of this project is $2,579,000. -Spring City Road over Stony Run (MPMS #98224) in East Pikeland Township, PE $300,000, FD $200,000, ROW $40,000, CON $1,400,000. The total cost of this project is $1,940,000. Delaware County -Michigan Avenue over Little Crum Creek (MPMS #98216) in Ridley Township, PE $350,000, FD $250,000, ROW $50,000, UTL $50,000, CON $2,200,000. The total cost of this project is $2,900,000. -Hilldale Bridge (MPMS #98217) in Lansdowne Borough, PE $410,000, FD $300,000, ROW $50,000, UTL $50,000, CON 2,850,000. The total cost of this project is $3,660,000. -South Avenue over Muckinipattis Creek (Mulford Bridge) (MPMS #98218) in Glenolden Borough, PE $450,000, FD $300,000, ROW $50,000 UTL $50,000, CON $2,900,000.The total cost of this project is $3,700,000. City of Philadelphia -59th Street over Amtrak (MPMS #98229) PE $3,000,000, FD $2,000,000, UTL/RR $4,100,000, CON $20,000,000. The total cost of this project is $29,100,000, project is BOF eligible; -Woodland Avenue over SEPTA (MPMS #98232) PE of $480,000, FD $320,000, CON $952,000, CON $10,048,000. The total cost of this project is $10,848,000. Drawn down in FY14 of the FY2013 TIP, and FY18 of the FY2017 TIP. -Tabor Road over Tacony Creek (MPMS #98230) PE $240,000, FD $600,000, CON $6,000,000. The total cost of this project is $6,840,000. Round 2 (summer 2016 selections): Chester County -Mill Road in Tredyffrin Twp - CB #167 (MPMS #13981), Tredyffrin Township, Study $150,000, PE $300,000, FD $300,000, ROW $75,000, UTL $100,000, CON $2,000,000. Total cost $2,925,000. This is a retro-reimbursement project. -Bertolet School Road - CB #196 (MPMS #86271), East Vincent Township, Study $200,000, PE $450,000, FD $300,000, ROW $75,000, UTL $100,000, CON $2,775,000. Total cost $3,900,000. This is a retro-reimbursement project. Delaware County -Paper Mill Road over Darby Creek (Worrall Bridge) - CB #221 (MPMS #TBD), Newtown Township, Engineering $410,000, ROW $15,000, CON $2,900,000. Total cost $3,325,000. This is a retro-reimbursement project. Mongtomgery County -Moreland Avenue over Branch Pennypack Creek - CB #38 (MPMS #TBD), Hatboro Borough, PE $350,000, FD $200,000, ROW $60,000, UTL $40,000, CON $2,500,000. Total cost $3,150,000. This is a retro-reimbursement project. City of Philadelphia -MLK Drive over Schuylkill River - (MPMS #108129), City of Philadelphia, PE $960,000, FD $640,000, CON $10,000,000. Total cost $11,600,000. -Falls Road Bridge over Schuylkill River - (MPMS #108099), City of Philadelphia, PE $1,200,000, FD $800,000, CON $10,000,000. Total cost $12,000,000.

Lead Agency:	PennDOT
Project Type:	Bridge Repair/Replacement
County:	Various
Town:	-
Tip Status:	-
Air Quality Code:	S19
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$20,969,000

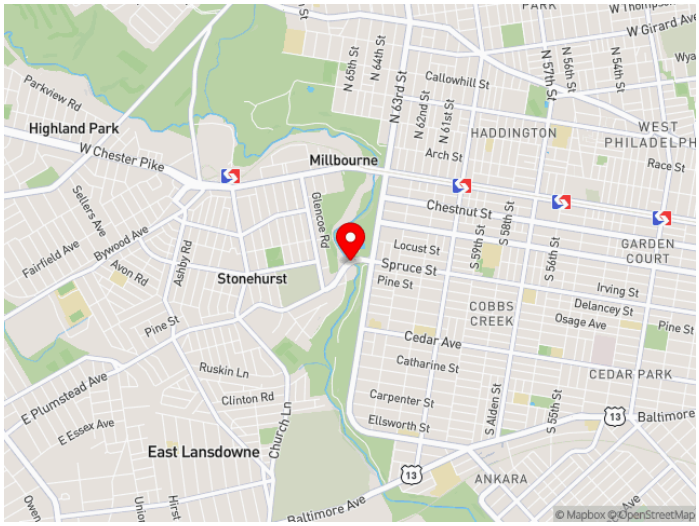


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	183	$0	$1,981,000	$0	$1,864,000	$1,092,000	$11,839,000	$16,776,000
CON	LOC	$0	$495,000	$0	$466,000	$273,000	$2,959,000	$4,193,000
Total CON		$0	$2,476,000	$0	$2,330,000	$1,365,000	$14,798,000	$20,969,000
Total Future Costs		$0	$0	$0	$0	$0	$14,798,000	$14,798,000
Total Programmed		$0	$2,476,000	$0	$2,330,000	$1,365,000	$14,798,000	$20,969,000

92808 - Marshall Rd o/ Cobbs Crk (Bridge)

Bridge rehabilitation or replacement of state bridge over Cobbs Creek on Marshall Road between Cobbs Creek Parkway and Powell Lane in Upper Darby Township and City of Philadelphia. poor condition bridge breakout project from MPMS #88706. A final alternativeAC for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Categorical exclusion clearance. This Road segment is on the Delaware County Walk Roll Delco Active Transportation Plan.

Lead Agency:	PennDOT
Project Type:	Bridge Repair/Replacement
County:	Various
Town:	Philadelphia City
Tip Status:	-
Air Quality Code:	S19
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$12,136,000



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	185	$0	$607,000	$357,000	$357,000	$357,000	$750,000	$2,428,000
CON	BRIP	$0	$2,427,000	$1,427,000	$1,427,000	$1,427,000	$3,000,000	$9,708,000
Total CON		$0	$3,034,000	$1,784,000	$1,784,000	$1,784,000	$3,750,000	$12,136,000
Total Future Costs		$0	$0	$0	$0	$0	$3,750,000	$3,750,000
Total Programmed		$0	$3,034,000	$1,784,000	$1,784,000	$1,784,000	$3,750,000	$12,136,000

115965 - TAP Project Engineering/Management

This project will ensure the timely selection and delivery of traditional and non-traditional local projects in an effort to enhance the transportation system within our region. Funding from a Transportation Improvement Program line item enables DVRPC staff to assist PennDOT with the implementation of traditional and non-traditional projects by serving as adjunct project and program managers. This assistance will generally involve facilitation and coordination among the project sponsor and their team, local governments, the public, the PennDOT district office, PennDOTs central office staff, and the FHWA in order to develop a project to the point of construction. The current federal authorizing legislation for highways and transit includes funding for bicycle and pedestrian transportation projects such as multi-use trails, streetscapes, bike lanes and historic transportation structure restorations, as well as projects that contribute to the attainment of the Clean Air Act by reducing emissions from highway sources. The three current categories of federal funding for these non-traditional transportation projects are: Transportation Alternatives Set Aside, Congestion Mitigation and Air Quality, and the Surface Transportation Program. TIP funds are also provided to the sub-regions through the Local Concept Development, Local Lead, and Highway Safety Improvement Programs in New Jersey. The goal of the Local Concept Development program is to complete a study that identifies potential alternatives, identifies any environmental issues, and completes a conceptual design. This will ensure that projects that move into Preliminary Engineering are ready to move forward in a timely manner and are eligible for inclusion in the State Transportation Improvement Program (STIP). As part of this work, staff will also continue to assist counties and municipalities with Federal Aid Highway Program requirement compliance. Completion of this work may require the purchase of equipment or services. For more information, see the following website: http://www.dvrpc.org/ProjectImplementation/ Tasks 1. For each program, as appropriate, establish a Steering Committee and develop a process for project application and selection. 2. Develop project application and guidance materials in coordination with the DOTs. Establish evaluation criteria and process. Solicit, screen, and evaluate candidate projects. 3. Conduct public information sessions, respond to questions, and provide assistance to applicants, as appropriate. 4. Recommend selected projects to the DVRPC Board. 5. Prepare requests for proposals, solicit proposals, and in concert with the appropriate county, evaluate proposals received. 6. Prepare consultant selection documentation and files, when required. 7. Prepare consultant agreements, establish accounting procedures, arrange methods of progress, and expenditure reporting, when required. 8. Coordinate activities leading to the implementation of the project within its planned time frame, maintain costs within the budget, and ensure that applicable federal and state standards are observed. 9. Submit the consultants final documents to the DOTs for approval. DVRPC, in cooperation with the DOTs, will prepare and submit when required, the appropriate documents for federal approval on each project phase. 10. Work with the DOTs to update schedules, costs, and statuses of each project in the respective DOT system, as needed. 11. Prepare status reports that will be posted on the DVRPC website. See also MPMS #66460

Lead Agency:	PennDOT
Project Type:	Other
County:	Various
Town:	-
Tip Status:	-
Air Quality Code:	X1
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$1,780,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
PRA	581	$0	$178,000	$178,000	$0	$0	$0	$356,000
PRA	STU	$0	$712,000	$712,000	$0	$0	$0	$1,424,000
Total PRA		$0	$890,000	$890,000	$0	$0	$0	$1,780,000
Total Programmed		$0	$890,000	$890,000	$0	$0	$0	$1,780,000

84457 - Signal Retiming Program

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

Lead Agency:	PennDOT
Project Type:	Signal/ITS Improvements
County:	Various
Town:	-
Tip Status:	-
Air Quality Code:	X1
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$1,400,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
PRA	CAQ	$0	$700,000	$700,000	$0	$0	$0	$1,400,000
Total PRA		$0	$700,000	$700,000	$0	$0	$0	$1,400,000
Total Programmed		$0	$700,000	$700,000	$0	$0	$0	$1,400,000

65109 - Transit Flex - SEPTA

This project is a placeholder of the highway funds that PennDOT has "flexed" for transit use in the DVRPC region as part of the Planning Partner Financial Guidance. SEPTA may choose to use these funds to supplement its other federal and state funding for any capital project. Each year SEPTA will apply these "flexed" funds to one of its other projects in the TIP, but may choose to apply them to a new project through the TIP amendment process. FY 2013-2020 funding in the amount of $136,664,000 has been applied to MPMS# 90512, SEPTA Bus Purchase Program. SEPTA will continue to utilize FY 2021-20224 FHWA Transit Flex funding in the amount of $68,332,000 to support the SEPTA Bus Purchase Program (MPMS #90512).

Lead Agency:	PennDOT
Project Type:	Transit Improvements
County:	Various
Town:	-
Tip Status:	-
Air Quality Code:	M1
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$204,996,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
PE	FLEX	$0	$17,083,000	$17,083,000	$17,083,000	$17,083,000	$136,664,000	$204,996,000
Total PE		$0	$17,083,000	$17,083,000	$17,083,000	$17,083,000	$136,664,000	$204,996,000
Total Future Costs		$0	$0	$0	$0	$0	$136,664,000	$136,664,000
Total Programmed		$0	$17,083,000	$17,083,000	$17,083,000	$17,083,000	$136,664,000	$204,996,000

115968 - Travel Monitoring

This program will improve efficiency of the regions transportation system by collecting and analyzing traffic data to determine the utilization of the regions transportation network. This ongoing regional program collects and processes travel data, the primary form being traffic counts, including hourly and 48-hour traffic volumes, for selected locations on the regional highway network. Data collected will provide input to Vehicle Miles Traveled (VMT) forecasting, the Traffic Monitoring System (TMS), the Congestion Management System (CMS), travel simulation models, individual project level analysis, traffic monitoring, and trend analysis. This information is vital to all project studies that address highway deficiencies and proposed solutions. Traffic count information from the database may be queried at https://www.dvrpc.org/webmaps/TrafficCounts/. The program is supported by funding from various sources. Because this is a regional program, the federal PL funds help support the operations and infrastructure required as base elements to run a travel monitoring program region wide. These base elements include the leases on a fleet of travel monitoring vehicles, operations and maintenance of those vehicles, an inventory of data collection and safety equipment, editing, processing and uploading of the count data into the database system which feeds the count viewers on the DVRPC website To facilitate uninterrupted data collection, it will be necessary to procure new counting equipment, supplies, repairs, or services as needed. Tasks 1. Coordinate with PennDOT, NJDOT, and member governments to review traffic count locations. 2. DVRPC will conduct traffic counts for PennDOT at assigned locations, with at least 40% of assigned locations being classification counts, if the total assignment cannot be reached then the percentage of classification counts will be increased until total assignment amount is reached even with 100% of assigned locations being classification counts. 3. Establish weekly schedules, staff assignments, and control procedures. 4. Collect traffic data at approximately 3,000 selected locations. 5. Process counts, edit for quality control, upload data into the DVRPC Traffic Count Database. 6. Maintain and further automate traffic data systems and procedures to enhance productivity, including data obtained by third parties via remote sensors, etc. 7. Submit counts collected during the year electronically by specific deadlines established by PennDOT and member governments. 8. Maintain an inventory of data collection and safety equipment, including purchasing new equipment with enhanced technology and capability, purchasing needed supplies such as road tube, and procuring necessary repairs if existing equipment gets damaged. 9. Collect travel data from non-highway modes, including pedestrian, bicycle and public transportation travel system characteristics and user traits as requested. 10. DVRPC will also coordinate with PennDOT and NJDOT, the counties, and cities on the collection and validation of data on the local transportation asset inventory (as requested). See also MPMS #104639

Lead Agency:	PennDOT
Project Type:	Other
County:	Various
Town:	-
Tip Status:	-
Air Quality Code:	X1
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$450,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
PRA	STU	$0	$225,000	$225,000	$0	$0	$0	$450,000
Total PRA		$0	$225,000	$225,000	$0	$0	$0	$450,000
Total Programmed		$0	$225,000	$225,000	$0	$0	$0	$450,000

63406 - Complete Streets Resurfacing Program

The purposes of this project are to (1) place an engineering consultant on retainer to undertake the necessary design work to retrofit bike lanes and bicycle-friendly shoulders where appropriate, coincident with resurfacing projects and (2) maintain existing and future bicycle facilities, including installation, maintenance, and replacement of striping and damaged and missing signs. Work would include bike lanes, edge line striping, signs, and revising traffic signal permit drawings to continue edge line revisions through signalized intersections. Work would be limited to Bucks, Chester, Delaware, Montgomery counties, and the City of Philadelphia. There is a collaborative process in place with the four counties, PennDOT District 6-0, DVRPC, and the Bicycle Coalition of Greater Philadelphia which has developed potential projects in corridors with bicycling activity or where there is a latent demand for bicycling if bicycle-friendly facilities were provided. Continuation of this process will permit this funding to be used on the projects already developed or other projects that the group may develop.

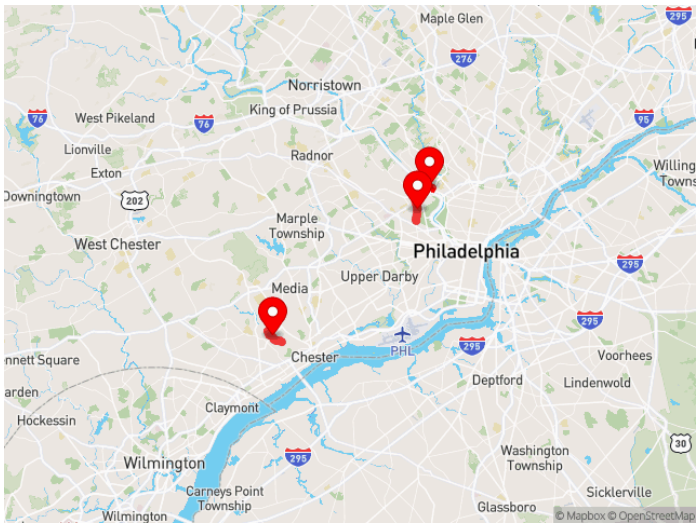
Lead Agency:	PennDOT
Project Type:	Bicycle/Pedestrian Improvement
County:	Various
Town:	Various
Tip Status:	-
Air Quality Code:	NRS
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$600,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
PE	581	$0	$200,000	$200,000	$0	$0	$0	$400,000
Total PE		$0	$200,000	$200,000	$0	$0	$0	$400,000
CON	CAQ	$0	$100,000	$100,000	$0	$0	$0	$200,000
Total CON		$0	$100,000	$100,000	$0	$0	$0	$200,000
Total Programmed		$0	$300,000	$300,000	$0	$0	$0	$600,000

105291 - The Circuit Line Item

This program provides funds for advancing the Circuit Trail Projects. $28.6 million in CMAQ funding will be used to advance CMAQ eligible Circuit projects to construction. $38.3 million in CRPU will be used to advance Carbon Reduction eligible projects to construction. The following projects are included in this line item: 1) Bucks - Newtown Rail Trail Phase 3 (Nature Center to Village Shires) MPMS #82132 2) Bucks - Newtown Rail Trail Phase 4 (Village Shires to Newtown Borough) MPMS #82134 3) Delaware - Chester Creek Trail Phase 2 MPMS #116147; 2) Philadelphia - Parkside Cynwyd Trail MPMS #116126; 3) Philadelphia - Wissahickon Gateway Trail MPMS #116125. This project has been awarded $947,668 of PennDOT MTF (Round 11) funds for the ROW Phase that will be drawn down at the appropriate time. Circuit Trails projects to be funded with Carbon Reduction funding (CRPU/CRP): Chester Valley Trail - Ship Rd to Gallagherville MPMS #81789 East Coast Greenway - Eddystone and Ridley MPMS #82009 Projects will be broken out at the appropriate time. These projects are part of the Circuit Trails. The Circuit is a planned 800-mile interconnected network of multi-use trails spanning Greater Philadelphia, and is included in DVRPC's Long-Range Plan. Existing and future Circuit Trails are required to meet minimum design standards (10-feet wide, paved, and separated from traffic with limited exceptions) to reflect their intended use as the arteries of a dedicated, regional, non-motorized transportation system. Projects that were part of this Line Item and have since been broken out to their own individual projects are listed below: 1) Bucks - Newtown Branch Rail Trail - Southampton Twp. MPMS #105847; 2) Montgomery - Chester Valley Trail Extension Design Supplement for MPMS #16705.

Lead Agency:	PennDOT
Project Type:	Bicycle/Pedestrian Improvement
County:	Various
Town:	-
Tip Status:	-
Air Quality Code:	A2
MRP ID:	PAR078
CMP:	Not SOV Capacity Adding
Total Cost:	$66,953,000



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	CAQ	$0	$0	$0	$2,265,000	$3,109,000	$23,254,000	$28,628,000
CON	CRPU	$0	$0	$0	$0	$0	$38,325,000	$38,325,000
Total CON		$0	$0	$0	$2,265,000	$3,109,000	$61,579,000	$66,953,000
Total Future Costs		$0	$0	$0	$0	$0	$61,579,000	$61,579,000
Total Programmed		$0	$0	$0	$2,265,000	$3,109,000	$61,579,000	$66,953,000

82158 - Systemic Lane Departure Improvements

District 6-0 will advertise a project for Roadway Departure Implementation Plan to address the top ranked feasible locations from the District 6 Strategic Highway Safety Plan - lane departure list. Countermeasures to be used include curve signing and pavement markings, curve legends, wider edge line, centerline and edge line rumble strips, guiderail safety enhancements, tree trimming and removal, lane re-alignment, and delineation. From these countermeasures the designer will consider and select the most appropriate, obtain PennDOT approval, and implement. The project is scalable it will have the flexibility to add/delete locations depending on funding availability.

Lead Agency:	PennDOT
Project Type:	Other
County:	Various
Town:	-
Tip Status:	New
Air Quality Code:	S6
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$4,000,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
PE	sHSIP	$0	$1,000,000	$0	$0	$0	$0	$1,000,000
Total PE		$0	$1,000,000	$0	$0	$0	$0	$1,000,000
CON	sHSIP	$0	$0	$3,000,000	$0	$0	$0	$3,000,000
Total CON		$0	$0	$3,000,000	$0	$0	$0	$3,000,000
Total Programmed		$0	$1,000,000	$3,000,000	$0	$0	$0	$4,000,000

79927 - Highway Reserve Line Item-STP

Highway Reserve District-Wide Line Item. This project number serves as a placeholder for unprogrammed funds and serves as a fiscal constraint balancing mechanism for project actions that occur during TIP Modifications and Amendments after a TIP is adopted.

Lead Agency:	PennDOT
Project Type:	Other
County:	Various
Town:	Various
Tip Status:	-
Air Quality Code:	NRS
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$0

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Total Programmed		$0	$0	$0	$0	$0	$0	$0

106649 - Stormwater Permits/Environmental Mitigation Design

Reserve Line Item for Stormwater Permits

Lead Agency:	PennDOT
Project Type:	Other
County:	Various
Town:	Various
Tip Status:	-
Air Quality Code:	NRS
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$1,500,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	581	$0	$750,000	$750,000	$0	$0	$0	$1,500,000
Total CON		$0	$750,000	$750,000	$0	$0	$0	$1,500,000
Total Programmed		$0	$750,000	$750,000	$0	$0	$0	$1,500,000

118015 - CMAQ Flex for SEPTA Projects of Significance Line Item

This project is for CMAQ funds to be FLEXed to SEPTA in order to support the Trolley Modernization, New Bus Network, and Rail Fleet Replacements projects.

Lead Agency:	PennDOT
Project Type:	Transit Improvements
County:	Various
Town:	-
Tip Status:	-
Air Quality Code:	NRS
MRP ID:	N/A
CMP:	Not SOV Capacity Adding
Total Cost:	$341,802,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
PE	CAQ	$0	$30,221,000	$30,630,000	$33,884,000	$31,651,000	$215,416,000	$341,802,000
Total PE		$0	$30,221,000	$30,630,000	$33,884,000	$31,651,000	$215,416,000	$341,802,000
Total Future Costs		$0	$0	$0	$0	$0	$215,416,000	$215,416,000
Total Programmed		$0	$30,221,000	$30,630,000	$33,884,000	$31,651,000	$215,416,000	$341,802,000

92182 - Expressway Service Patrol

This project is a breakout of MPMS# 88616, and will operate in the suburban counties of Bucks, Chester , Delaware, and Montgomery as part of the Expressway Service Patrol contract for an additional years. The program will provide for the operation of emergency service patrols on congested state highways to detect and clear incidents rapidly by providing emergency assitance to stranded motorists. Approximately half of all delays experienced by highway users in congested areas are caused by traffic accidents, vehicle breakdowns, and other incidents. Prompt incident management programs such as this, can reduce delay's significantly. Service will be provided on 50 linear miles including: I-76 from Philadelphia to PA Turnpike; I-95 from the New Jersey State Line to the Bucks County line; I-476 from I-95 to the PA Turnpike; US Route 202 from I-76 to US 30; US Route 422 from Route 202 to Royersford; PA 309 from PA 63 to Easton Road; and US 30 from Business Route 30 to PA 10. A separate contract for the Philadelphia Expressway Service Patrol (MPMS #91490) is currently programmed on the DVRPC TIP and utilizes federal funding.

Lead Agency:	PennDOT
Project Type:	Signal/ITS Improvements
County:	Various
Town:	Various
Tip Status:	-
Air Quality Code:	S7
MRP ID:	-
CMP:	Minor SOV Capacity
Total Cost:	$5,400,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	STU	$0	$2,400,000	$1,000,000	$2,000,000	$0	$0	$5,400,000
Total CON		$0	$2,400,000	$1,000,000	$2,000,000	$0	$0	$5,400,000
Total Programmed		$0	$2,400,000	$1,000,000	$2,000,000	$0	$0	$5,400,000

102665 - Signal Upgrade Line Item

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

Lead Agency:	PennDOT
Project Type:	Signal/ITS Improvements
County:	Various
Town:	Various
Tip Status:	-
Air Quality Code:	S7
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$2,000,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	CAQ	$0	$1,000,000	$1,000,000	$0	$0	$0	$2,000,000
Total CON		$0	$1,000,000	$1,000,000	$0	$0	$0	$2,000,000
Total Programmed		$0	$1,000,000	$1,000,000	$0	$0	$0	$2,000,000

82159 - Systemic Wrong Way Improvements

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

Lead Agency:	PennDOT
Project Type:	Intersection/Interchange Improvements
County:	Various
Town:	-
Tip Status:	New
Air Quality Code:	S6
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$4,000,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
PE	sHSIP	$0	$1,000,000	$0	$0	$0	$0	$1,000,000
Total PE		$0	$1,000,000	$0	$0	$0	$0	$1,000,000
CON	sHSIP	$0	$0	$3,000,000	$0	$0	$0	$3,000,000
Total CON		$0	$0	$3,000,000	$0	$0	$0	$3,000,000
Total Programmed		$0	$1,000,000	$3,000,000	$0	$0	$0	$4,000,000

79980 - STU Reserve Line Item

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

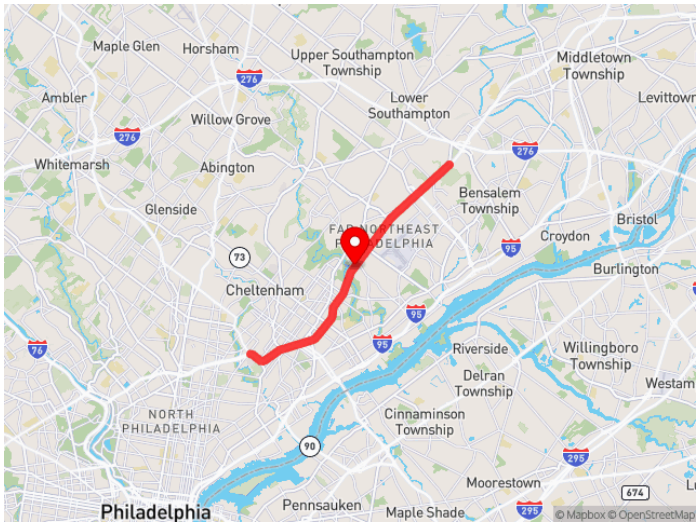
Lead Agency:	PennDOT
Project Type:	Other
County:	Various
Town:	Various
Tip Status:	-
Air Quality Code:	NRS
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$75,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	STU	$0	$0	$75,000	$0	$0	$0	$75,000
Total CON		$0	$0	$75,000	$0	$0	$0	$75,000
Total Programmed		$0	$0	$75,000	$0	$0	$0	$75,000

119836 - US 1: Adams Avenue - Old Lincoln Highway

Intersection improvements along US 1 from Pratt Street to Old Lincoln Highway, City of Philadelphia, and Bensalem Township, Bucks County. The design of the project will be funded by ASE funding and CON will be partially funded by the MEGA grant. Improvements include curb extensions to shorten crossing distances, realigned crosswalks, realigned lane configurations and turn lanes, upgrades to traffic signals and timing, changes to traffic movements, and new or upgraded transit shelters and stations.

Lead Agency:	PennDOT
Project Type:	Signal/ITS Improvements
County:	Various
Town:	Philadelphia City
Tip Status:	-
Air Quality Code:	2040M
MRP ID:	PAR075
CMP:	Minor SOV Capacity
Total Cost:	$86,835,000

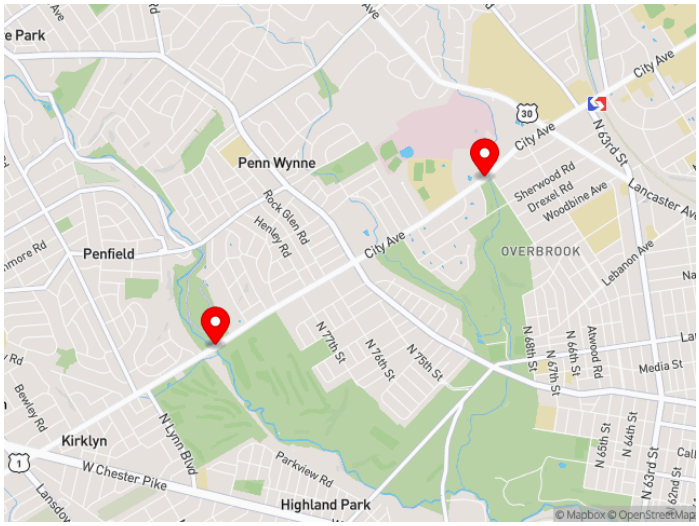


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
FD	244	$0	$9,000,000	$0	$0	$0	$0	$9,000,000
Total FD		$0	$9,000,000	$0	$0	$0	$0	$9,000,000
ROW	244	$0	$0	$500,000	$0	$0	$0	$500,000
Total ROW		$0	$0	$500,000	$0	$0	$0	$500,000
UTL	LOC	$0	$0	$2,185,000	$0	$0	$0	$2,185,000
Total UTL		$0	$0	$2,185,000	$0	$0	$0	$2,185,000
CON	LOC	$0	$0	$12,460,000	$535,000	$1,035,000	$1,000,000	$15,030,000
CON	MEGA	$0	$0	$44,700,000	$0	$0	$0	$44,700,000
CON	STU	$0	$0	$5,140,000	$2,140,000	$4,140,000	$4,000,000	$15,420,000
Total CON		$0	$0	$62,300,000	$2,675,000	$5,175,000	$5,000,000	$75,150,000
Total Future Costs		$0	$0	$0	$0	$0	$5,000,000	$5,000,000
Total Programmed		$0	$9,000,000	$64,985,000	$2,675,000	$5,175,000	$5,000,000	$86,835,000

113416 - Concrete Arch Bridges Rehabilitation (US 1)

SR 0001 (Township Line Road) over Cobbs Creek - The proposed scope of work includes removal of existing concrete bridge railing and replace with a new PA Type 10M bridge barrier SR 0001 (Township Line Road) over Cobbs Creek - The proposed scope of work includes removal of existing concrete bridge railing and replace with a new PA Type 10M bridge barrier (painted brown) attached to a moment slab; perform concrete repairs and crack repairs to the arch barrel; perform concrete repairs to the spandrel walls, wingwalls and abutments; improve off bridge drainage behind the wingwalls; install rock protection along the abutments and wingwalls; remove deposits and timber debris in the upstream and downstream channels; upgrade guide rail to current MASH standards; replace existing sidewalk; and repave the bituminous roadway and approach roadway. SR 4031 (Ridge Pike) over Perkiomen Creek - The proposed scope of work includes repair of the concrete approach walls.

Lead Agency:	PennDOT
Project Type:	Bridge Repair/Replacement
County:	Various
Town:	Collegeville Borough, Haverford Township, Lower Merion Township, Lower Providence Township, Philadelphia City
Tip Status:	-
Air Quality Code:	S19
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$2,758,000



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	STU	$0	$1,000,000	$1,758,000	$0	$0	$0	$2,758,000
Total CON		$0	$1,000,000	$1,758,000	$0	$0	$0	$2,758,000
Total Programmed		$0	$1,000,000	$1,758,000	$0	$0	$0	$2,758,000

84318 - CAQ Reserve Line Item

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

Lead Agency:	PennDOT
Project Type:	Other
County:	Various
Town:	Various
Tip Status:	-
Air Quality Code:	NRS
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$0

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Total Programmed		$0	$0	$0	$0	$0	$0	$0

109847 - ROW Divestment 6-0

The purpose of this project is to research and execute the process of divesting the excess inventory of properties owned and maintained by District 6 that were purchased for highway corridors and other capital projects that were not constructed and are no longer active or remnants from previously constructed projects that have no active transportation use.

Lead Agency:	PennDOT
Project Type:	Other
County:	Various
Town:	Various
Tip Status:	-
Air Quality Code:	NRS
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$2,600,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
PE	581	$0	$1,000,000	$1,600,000	$0	$0	$0	$2,600,000
Total PE		$0	$1,000,000	$1,600,000	$0	$0	$0	$2,600,000
Total Programmed		$0	$1,000,000	$1,600,000	$0	$0	$0	$2,600,000

82155 - Systemic Vulnerable Road User Safety

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

Lead Agency:	PennDOT
Project Type:	Bicycle/Pedestrian Improvement
County:	Various
Town:	-
Tip Status:	New
Air Quality Code:	S6
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$6,000,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
PE	sHVRU	$0	$1,000,000	$0	$0	$0	$0	$1,000,000
Total PE		$0	$1,000,000	$0	$0	$0	$0	$1,000,000
CON	sHVRU	$0	$1,000,000	$4,000,000	$0	$0	$0	$5,000,000
Total CON		$0	$1,000,000	$4,000,000	$0	$0	$0	$5,000,000
Total Programmed		$0	$2,000,000	$4,000,000	$0	$0	$0	$6,000,000

115974 - District 6 Modeling Assistance

This project provides for technical and planning assistance to PennDOT District 6 for support in implementation of the I-95 Reconstruction Projects, and other traffic studies as identified by PennDOT. DVRPC will be on call for quick-turnaround analysis or data collection tasks in support of specific and timely I-95 project planning needs. Tasks will include data collection, meeting and stakeholder coordination, traffic modeling and forecasting, and general research as needed. This project will dedicate two-person years of DVRPC modeling staff time to prepare traffic forecasts throughout the I-95 corridor in Pennsylvania and on other District 6 projects as required. The staff members will report to the Manager, Office of Travel Trends and Forecasts, and work with other staff as needed to prepare traffic forecasts and other modeling services. New traffic data and forecasts are needed for several tasks. These include analyzing additional interchange configurations to improve safety, reduce congestion, and address community concerns; support new or updated Point-of-Access (POA) studies; extend the horizon year of previous traffic forecasts in the corridor; analyze and plan for future freight activity; and prepare detour route forecasts for later construction phases. Tasks 1. Coordinate with PennDOT and their consultants; attend meetings and make presentations as needed. 2. Focus and calibrate regional travel demand model on the I-95 corridor, and other facilities as needed. 3. Conduct computerized traffic assignments to determine horizon year traffic volumes under No-Build and Build scenarios. 4. Prepare average weekday daily traffic (AWDT) traffic volumes for I-95 mainline, ramps, and selected facilities impacted by the I-95 scenarios throughout Sectors A, B, C, and D. 5. Prepare AM and PM peak hour traffic forecasts, including intersection turning movements for the No-Build and Build scenarios, as needed. 6. Collect, tabulate, and/or process origin-destination and travel time data, as needed. 7. Prepare forecasts to evaluate the impact of new or improved transit connections on highway patterns, volumes, and interchange operations, as needed. 8. Prepare forecasts to evaluate the impacts of new land uses and/or redevelopment on travel patterns, volumes, and interchange operations, as needed. 9. Prepare maps and tables for transmittal of the data and travel forecasts to PennDOT and their consultants. 10. Prepare technical memorandums documenting the results of the travel forecasting; incorporate any comments from PennDOT and their consultants. 11. Continue supporting PennDOT's consultants for US 422 and the Market Street Bridge Closure modeling efforts. 12. Provide daily traffic forecasts the six proposed movements at the I-95 and PA Turnpike interchange. See also MPMS #110127

Lead Agency:	PennDOT
Project Type:	Other
County:	Various
Town:	-
Tip Status:	-
Air Quality Code:	X1
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$1,240,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
PRA	581	$0	$124,000	$0	$0	$0	$0	$124,000
PRA	NHPP	$0	$496,000	$620,000	$0	$0	$0	$1,116,000
Total PRA		$0	$620,000	$620,000	$0	$0	$0	$1,240,000
Total Programmed		$0	$620,000	$620,000	$0	$0	$0	$1,240,000

106648 - Sink Holes Line Item

This is the Reserve Line Item for sink hole repairs. A sinkhole is generally a circular hole or a depression in the ground that is caused by erosion and water drainage. The size of a hole can range from a few feet to a size large enough to engulf an entire building. It can suddenly appear without warning and may continue to grow after the initial collapse. Sinkholes are naturally part of Pennsylvania's landscape called karst and are considered a serious geologic hazard in central and eastern Pennsylvania.

Lead Agency:	PennDOT
Project Type:	Roadway Rehabilitation
County:	Various
Town:	-
Tip Status:	-
Air Quality Code:	X13
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$500,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	581	$0	$0	$0	$0	$500,000	$0	$500,000
Total CON		$0	$0	$0	$0	$500,000	$0	$500,000
Total Programmed		$0	$0	$0	$0	$500,000	$0	$500,000

57927 - Regional Safety Initiatives (HSIP) Line Item

Safety projects eligible for HSIP (Highway Safety Improvement Program) funds will be undertaken at various locations across the five county region. Projects can be 100% federally funded as allowed by the use of Toll Credits for match. Currently there are no projects that require a funding draw down as they are broken out into individual projects.

Lead Agency:	PennDOT
Project Type:	Intersection/Interchange Improvements
County:	Various
Town:	-
Tip Status:	-
Air Quality Code:	S6
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$232,539,585

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	HSIP	$0	$0	$14,181,000	$20,407,685	$10,174,900	$187,776,000	$232,539,585
Total CON		$0	$0	$14,181,000	$20,407,685	$10,174,900	$187,776,000	$232,539,585
Total Future Costs		$0	$0	$0	$0	$0	$187,776,000	$187,776,000
Total Programmed		$0	$0	$14,181,000	$20,407,685	$10,174,900	$187,776,000	$232,539,585

75855 - District Program Management Services "B"

This project provides funds for selected consultants to provide Project Management Services and handling all tasks to advance PennDOT transportation projects from inception to a bid letting. Tasks include guidance in project development; preparation and monitoring of schedules and costs; review and/or coordination of design submissions, right of way plans, design drawings, specifications and estimates; conduct design review meetings, constructability reviews and plan checks; review environmental items and ensure all permits are obtained; and coordinate with stakeholders including PennDOT, environmental agencies, municipal officials or authorities, utility companies, and the general public.

Lead Agency:	PennDOT
Project Type:	Other
County:	Various
Town:	Various
Tip Status:	-
Air Quality Code:	NRS
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$6,000,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
PRA	581	$0	$2,000,000	$1,120,000	$880,000	$2,000,000	$0	$6,000,000
Total PRA		$0	$2,000,000	$1,120,000	$880,000	$2,000,000	$0	$6,000,000
Total Programmed		$0	$2,000,000	$1,120,000	$880,000	$2,000,000	$0	$6,000,000

120942 - MS4 and 105 Remediation

It is anticipated that this project will construct corrective repairs for stormwater control measure (SCM) sites and restore wetland mitigation sites at various locations throughout District 6.

Lead Agency:	PennDOT
Project Type:	Streetscape
County:	Various
Town:	Various
Tip Status:	-
Air Quality Code:	X13
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$3,184,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	581	$0	$319,000	$319,000	$0	$0	$0	$638,000
CON	STU	$0	$1,273,000	$1,273,000	$0	$0	$0	$2,546,000
Total CON		$0	$1,592,000	$1,592,000	$0	$0	$0	$3,184,000
Total Programmed		$0	$1,592,000	$1,592,000	$0	$0	$0	$3,184,000

82161 - Systemic Intersection Safety Improvements

District 6-0 will advertise a project for Intersection Safety Implementation Plan to address the top ranked feasible locations. The district will identify a typical set of improvements for each of the countermeasures from which PennDOTwill consider and select the most appropriate, and implement. Prioritization will involve a dual approach - working down the provided 2024 HSNS intersections list, as well as focusing on locations that are on the statewide cluster list. The PENNSHARE GIS map will be utilized to overlay the 2024 HSNS and PennDOT Cluster list which will result in the addressing of safety needs on a corridor basis for highest efficiency. The district intends to use this as a tool to track and report the progress. The project is scalable it will have the flexibility to add/delete locations depending on funding availability.

Lead Agency:	PennDOT
Project Type:	Intersection/Interchange Improvements
County:	Various
Town:	-
Tip Status:	New
Air Quality Code:	S6
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$4,000,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
PE	sHSIP	$0	$1,000,000	$0	$0	$0	$0	$1,000,000
Total PE		$0	$1,000,000	$0	$0	$0	$0	$1,000,000
CON	sHSIP	$0	$0	$3,000,000	$0	$0	$0	$3,000,000
Total CON		$0	$0	$3,000,000	$0	$0	$0	$3,000,000
Total Programmed		$0	$1,000,000	$3,000,000	$0	$0	$0	$4,000,000

115966 - CMAQ Project Engineering/Management

This line item will ensure the timely selection and delivery of traditional and non-traditional local projects in an effort to enhance the transportation system within our region. Funding from a Transportation Improvement Program line item enables DVRPC staff to assist PennDOT with the implementation of traditional and non-traditional projects by serving as adjunct project and program managers. This assistance will generally involve facilitation and coordination among the project sponsor and their team, local governments, the public, the PennDOT district office, PennDOTs central office staff, and the FHWA in order to develop a project to the point of construction. The current federal authorizing legislation for highways and transit includes funding for bicycle and pedestrian transportation projects such as multi-use trails, streetscapes, bike lanes and historic transportation structure restorations, as well as projects that contribute to the attainment of the Clean Air Act by reducing emissions from highway sources. The three current categories of federal funding for these non-traditional transportation projects are: Transportation Alternatives Set Aside, Congestion Mitigation and Air Quality, and the Surface Transportation Program. TIP funds are also provided to the sub-regions through the Local Concept Development, Local Lead, and Highway Safety Improvement Programs in New Jersey. The goal of the Local Concept Development program is to complete a study that identifies potential alternatives, identifies any environmental issues, and completes a conceptual design. This will ensure that projects that move into Preliminary Engineering are ready to move forward in a timely manner and are eligible for inclusion in the State Transportation Improvement Program (STIP). As part of this work, staff will also continue to assist counties and municipalities with Federal Aid Highway Program requirement compliance. Completion of this work may require the purchase of equipment or services. For more information, see the following website: http://www.dvrpc.org/ProjectImplementation/ Tasks 1. For each program, as appropriate, establish a Steering Committee and develop a process for project application and selection. 2. Develop project application and guidance materials in coordination with the DOTs. Establish evaluation criteria and process. Solicit, screen, and evaluate candidate projects. 3. Conduct public information sessions, respond to questions, and provide assistance to applicants, as appropriate. 4. Recommend selected projects to the DVRPC Board. 5. Prepare requests for proposals, solicit proposals, and in concert with the appropriate county, evaluate proposals received. 6. Prepare consultant selection documentation and files, when required. 7. Prepare consultant agreements, establish accounting procedures, arrange methods of progress, and expenditure reporting, when required. 8. Coordinate activities leading to the implementation of the project within its planned time frame, maintain costs within the budget, and ensure that applicable federal and state standards are observed. 9. Submit the consultants final documents to the DOTs for approval. DVRPC, in cooperation with the DOTs, will prepare and submit when required, the appropriate documents for federal approval on each project phase. 10. Work with the DOTs to update schedules, costs, and statuses of each project in the respective DOT system, as needed. 11. Prepare status reports that will be posted on the DVRPC website. See also MPMS #66461 Any work done in or for New Jersey is funded via the New Jersey TIP.

Lead Agency:	PennDOT
Project Type:	Other
County:	Various
Town:	-
Tip Status:	-
Air Quality Code:	X1
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$300,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
PRA	581	$0	$30,000	$30,000	$0	$0	$0	$60,000
PRA	STU	$0	$120,000	$120,000	$0	$0	$0	$240,000
Total PRA		$0	$150,000	$150,000	$0	$0	$0	$300,000
Total Programmed		$0	$150,000	$150,000	$0	$0	$0	$300,000

82154 - Dynamic Ramp Signing and Safety Improvements

I-76 WB to US-422 / US-202, US-202 NB to US-422 WB, and US-422 EB to US-202 NB ramps have been identified as a location with a high concentration of lane departure crashes. The treatments proposed as part of this project include: High Friction Surface Treatment (HFST) Chevron Turn Signs Flashing Beacons Dynamic Speed Feedback Signs Truck Rollover Curve Signs

Lead Agency:	PennDOT
Project Type:	Other
County:	Various
Town:	Tredyffrin Township, Upper Merion Township
Tip Status:	New
Air Quality Code:	S6
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$1,217,880

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
PE	sHSIP	$0	$158,855	$0	$0	$0	$0	$158,855
Total PE		$0	$158,855	$0	$0	$0	$0	$158,855
CON	sHSIP	$0	$1,059,025	$0	$0	$0	$0	$1,059,025
Total CON		$0	$1,059,025	$0	$0	$0	$0	$1,059,025
Total Programmed		$0	$1,217,880	$0	$0	$0	$0	$1,217,880

82062 - ITS Maintenance

Maintenance of existing ITS hardware and softwareThis project consists of the maintenance and/or repair of existing and planned Intelligent Transportation System (ITS) equipment along various state highways in Bucks, Chester, Delaware, Montgomery, and Philadelphia Counties. The project includes the preventive maintenance, responsive maintenance, and emergency repairs of: closed circuit (CCTV) cameras; changeable message signs (CMS) permanent and portable; incident detection systems consisting of microwave detectors, loop detectors, and video detectors; a travel time system consisting of Bluetooth readers and EZ-Pass tag readers; communications hubs; variable speed limit (VSL) signs; uninterruptible power supply (UPS); all software and all related equipment cabinets and load centers; the Regional Traffic Management Center (RTMC) which houses and operates work stations for CCTV; CMS communication systems and enclosures; fiber optic lines; ethernet lines; power lines; underground and exposed conduit; junction boxes; and splice enclosures.

Lead Agency:	PennDOT
Project Type:	Signal/ITS Improvements
County:	Various
Town:	-
Tip Status:	New
Air Quality Code:	NRS
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$6,000,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	STU	$0	$1,500,000	$1,500,000	$1,500,000	$1,500,000	$0	$6,000,000
Total CON		$0	$1,500,000	$1,500,000	$1,500,000	$1,500,000	$0	$6,000,000
Total Programmed		$0	$1,500,000	$1,500,000	$1,500,000	$1,500,000	$0	$6,000,000

81237 - 2025 On-Board & Household Travel Surveys

This program will support the economic vitality of the region; improve accessibility and equity; enhance connectivity between modes; promote the efficient management and operation of the transportation system; and support the development and use of transportation, air quality, economic development, and land use models by collecting data on the systems users and their travel-related behavior. On-Board and Household Travel Surveys are necessary both to understand the travel behavior of a regions residents and workers, and also to build and validate travel models that reflect that behavior. They provide up-to-date trip and tour rates by purpose and household or person type; insights into the interactions between transportation and land use; origin, destination, and trip length frequency data; detailed statistics on the factors that affect mode choice and transit ridership; and information on how auto operating costs, tolls, fares, and parking charges impact the transportation system. As the COVID pandemic recedes, several structural changes that impact trip making behavior and the transportation system are likely to endure, including a greater propensity to work-from-home, a greater reliance on Ecommerce, and less of a traditional downtown/CBD focus for work trips. Long-term impacts to transit ridership and trip rates by purpose and time-of-day are less well understood. Planning for new federal, state, and local transportation policies and programs would also benefit from new survey data. These include the federal Carbon Reduction Program and Justice40 Initiative, expanded efforts to improve equity through transportation projects, and Vision Zero programs to improve safety. All of these are likely to lead to changes in the types and locations of transportation programs and projects that are pursued over the next several decades. Accurate, up-to-date data on the characteristics of the users of the system and how they use the system will be essential to forecast the impacts of these projects, and to plan for their implementation. There are several new and emerging technologies that may offer significant benefits over traditional pen and paper surveys in terms of easier facilitation and implementation of the data collection process, higher survey response rates, and more accurate survey results. These include the use of smartphone applications and tracking devices by survey respondents, purchasing cell phone location data from Location Based Service (LBS) vendors, purchasing add-on surveys to the National Household Travel Survey (NHTS) program, and mining SEPTA Key data. It is anticipated that the most effective and efficient data collection program will combine elements of these programs with traditional survey diaries and on-board interviews. In FY2024, data collection plans for both a comprehensive On-Board Survey and a Household Travel Survey were developed. This project will implement those plans. Survey data will be collected, tabulated, cleaned, processed and analyzed over the course of three fiscal years. DVRPC will draft and release RFPs for data collection for both surveys; evaluate and rank the proposals, and hire consultants to perform data collection. Data collection will begin in FY2025 - pilot surveys targeting small segments of the population will be used to test the survey questions and methodology, and determine if any adjustments or refinements need to be made before official launch. Once the On-Board and Household Travel surveys are officially underway, DVRPC will monitor and supervise data collection and perform other administrative tasks as needed. Data collection will continue throughout FY2026 and FY2027. The project will culminate in FY2027 with consultant delivery of cleaned and processed databases for both the On-Board and Household Travel surveys. Following delivery of the databases, the final tasks will be divided between DVRPC and the consultants in an as yet to be determined way, and will include geocoding survey responses, survey expansion, summarizing the results, and writing the technical reports documenting the survey methodologies and results. This project will require the purchase of goods and/or services including any/all of the following: Hiring consultants, hiring temp agency workers, purchasing NHTS add-on data, purchasing cell phone location data from LBS vendors. Tasks: 1. Create steering committee to evaluate and rank proposals. 2. Draft RFP for On-Board Survey data collection. 3. Review, evaluate, and rank consultant proposals for On-Board Survey data collection. 4. Hire consultant team for On-Board Survey data collection. 5. Draft RFP for Household Travel Survey data collection. 6. Review, evaluate, and rank consultant proposals for Household Travel Survey data collection. 7. Hire consultant team for Household Travel Survey data collection. 8. Monitor and supervise data collection for both the On-Board and Household Travel surveys 9. Review consultants' work products. 10. Expand On-Board Survey to represent regional universe of transit riders. 11. Write technical report documenting On-Board survey methodology and results. 12. Expand Household Travel Survey to represent regional universe of households. 13. Write technical report documenting household travel survey methodology and results.

Lead Agency:	PennDOT
Project Type:	Other
County:	Various
Town:	-
Tip Status:	-
Air Quality Code:	X1
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$1,095,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
PRA	STU*	$0	$1,095,000	$0	$0	$0	$0	$1,095,000
Total PRA		$0	$1,095,000	$0	$0	$0	$0	$1,095,000
Total Programmed		$0	$1,095,000	$0	$0	$0	$0	$1,095,000

16178 - Construction Management Tasks

This project funds a Construction Management Open End Consultant that assists with projects selected by the District. The Consultant regularly meets with District Construction Management and performs various tasks as directed by the Construction unit. Agreement Management Functions - Completion of work orders and supplemental quality control - Fiscal document completion - Agreement, work order, and supplement status tracking and reporting - Agreement closeout functions Accrued Unbilled Costs (AUC) Resolution - Research and clearing of Accrued Unbilled Costs from MPMS - Preparation of a summary report on the project items responsible for the AUCs - Preparation of the appropriate fiscal/justification documents - DBE and Trainee Tracking and Shortfall Resolution Project Startup Assistance - Provision of CM Support Services until project-specific work orders have been executed - Attendance at Pre-Bid and Pre-Construction meetings - Review of project plans, specifications, and schedule submissions - Completion of Constructability Reviews PennDOT Project Collaboration Center (PPCC) - Management of project setups - Delivery of user training and support - Preservation of District 6 submittal types and workflows Curb Ramp Verification - Verification of the as built conditions of curb ramps - Documentation of these conditions for conformance with ADA requirements - Submission of electronic forms to PennDOT's Central Archive. Construction Documentation Services Support - Assistance with RTKL processes - Assistance with CDS V3 migration, additional documentation, and project closeout tasks Additional Administrative Functions as determined by Construction Unit management

Lead Agency:	PennDOT
Project Type:	Other
County:	Various
Town:	-
Tip Status:	-
Air Quality Code:	NRS
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$250,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
PRA	581	$0	$125,000	$125,000	$0	$0	$0	$250,000
Total PRA		$0	$125,000	$125,000	$0	$0	$0	$250,000
Total Programmed		$0	$125,000	$125,000	$0	$0	$0	$250,000

FTA-funded Projects for the FFY 2027 TIP for Pennsylvania

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

This project covers the operating subsidies for the Pottstown Urban Transit System. Funds in this project may also be used for capital projects. Pottstown uses the majority of the annual appropriation for operating, and a small portion for equipment purchases and capital projects as required. Section 5340 funds are included with Section 5307 funds. Capital projects planned in FY25-28 include (also see MPMS# 95739): FY25 Paratransit Vehicles $250,000 and Shelter Amenities $500,000; FY26 Fareboxes/Mobile Ticketing $500,000; FY27 Lift Replacement $25,000; FY28 Transit Plaza Upgrades $100,000. Pottstown Area Rapid Transit (PART) is a small urban transit system operating five bus routes and ADA paratransit service in the Borough of Pottstown, Upper, Lower, and West Pottsgrove, Limerick, Douglass, New Hanover, and North Coventry townships in both Montgomery and Chester Counties. PART receives an annual apportionment of Federal Section 5307 funds for operating purposes. PART, by request to FTA, may program apportioned funds for capital purposes.

Lead Agency:	PART
Project Type:	Transit Improvements
County:	Montgomery, Pottstown
Town:	Pottstown Borough
Tip Status:	-
Air Quality Code:	M1
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$13,561,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
OP	5307	$0	$942,000	$988,000	$1,037,000	$1,088,000	$0	$4,055,000
OP	LOC	$0	$133,000	$140,000	$147,000	$154,000	$0	$574,000
OP	Section 1513	$0	$2,072,000	$2,176,000	$2,285,000	$2,399,000	$0	$8,932,000
Total OP		$0	$3,147,000	$3,304,000	$3,469,000	$3,641,000	$0	$13,561,000
Total Programmed		$0	$3,147,000	$3,304,000	$3,469,000	$3,641,000	$0	$13,561,000

95739 - Transit Capital Improvements

Pottstown Area Rapid Transit plans to upgrade security , replace aging shelters and amenities, upgrade fareboxes and ticketing, and upgrade the Transit Plaza and achieve the TAM goals set out in the PA TAM Group Plan. FY27 Security Upgrade $25,000: FY28 Shelter Replacement $1,000,000; FY29 Fareboxes/Mobile Ticketing $500,000; FY30 Transit Plaza Upgrades $100,000. Pottstown Area Rapid Transit (PART) is a small urban transit system operating five bus routes and ADA paratransit service in the Borough of Pottstown, Upper, Lower, and West Pottsgrove, Limerick, Douglass, New Hanover, and North Coventry townships in both Montgomery and Chester Counties.

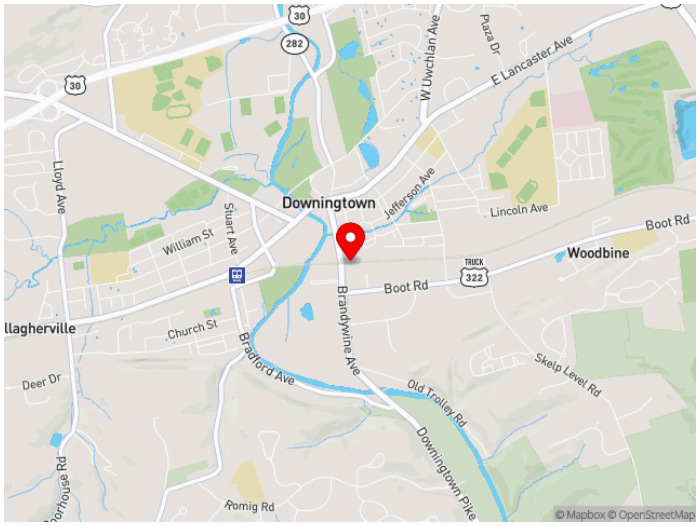
Lead Agency:	PART
Project Type:	Transit Improvements
County:	Pottstown
Town:	Pottstown Borough
Tip Status:	-
Air Quality Code:	M7
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$1,625,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CAP	5307	$0	$23,000	$800,000	$450,000	$90,000	$0	$1,363,000
CAP	LOC	$0	$1,000	$6,000	$2,000	$1,000	$0	$10,000
CAP	Section 1513	$0	$1,000	$194,000	$48,000	$9,000	$0	$252,000
Total CAP		$0	$25,000	$1,000,000	$500,000	$100,000	$0	$1,625,000
Total Programmed		$0	$25,000	$1,000,000	$500,000	$100,000	$0	$1,625,000

93586 - Downingtown Train Station Rehabilitation

A new Downingtown Station will be constructed at a location that is less than half a mile east of the existing station on State Route 322/Brandywine Avenue. The existing station is an enclosed shelter with a low-level platform, about 360 parking spaces, and is not ADA accessible. The new station location is along a section of tangent track in Downingtown Borough, selected as a result of the alternatives analysis conducted in 2013 by PennDOT with Amtrak, SEPTA, and local communities. PennDOT has acquired property and completed preliminary design. The new station will continue to serve Amtrak and SEPTA train service and provide full ADA accessibility with two 550-foot-long high-level platforms for inbound and outbound trains. The platforms will have canopies and will be accessed via elevator/stair towers from the ground level parking areas, which combined will have over 500 parking spaces. The existing railroad bridge over Brandywine Avenue will be replaced as part of the project to provide more vertical clearance and to enable addition of a turning lane for vehicular station-related movements. Additional features of the site include retaining walls, bike racks, sidewalks, visual screening (as required for mitigations), stormwater management, site lighting, and security. The railroad right-of-way through the new bridge and station will require modifications, including removal of the DOWNS Interlocking. Downingtown Station is a component of the Keystone Corridor between Philadelphia and Harrisburg, a 104-mile line owned and operated by Amtrak. The line shares some of the operating characteristics of the Northeast Corridor (NEC) main line, including multiple tracks and full electrification. Amtrak operates up to 14 Keystone Service intercity round trips per day between Harrisburg and Philadelphia (and extending to New York City) with up to 22 stops at Downingtown Station. SEPTA operates Paoli/Thorndale Line commuter trains on the eastern portion of the line, with up to 42 stops per day at Downingtown Station.

Lead Agency:	PennDOT Transit
Project Type:	Transit Improvements
County:	Chester
Town:	Downingtown Borough
Tip Status:	Return
Air Quality Code:	M8
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$15,750,000

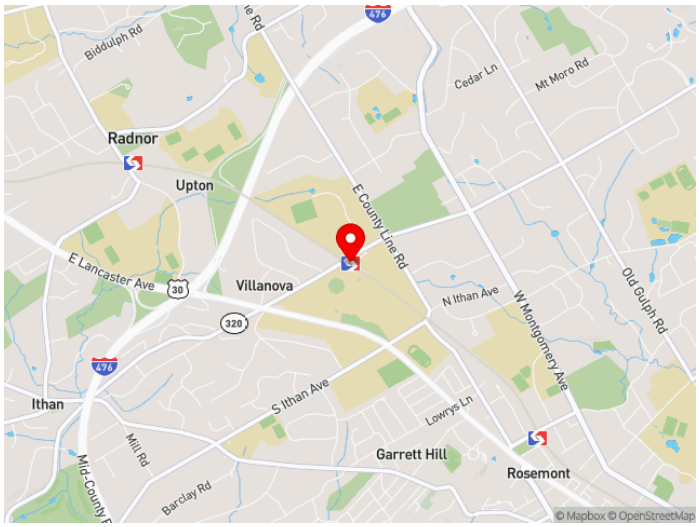


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	341	$0	$3,150,000	$0	$0	$0	$0	$3,150,000
CON	5307	$0	$2,000,000	$0	$0	$0	$0	$2,000,000
CON	Section 5337	$0	$10,600,000	$0	$0	$0	$0	$10,600,000
Total CON		$0	$15,750,000	$0	$0	$0	$0	$15,750,000
Total Programmed		$0	$15,750,000	$0	$0	$0	$0	$15,750,000

15407 - Villanova Intermodal Station

This project will modernize Villanova Station on the Paoli/Thorndale Regional Rail Line, making the station fully ADA accessible, and will advance in phases. Phase 1 improved station accessibility and included construction of a new, wider pedestrian tunnel with access ramps and stairs, additional parking spaces, stormwater management improvements, new signage, lighting, and passenger amenities, completed in 2019. Phase 2 will make the station fully ADA accessible and includes full length high-level platforms, new canopies, station building improvements, passenger shelters, security improvements and passenger amenities. The total project cost is $48.65M. (Prior Years– FY 2030)

Lead Agency:	SEPTA
Project Type:	Transit Improvements
County:	SEPTA
Town:	Radnor Township
Tip Status:	-
Air Quality Code:	A2
MRP ID:	PAT041
CMP:	Not SOV Capacity Adding
Total Cost:	$45,578,427



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ERC	1514	$0	$5,067,373	$12,597,632	$11,488,030	$12,185,341	$2,770,147	$44,108,523
ERC	LOC	$0	$168,869	$419,813	$382,835	$406,073	$92,314	$1,469,904
Total ERC		$0	$5,236,242	$13,017,445	$11,870,865	$12,591,414	$2,862,461	$45,578,427
Total Future Costs		$0	$0	$0	$0	$0	$2,862,461	$2,862,461
Total Programmed		$0	$5,236,242	$13,017,445	$11,870,865	$12,591,414	$2,862,461	$45,578,427

59966 - Capital Asset Lease Program

The Capital Asset Lease Program provides for lease payments attributable to the acquisition, through financial leasing arrangements, of the following capital assets: communications antennas, copiers, warehouses and Amtrak trackage. SEPTA's Amtrak lease provides for the right to use Amtrak tracks for SEPTA's Trenton, Wilmington/Newark and Paoli/Thorndale Regional Rail service, and portions of the Chestnut Hill West, Media/Elwyn, Airport and Cynwyd Regional Rail Lines. The payments to Amtrak represent SEPTA's allocated portion of Amtrak's cost to maintain and upgrade the right-of-way including protection of assets, maintenance and general administrative overhead in accordance with the Passenger Rail Investment and Improvement Act of 2008 (PRIIA). Additionally, SEPTA is allocating $48.60M in this program for contributions to Partner Projects for shared infrastructure.

Lead Agency:	SEPTA
Project Type:	Transit Improvements
County:	Bucks, Chester, Delaware, Montgomery, Philadelphia
Town:	-
Tip Status:	-
Air Quality Code:	M1
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$1,190,013,432

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CAL	1514	$0	$35,546,312	$22,242,800	$22,346,828	$23,173,037	$187,351,282	$290,660,259
CAL	5337	$0	$55,893,694	$58,688,379	$61,622,798	$64,703,938	$648,758,193	$889,667,002
CAL	LOC	$0	$1,184,571	$741,235	$744,702	$772,235	$6,243,428	$9,686,171
Total CAL		$0	$92,624,577	$81,672,414	$84,714,328	$88,649,210	$842,352,903	$1,190,013,432
Total Future Costs		$0	$0	$0	$0	$0	$842,352,903	$842,352,903
Total Programmed		$0	$92,624,577	$81,672,414	$84,714,328	$88,649,210	$842,352,903	$1,190,013,432

59973 - Utility Fleet Renewal Program - Non Revenue Vehicles

The Utility Fleet Renewal Program is a comprehensive effort to upgrade and replace the Authority's utility fleet and automotive service fleet. SEPTA utility vehicles support transit and railroad operations. In order to have adequate and reliable utility vehicles, SEPTA has developed a program to periodically renew this fleet on a vehicle-by-vehicle basis, contingent upon the vehicle's age, condition and usage within the Authority. The utility fleet comprises the following types of vehicles and equipment: -Utility vehicles for transit and paratransit supervisors, and SEPTA police officers. -Maintenance-of-way vehicles used for inspection, maintenance and construction of buildings, overhead power systems, communications systems, signal systems and track. These vehicles include trucks, cranes, high rail vehicles and maintenance-of-way equipment. -Transporter vehicles used in garages and shops, including revenue trucks, forklifts for material handling, pick-up trucks for material movement between depots and shops, and for snow removal. -Service vehicles used for vehicle maintenance including wreckers, tow tractors, man lifts and pick-up trucks. -Work train locomotives used to move equipment around the system for cleaning, repair and other maintenance. -Miscellaneous equipment such as generators, compressors, trailers, floor scrubbers and welding units. The total project cost is $184.13M (Prior Years - FY 2038).

Lead Agency:	SEPTA
Project Type:	Transit Improvements
County:	SEPTA
Town:	-
Tip Status:	-
Air Quality Code:	M2
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$182,259,220

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
PUR	1514	$0	$9,350,339	$8,847,683	$8,956,505	$14,860,812	$134,366,021	$176,381,360
PUR	LOC	$0	$311,597	$294,847	$298,473	$495,232	$4,477,711	$5,877,860
Total PUR		$0	$9,661,936	$9,142,530	$9,254,978	$15,356,044	$138,843,732	$182,259,220
Total Future Costs		$0	$0	$0	$0	$0	$138,843,732	$138,843,732
Total Programmed		$0	$9,661,936	$9,142,530	$9,254,978	$15,356,044	$138,843,732	$182,259,220

60275 - Debt Service

Capital funds will provide for debt service and costs related to the issuance of bonds, notes, and other indebtedness incurred by SEPTA for the following debt service payments: Payments on Capital Grant Receipts Bonds, Series 2011/2017- $46.41M (Final year of debt service FY 2029) Acquisition of 120 Silverliner V Regional Rail Cars - These electric multiple-unit (EMU) cars have replaced the Silverliner II and III rail cars, and provided additional cars to supplement the regional rail car fleet. Vehicles fully comply with Americans with Disabilities Act (ADA) requirements and federal and state regulations. The total cost for this project of $319.7 million is funded through a combination of grants and capital financing. Rehabilitation of the Wayne Junction Intermodal Facility - The Wayne Junction Intermodal Facility was originally constructed at the turn of the 20th Century. This project provided for restoring the station's historic integrity while modernizing its structure to provide a more accessible and environmentally friendly facility for local residents. The project provided for the enhancement of passenger amenities such as lighting, signage, shelters, audio and visual public announcement system, windscreens, benches, HVAC systems, and sanitary systems. Structural improvements included station building rehabilitation and ADA accessibility modifications, such as high-level platforms, elevators, stairway renovations, passenger tunnel improvements, new canopies and shelters. The total project cost of $29.4 million is funded through a Federal Transit Administration Bus and Bus Facilities Livability Grant and capital financing. In October 2017, the Authority advance refunded a portion of Capital Grant Receipts Bonds, Series 2011 ("Series 2011 Bonds"), to reduce future debt service payments. The final maturity date of the newly issued Series 2017 Bonds was unchanged from the Series 2011 Bonds. Payments on Fixed Rate Revenue Refunding Bonds, Series 2017/2019 - $23.01M (Final year of debt service FY2028) Proceeds from the Fixed Rate Revenue Refunding Bonds ("Series 2010 Bonds") were used to refund the Special Revenue Bonds, Series 1999, which provided funds for the Market-Frankford Line cars, various capital improvement projects, and partial refunding of Series 1995A Bonds. In October 2017, the Authority advance refunded a portion of the Series 2010 Bonds to reduce future debt service payments. In December 2019, the Authority refunded a portion of the Series 2010 bonds to further reduce future debt service payments. The final maturity of the Series 2017 and 2019 bonds was unchanged from the Series 2010 bonds Payments on Capital Grant Receipts Bonds, Series 2020 - $65.88M (Final year of debt service FY 2032) Acquisition of 140 Hybrid (Diesel-Electric) Buses – These buses replaced diesel buses acquired in 2004. The vehicles fully comply with Americans with Disabilities Act (ADA) requirements and federal and state regulations. The buses have electronic exterior and interior destination signs, voice annunciation of bus destination and upcoming bus stops, interior video display monitors and the capability for SEPTA's Control Center to broadcast messages directly to passengers. These buses are equipped with on-board video surveillance and automatic passenger counting systems. The buses are also equipped with enhanced passenger amenities such as USB Charging Ports, Cellular Router for real time critical vehicle data on demand and a dual-purpose Passenger Wi-Fi system, and a Q'POD Wheelchair Restraint System to decrease wheelchair and scooter ambulatory device tipping. Payments on State Motor Vehicle Sales Tax Bonds, Series 2022- $434.58M (Final year of debt service FY 2052) In October 2022, SEPTA issued bonds in the amount of $550M to support SEPTA's Capital Program, which is based on PennDOT's prior approval for SEPTA to issue debt pursuant to Section 1514(f) of Title 74 of the Pennsylvania Consolidated Statutes. The funds will be utilized for the refinancing of SEPTA's outstanding EB-5 Loan as well as various state of good repair infrastructure, ADA Accessibility station, and rail fleet replacement projects. Additional bond issuances are anticipated to begin in FY 2030 to support rail vehicle acquisitions and infrastructure projects. Future Capital Financing - $4.3B SEPTA anticipates utilizing short and/or long-term borrowings to advance various capital projects during Fiscal Years 2030 through 2036. The financing may take the form of borrowings under the Pennsylvania Motor Vehicle Sales Tax Asset Improvement Program, Federal TIFIA Program, Grant Anticipation Notes (GANs) or other short term financing tools. Projects to be funded under this program may include vehicle purchases and infrastructure improvements, depending upon cash flow requirements. There are currently no outstanding obligations under this program, and the actual amount of borrowing is subject to change.

Lead Agency:	SEPTA
Project Type:	Transit Improvements
County:	Bucks, Chester, Delaware, Montgomery, Philadelphia
Town:	-
Tip Status:	-
Air Quality Code:	M1
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$1,801,266,014

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
DS	1514	$0	$39,927,115	$39,926,292	$39,922,808	$36,931,348	$1,477,265,938	$1,633,973,501
DS	5307	$0	$8,785,400	$8,785,600	$8,785,400	$8,784,000	$17,566,800	$52,707,200
DS	5337	$0	$12,377,000	$12,374,400	$12,373,200	$0	$0	$37,124,600
DS	LOC	$0	$1,734,522	$1,692,770	$1,330,417	$1,230,727	$49,229,476	$55,217,912
DS	PTAF 44	$0	$11,727,038	$10,515,763	$0	$0	$0	$22,242,801
Total DS		$0	$74,551,075	$73,294,825	$62,411,825	$46,946,075	$1,544,062,214	$1,801,266,014
Total Future Costs		$0	$0	$0	$0	$0	$1,544,062,214	$1,544,062,214
Total Programmed		$0	$74,551,075	$73,294,825	$62,411,825	$46,946,075	$1,544,062,214	$1,801,266,014

60317 - Federal Preventive Maintenance

SEPTA's Federal Preventive Maintenance Program provides for operating assistance and preventive maintenance expenses pertaining to activities performed on vehicles and facilities. SEPTA will use these funds to support labor costs (salaries and fringe benefits) in the undertaking of vehicle and non-vehicle maintenance activities.

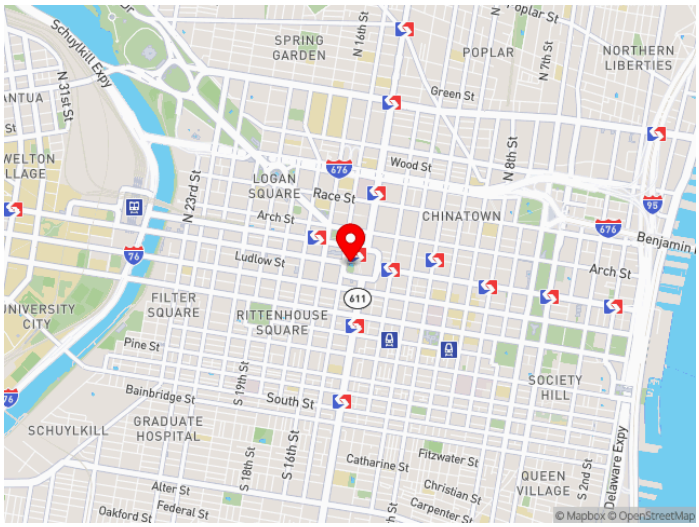
Lead Agency:	SEPTA
Project Type:	Transit Improvements
County:	Bucks, Chester, Delaware, Montgomery, Philadelphia
Town:	-
Tip Status:	-
Air Quality Code:	M1
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$131,538,250

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
OP	5307	$0	$105,230,000	$0	$0	$0	$0	$105,230,000
OP	LOC	$0	$26,308,250	$0	$0	$0	$0	$26,308,250
Total OP		$0	$131,538,250	$0	$0	$0	$0	$131,538,250
Total Programmed		$0	$131,538,250	$0	$0	$0	$0	$131,538,250

60335 - City Hall / 15th Street Stations

Rehabilitation of City Hall Station on the Broad Street Line and 15th Street Station on the Market-Frankford Line to make the stations fully ADA accessible; bring the stations to a state of good repair; improve customer use, safety and security; and reduce heavy maintenance costs. Specifically, the project will: 1) Provide full access for riders with disabilities through fourteen new elevators and ramps to all levels of both stations, new and wider ramped corridors connecting the stations, and new accessible fare line gates; 2) Improve passenger flow with new and reconfigured fare lines outfitted for the new SEPTA Key program, new and wider stairs and railings, and more open areas in the15th Street Mezzanine and on the platforms; 3) Update station interiors and systems including new architectural finishes, new signs, Art-in-Transit, new seating and other amenities, new lighting and public address systems, new updated fire alarm system, closed-circuit TV and security systems; and, 4) Provide structural repairs and upgrades, mechanical and natural ventilation and improvements to prevent/intercept water infiltration and inflow, new fire suppression systems and new employee restrooms. The City Hall / 15th Street Stations project has been divided into the following phases: - Dilworth Park Phase (complete): Included work to prepare for the park's construction by the Center City District (CCD); construction of the new station entrance outside the west portal of City Hall; and five new elevators connecting street level to the rebuilt fare lines and 15th Street Station and the eastbound trolley platform. - 15th Street Station (complete): Five new elevators for 15th Street Station connecting street level to MFL and trolley platforms and overall interior renovations and upgrades to station finishes, platforms, lighting, fare lines, security system and accessibility improvements. - Interlocking Reconfiguration: Modification of the interlocking at Fairmount to allow for track outages necessary for City Hall underpinning and station construction. - Inter-Station Connections and City Hall Station structural work (underpinnings): New and widened corridors with ramps, improved ventilation structures, platform wall openings, and new elevator shaftways from the City Hall Station mezzanines to the platforms. - City Hall Station: Upgrades within City Hall Station including fitting out the elevator shaftways with elevators to complete ADA compliance and new or renovated platforms, stairs, lighting and amenities. The total project cost is $216.66M (Prior Year - FY 2035).

Lead Agency:	SEPTA
Project Type:	Transit Improvements
County:	Philadelphia
Town:	Philadelphia City
Tip Status:	-
Air Quality Code:	M8
MRP ID:	PAT001
CMP:	Not SOV Capacity Adding
Total Cost:	$130,277,750

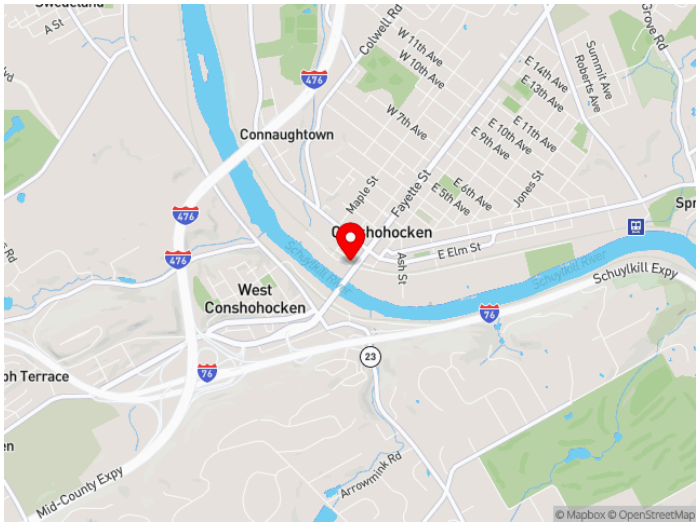


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ERC	1514	$0	$50,197	$3,871,000	$6,698,826	$14,469,013	$100,987,255	$126,076,291
ERC	LOC	$0	$1,673	$129,000	$223,237	$482,176	$3,365,373	$4,201,459
Total ERC		$0	$51,870	$4,000,000	$6,922,063	$14,951,189	$104,352,628	$130,277,750
Total Future Costs		$0	$0	$0	$0	$0	$104,352,628	$104,352,628
Total Programmed		$0	$51,870	$4,000,000	$6,922,063	$14,951,189	$104,352,628	$130,277,750

60540 - Parking Improvements

This program will provide for the construction, renovation, and expansion of SEPTA's parking facilities. Currently programmed projects include: - Conshohocken Station Parking & TOD * - $41.33M (Prior Years - FY2027) Due to reduced ridership resulting from the COVID-19 pandemic and as part of the Reimagining Regional Rail initiative, SEPTA is re-evaluating station parking needs. Previously programmed parking expansion projects will be revisited in coordination with the results of Reimagining Regional Rail and as ridership returns and the need for parking at each location is clearer.

Lead Agency:	SEPTA
Project Type:	Transit Improvements
County:	Montgomery
Town:	Conshohocken Borough
Tip Status:	-
Air Quality Code:	2030M
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$27,645,912



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ERC	1514	$0	$5,350,866	$0	$0	$0	$0	$5,350,866
ERC	5307	$0	$22,116,730	$0	$0	$0	$0	$22,116,730
ERC	LOC	$0	$178,316	$0	$0	$0	$0	$178,316
Total ERC		$0	$27,645,912	$0	$0	$0	$0	$27,645,912
Total Programmed		$0	$27,645,912	$0	$0	$0	$0	$27,645,912

60582 - Vehicle Overhaul Program

SEPTA’s Vehicle Overhaul Program (VOH) provides for the systematic replacement or upgrade of systems on SEPTA's rolling stock and VOH support equipment. In addition to vehicle fleet overhauls, this program also provides for vehicle campaigns to address specific component overhaul needs of a bus or rail fleet. The VOH Program allows SEPTA to continue its overhaul of rolling stock, thus ensuring continued safe and reliable service, particularly for its increasingly aging rail vehicle fleet. Vehicles are scheduled for overhauls during their service lives based on vehicle type and age to optimize performance throughout its useful service life. Prudent fleet management requires a program of preventive maintenance for optimal fleet reliability, service quality, efficient performance, and passenger comfort. Advanced scheduling of vehicle overhauls and campaigns allows SEPTA to purchase material and produce rebuilt components in an efficient and effective manner. Highlights of the Fiscal Year 2026 program includes the following activities: Bus Overhaul: 40-foot Nova hybrid buses, 60-foot Nova Articulated hybrid buses and prototypes for the midlife overhaul of New Flyer 40-foot Xcelsior hybrid and 30-foot MiDi Series fleets. Rail Overhaul: Broad Street B-IV cars, City and Suburban trolleys, Regional Rail Silverliner IV and V cars, Regional Rail Push-Pull cars, Market Frankford M-4 cars, Route 15 PCC-II Trolley Cars, Norristown High Speed Line N-5 cars, and Maintenance of Way Utility Fleet Vehicles will also be overhauled. This program also includes the following projects: - Urgent Rail Safety Upgrades: Regional Rail Fleet - VOH Upgrades to Silverliner IV - $35.00M (Prior Years) - Urgent Rail Safety Upgrades: Regional Rail Fleet - VOH Upgrades to Silverliner V - $60.00M (Prior Years) - Urgent Rail Safety Upgrades: Metro (B4) (N5) Fleet VOH Upgrades - $8.00 M (Prior Years)

Lead Agency:	SEPTA
Project Type:	Transit Improvements
County:	Bucks, Chester, Delaware, Montgomery, Philadelphia
Town:	-
Tip Status:	-
Air Quality Code:	M3
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$1,025,081,074

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CAP	1514	$0	$19,856,761	$23,152,486	$16,869,584	$52,301,768	$275,965,611	$388,146,210
CAP	5307	$0	$24,000,000	$24,000,000	$24,000,000	$24,000,000	$156,000,000	$252,000,000
CAP	5337	$0	$36,000,000	$36,000,000	$36,000,000	$36,000,000	$228,000,000	$372,000,000
CAP	LOC	$0	$661,721	$771,550	$562,174	$1,742,942	$9,196,477	$12,934,864
Total CAP		$0	$80,518,482	$83,924,036	$77,431,758	$114,044,710	$669,162,088	$1,025,081,074
Total Future Costs		$0	$0	$0	$0	$0	$669,162,088	$669,162,088
Total Programmed		$0	$80,518,482	$83,924,036	$77,431,758	$114,044,710	$669,162,088	$1,025,081,074

60599 - Paratransit & SEPTA GO Vehicle Acquisition

SEPTA routinely acquires new revenue vehicles for its paratransit and shared-ride services to replace vehicles that have exceeded their useful life of five years. These vehicles are provided to private carriers, which operate the services and maintain the vehicles under contract to SEPTA. SEPTA ownership of these vehicles provides the following benefits: -The flexibility to rapidly exchange vehicles between carrier networks should the need arise -Creates an economic incentive for carriers to provide quality service -More control over fleet composition and standardization of the fleet -More control over vehicle design features.

Lead Agency:	SEPTA
Project Type:	Transit Improvements
County:	SEPTA
Town:	-
Tip Status:	-
Air Quality Code:	M10
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$123,325,872

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
PUR	1514	$0	$192,349	$349,056	$523,295	$1,136,472	$21,668,550	$23,869,722
PUR	5307	$0	$795,036	$1,442,752	$2,162,935	$4,697,378	$89,562,596	$98,660,697
PUR	LOC	$0	$6,410	$11,632	$17,439	$37,873	$722,099	$795,453
Total PUR		$0	$993,795	$1,803,440	$2,703,669	$5,871,723	$111,953,245	$123,325,872
Total Future Costs		$0	$0	$0	$0	$0	$111,953,245	$111,953,245
Total Programmed		$0	$993,795	$1,803,440	$2,703,669	$5,871,723	$111,953,245	$123,325,872

60611 - SEPTA Key (Fare Collection System/New Payment Technologies)

SEPTA Key New Payment Technologies - $315M (Prior Year Funds) The SEPTA Key project is modernizing SEPTA's antiquated fare payment and collection system by replacing it with a system that utilizes contactless payment devices and readers. Fare Kiosks located in stations and other terminal locations improve customer convenience for fare instrument purchases. Key Cards are also widely available in retail establishments throughout the SEPTA service area and are reloadable via the following methods: 1) at Fare Kiosks or ticket offices; 2) automatically through an account with SEPTA; or 3) through an on-line transaction or the Call Center. SEPTA Key is unique as it includes all of SEPTA's service modes. SEPTA Key deployment is complete for Transit services (Bus, Trolley, Trackless Trolley, and High-Speed Lines). Regional Rail deployment is complete with Center City station fare lines, outer station platform validators and on-board conductor handheld sales devices accepting credit/debit cards. CCT deployment/ integration is complete. Parking Payment is partially deployed. Other completed features include school passes, Partner Portal for corporations, social service agencies & universities and mobile app ticketing for SEPTA Key. Key features still under development and being rolled out include upgraded Key Card readers, Key Tix, and contactless payment/mobile wallets. SEPTA Key 2.0 Fare Payment System $240M (Prior Years - FY2034) The SEPTA Key 2.0 Fare Payment System project will upgrade the existing system to a next-generation, account based electronic fare collection system which is necessary to meet future needs to provide a more flexible and secure back-office system as well as the replacement of obsolete field equipment. The goals and objectives of the SEPTA Key 2.0 Fare Payment System support the implementation of the SEPTA Forward Strategic Plan including: improve the customer experience with simple, intuitive interfaces; use modern technology to streamline operations & reduce fare evasion; improve financial controls; maximize system flexibility with an open architecture to integrate with other mobility providers; enhance data security; and deploy equitable fare policies. In addition to the System Upgrade, SEPTA Key 2.0 will also include the following: -Parking System- To support revenue collection at SEPTA controlled parking lots and garages. The Parking System will be integrated with the new core Fare Payment System and provide open lot, garage, and permit parking. -Continual Fare Media Order- This contract will provide for new forms of fare media inventory required to support future fare collection operations and sales. The types of fare media include Extended-Use Media (reloadable smart cards), Limited-Use Media (Disposable Smart media aka DSM), and Paper Tickets (QR-code). -Building Access System- SEPTA will procure the supplies, equipment and software required to support building access at designated SEPTA facilities accessed by SEPTA staff, contractors and building tenants. -Call Center Operations- The build-out, equipping, and staffing of a call center to process inbound calls and contacts from SEPTA Key customers The total program cost is $555M. Project status updates are available online at https://www.septakey.org/'

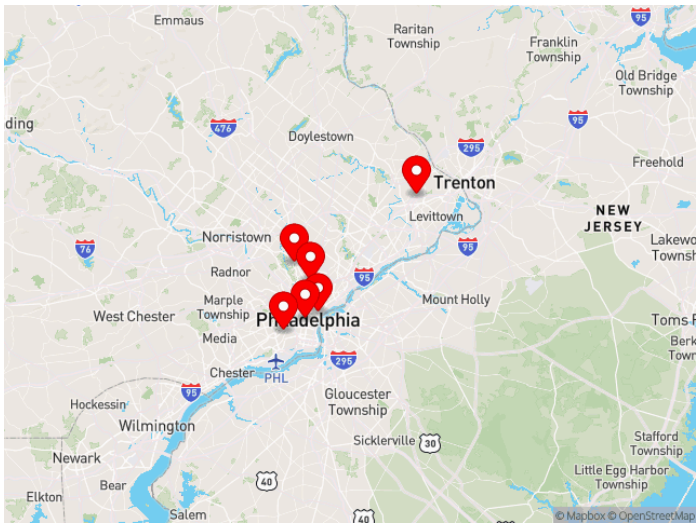
Lead Agency:	SEPTA
Project Type:	Transit Improvements
County:	SEPTA
Town:	-
Tip Status:	-
Air Quality Code:	M5
MRP ID:	PAT006
CMP:	Not SOV Capacity Adding
Total Cost:	$212,621,639

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ERC	1514	$0	$4,004,068	$3,984,081	$3,881,801	$4,366,091	$24,916,878	$41,152,919
ERC	5307	$0	$16,550,008	$16,467,399	$16,044,644	$18,046,358	$102,988,902	$170,097,311
ERC	LOC	$0	$133,434	$132,768	$129,360	$145,499	$830,348	$1,371,409
Total ERC		$0	$20,687,510	$20,584,248	$20,055,805	$22,557,948	$128,736,128	$212,621,639
Total Future Costs		$0	$0	$0	$0	$0	$128,736,128	$128,736,128
Total Programmed		$0	$20,687,510	$20,584,248	$20,055,805	$22,557,948	$128,736,128	$212,621,639

60651 - Substations and Power Improvements

These projects will replace existing equipment with modern indoor switchgear and state-of-the-art industry safety systems, communications and relay protection systems, and will provide additional power and reliability. Work includes replacing transformers, trolley breakers, feeder switches, substation switchgears and protective relaying. Power infrastructure must also be brought to a state of good repair. This includes replacing catenary systems and upgrading 80+ year old Regional Rail infrastructure. Additional power improvements will be undertaken as part of the Infrastructure Safety Renewal Program (ISRP) MPMS #90497. Currently programmed substation and power projects include: Multimodal Substation Overhaul Program: -Supervisory Control and Data Acquisition (SCADA) System and Network Upgrade - $33.09M (Prior Years – FY 2032) -Substation Design and Equipment Purchase - $34.73M (Prior Years – FY 2030) -Regional and Transit Rail Substation Program – 46.79 (Prior Years – FY 2038) Power Program: Urgent Rail Safety Upgrades: Trolley Overhead Catenary Syatem - $48.40 (FY 2027) -30th Street West Catenary Replacement - $172.49M (Prior Years – FY 2038) Railroad Substation: -Railroad Substation 18th Street Switching Station - $13.0M (Prior Years – FY 2038) -Railroad Substation Brill - $12.8M (FY 2027 – FY 2038) -Railroad Substation Cresheim Valley - $37.07M (FY 2026 – FY 2038) -Wayne Junction Static Frequency Converters #1-4 - $111.85 (Prior Years – FY 2031) -Railroad Substation Woodbourne - $38.20M (Prior Years – FY 2032) Transit Substations Program: -Transit Substation Ellen - $12.68M (FY 2027 – FY 2031) -Transit Substation Market - $46.06M (Prior Years – FY 2032) -Transit Substations Park, Broad, Louden, Castor - $156.655M (Prior Years - FY 2037) -Transit Substation Ranstead - $12.68M (FY 2029 - FY 2038)

Lead Agency:	SEPTA
Project Type:	Transit Improvements
County:	SEPTA
Town:	-
Tip Status:	-
Air Quality Code:	M6
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$487,038,875

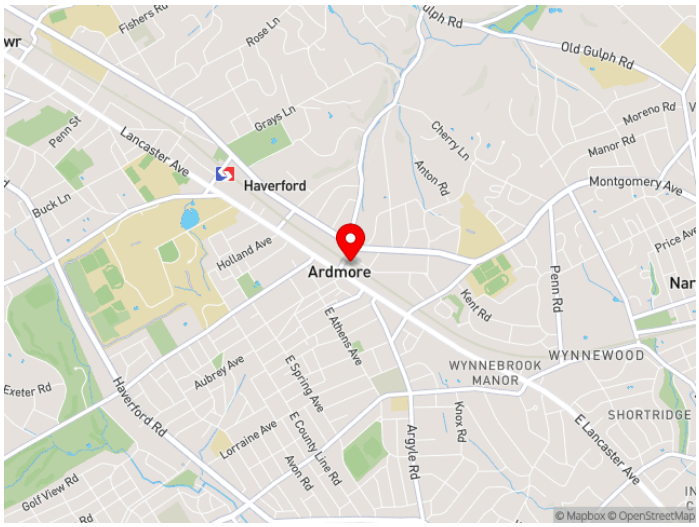


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ERC	1514	$0	$16,253,776	$22,016,622	$23,970,625	$36,982,605	$91,154,927	$190,378,555
ERC	5337	$0	$8,390,216	$21,961,027	$24,227,532	$53,491,037	$182,246,195	$290,316,007
ERC	LOC	$0	$541,653	$733,698	$798,814	$1,232,435	$3,037,713	$6,344,313
Total ERC		$0	$25,185,645	$44,711,347	$48,996,971	$91,706,077	$276,438,835	$487,038,875
Total Future Costs		$0	$0	$0	$0	$0	$276,438,835	$276,438,835
Total Programmed		$0	$25,185,645	$44,711,347	$48,996,971	$91,706,077	$276,438,835	$487,038,875

73214 - Ardmore Transportation Center

Improvements to the Ardmore Transportation Center on the Paoli/Thorndale Regional Rail Line will be completed in two phases. Phase 1 ($60.66M) will make this station fully ADA accessible with enhancements that include a new inbound station building; outbound shelters; high and low-level platforms; canopies; passenger amenities; tunnel accessibility improvements; elevators and accessible pathways; improved lighting; new signage; landscaping and site improvements including stormwater management; and installing foundations for a future parking garage. The Phase 1 budget is $60.66M. Funding is programmed as follows: Prior year funds in the amount of $53.36M and $7.3M in FY 2027.

Lead Agency:	SEPTA
Project Type:	Transit Improvements
County:	SEPTA
Town:	Lower Merion Township
Tip Status:	-
Air Quality Code:	M8
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$7,300,000

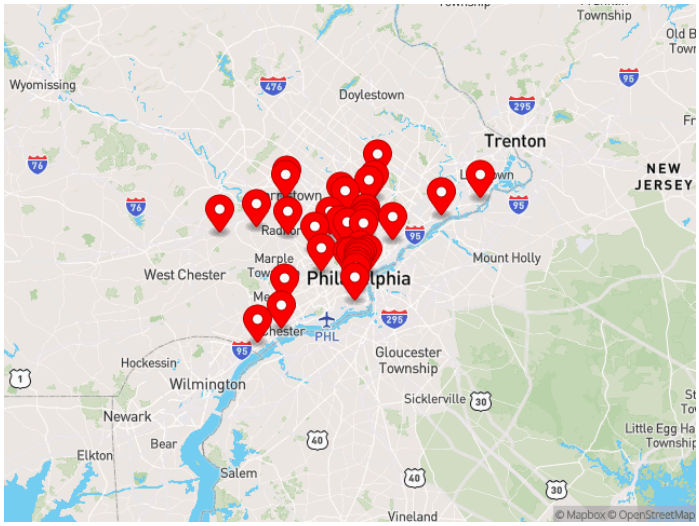


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ERC	1514	$0	$1,412,915	$0	$0	$0	$0	$1,412,915
ERC	5307	$0	$5,840,000	$0	$0	$0	$0	$5,840,000
ERC	LOC	$0	$47,085	$0	$0	$0	$0	$47,085
Total ERC		$0	$7,300,000	$0	$0	$0	$0	$7,300,000
Total Programmed		$0	$7,300,000	$0	$0	$0	$0	$7,300,000

77183 - Transit and Regional Rail Station Program

This program provides for the construction, reconstruction or rehabilitation of transit and regional rail stations and terminals, bus/trolley loop facilities, transportation centers, and parking improvements. Program elements include the replacement or rehabilitation of station and loop facility components, such as station buildings, ticket offices, waiting rooms, passenger shelters, canopies, platforms, crosswalks and overpasses, escalators and elevators, lighting, signage, and accessible paths. All improvements fully comply with requirements of the Americans with Disabilities Act (ADA). Currently programmed projects include: Multi-Modal Improvements and ADA Accessibility Projects: - ADA Bridge Plates - $4.50M (Prior Years – FY 2027) - Center City Concourses Improvements - $59.65M (Prior Years – FY 2028) - Rail Transit Wayfinding & Signage - $29.00M (Prior Years – FY 2028) - 69th Street Transportation Center - $10.00M (FY 2038 - FY 2039) Regional Rail Station ADA Accessibility and Improvement Program - Chestnut Hill East ADA Improvements - $16.86M (Prior Years – FY 2027) - Cornwells Heights Station Reconfiguration - $70.95M (Prior Years - FY2032) - Jenkintown-Wyncote Station - $64.26M (Prior Years – FY 2033) - Regional Rail Station Roof Program - $58.59M (Ongoing) - Bristol Station Improvements - $46.30 (Prior Years - FY 2031) - Swarthmore Station - $15.00M (Prior Years– FY 2028) -Schuylkill River Trail Safety Improvements at Norristown Transportation Center (Prior Years - FY 2028) Broad Street Subway Stations - Chinatown Station on the Broad-Ridge Spur - $37.64M (Prior Years – FY 2029) - Erie Station on the Broad Street Line - $39.3M (Prior Years – FY 2028) - Fairmount Station - $58.36M (Prior Years – FY 2031) - Hunting Park Station - $34.96M (FY 2030 – FY 2034) - Snyder Station - $37.30M (Prior Years- FY2030) - Wyoming Station - $35.87M (FY 2034 - FY2038) Market Frankford Line Stations - 11th Street Station - $53.16M (Prior Years – FY 2032) - 34th Street Station - $40.77M (Prior Years – FY 2030) - Spring Garden Station - $7.37M (FY 2028 - FY 2031) This program includes $56.050M of FTA All Stations Accessibility Program (ASAP) funds to support accessibility improvements to 11th Street Station on the Market-Frankford Line, and the Fairmount (upper & lower), Snyder, Chinatown, and Erie Stations on the Broad Street Subway. -Bus End-of-Line Projects $36.39M (Prior Years - FY 2038) Activities include property acquisition, design, and construction of bus end-of-line facilities including the following projects: Boulevard Direct Phase B, South Philadelphia Transportation Center and Knights Road. -Micro Transit Service $8.50M (Prior Years - FY 2027) Activities include acquisition of 25 ADA accessible vehicles, construction of a new fueling station at Frontier Depot, and implementation of a operations/scheduling platform.

Lead Agency:	SEPTA
Project Type:	Transit Improvements
County:	SEPTA
Town:	-
Tip Status:	-
Air Quality Code:	M8
MRP ID:	PAT041
CMP:	Not SOV Capacity Adding
Total Cost:	$193,457,815



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ERC	1514	$0	$32,391,174	$20,213,699	$10,792,591	$26,345,844	$14,385,585	$104,128,893
ERC	5307	$0	$14,362,403	$3,549,262	$3,359,670	$18,295,250	$39,459,921	$79,026,506
ERC	CPF	$0	$332,350	$0	$0	$0	$0	$332,350
ERC	FLEX	$0	$6,500,000	$0	$0	$0	$0	$6,500,000
ERC	LOC	$0	$1,079,427	$673,616	$359,660	$877,968	$479,395	$3,470,066
Total ERC		$0	$54,665,354	$24,436,577	$14,511,921	$45,519,062	$54,324,901	$193,457,815
Total Future Costs		$0	$0	$0	$0	$0	$54,324,901	$54,324,901
Total Programmed		$0	$54,665,354	$24,436,577	$14,511,921	$45,519,062	$54,324,901	$193,457,815

90497 - Infrastructure Safety and Renewal Program

The annual Infrastructure Safety Renewal Program (ISRP) provides for the restoration by SEPTA forces of SEPTA's City and Suburban transit and railroad infrastructure to a state of good repair. Projects to be advanced include: -Track and Right-of-Way - Renewal or replacement of track, switches, and special work including yard and shop areas, track surfacing, culverts, bridges, retaining wall, and grade crossing improvements. -Station Facilities - Rehabilitation and ADA accessibility improvements of station buildings and associated facilities including roofs and canopies, ticket offices and waiting rooms, platforms, lighting, sanitary facilities, and parking. -Communications and Signals Systems - Rehabilitation of signal systems and select communications equipment. -Power Systems - Rehabilitation of electric traction and power systems and associated components including catenary and support structures, feeders and transmission lines, and localized and centralized control facilities. -Maintenance/Support Facilities - Rehabilitation of shops, maintenance/storage yards, and associated maintenance and support facilities, including improvements or replacement of air compressors, sump pumps, tunnel lighting, duct banks, vehicle servicing equipment, garage/shop overhead doors, and other support functions.

Lead Agency:	SEPTA
Project Type:	Transit Improvements
County:	SEPTA
Town:	-
Tip Status:	-
Air Quality Code:	M8
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$842,466,346

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ERC	1514	$0	$64,790,863	$65,458,208	$66,132,428	$66,813,592	$552,101,714	$815,296,805
ERC	LOC	$0	$2,159,138	$2,181,377	$2,203,845	$2,226,544	$18,398,637	$27,169,541
Total ERC		$0	$66,950,001	$67,639,585	$68,336,273	$69,040,136	$570,500,351	$842,466,346
Total Future Costs		$0	$0	$0	$0	$0	$570,500,351	$570,500,351
Total Programmed		$0	$66,950,001	$67,639,585	$68,336,273	$69,040,136	$570,500,351	$842,466,346

90512 - SEPTA Bus Purchase Program

SEPTA's Bus Fleet Management Plan provides for the acquisition of different size buses based upon needs and route characteristics. The current bus fleet consists of a variety of buses. In the long term, SEPTA is planning to fully transition to Zero-Emission Buses (ZEBs) in support of SEPTA's sustainability plan. The ZEB Playbook provides strategic direction for transitioning the fleet to ZEBs. Due to capital funding constraints, the purchase of new ZEB pilot technology is currently paused. SEPTA is currently focusing resources on maintaining core service while gathering real-world data from an active hydrogen fuel cell electric bus pilot. Current projects include: 38 Trackless Trolley Buses - $84.80M (Prior Years - FY2032) SEPTA will replace 38 trackless trolley buses that are reaching the end of their 18-year useful life. Replacement of 30-foot Diesel Transit Buses with Diesel-Electric Hybrids - $53.75M (Prior Years – FY 2031) SEPTA was selected to receive an FTA FY2025 Low or No Emission Vehicle Program Grant to replace 30-foot diesel buses purchased in 2016–2017. These hybrid buses will: Retire SEPTA's last remaining all-diesel buses; Reduce tailpipe emissions, improving air quality and community health; and Improve fuel economy and reduce maintenance costs. Future Bus Purchases - $989.57M (FY2027 - FY2038) Future bus purchases will be guided by the ZEB Playbook and the New Bus Network. Funding for this program is also provided from MPMS #65109, FHWA Transit Flex to SEPTA. State funds programmed in MPMS #90512 each year will be applied as a state match for the flex funds programmed in MPMS# 65109.

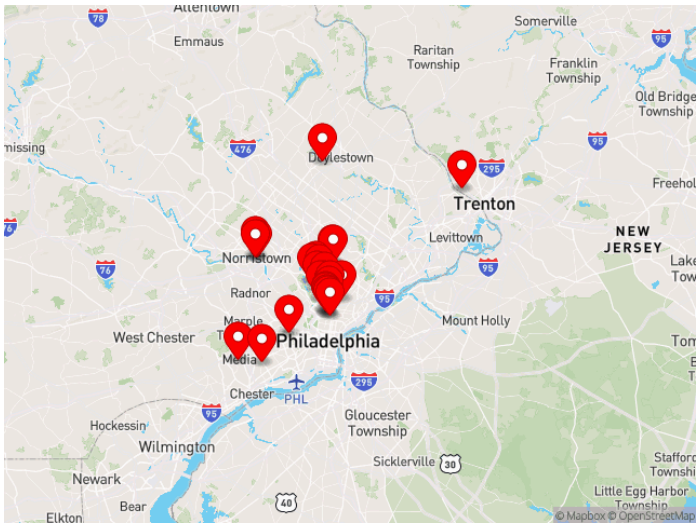
Lead Agency:	SEPTA
Project Type:	Transit Improvements
County:	SEPTA
Town:	-
Tip Status:	-
Air Quality Code:	M10
MRP ID:	PAT087
CMP:	Not SOV Capacity Adding
Total Cost:	$703,877,642

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
PUR	1514	$0	$4,500,754	$11,196,293	$28,055,284	$26,832,477	$91,898,569	$162,483,377
PUR	5307	$0	$0	$17,420,855	$27,248,033	$30,061,720	$297,225,641	$371,956,249
PUR	5339	$0	$8,562,000	$8,776,050	$8,995,451	$9,220,338	$67,887,933	$103,441,772
PUR	5339(C)	$0	$43,000,000	$0	$0	$0	$0	$43,000,000
PUR	FLEX	$0	$17,083,000	$0	$0	$0	$0	$17,083,000
PUR	LOC	$0	$207,052	$431,605	$994,889	$955,638	$3,324,060	$5,913,244
Total PUR		$0	$73,352,806	$37,824,803	$65,293,657	$67,070,173	$460,336,203	$703,877,642
Total Future Costs		$0	$0	$0	$0	$0	$460,336,203	$460,336,203
Total Programmed		$0	$73,352,806	$37,824,803	$65,293,657	$67,070,173	$460,336,203	$703,877,642

95402 - Bridge Program

This program will replace or rehabilitate SEPTA's bridges. Rehabilitation/replacement of bridges on rail lines and SEPTA right-of-ways will include culverts, pedestrian bridges, and associated bridge support structures. Currently programmed projects include: -Chestnut Hill West Regional Rail Line, 7 Bridges (Philadelphia) - $56.16M (Prior Years - FY 2030) Mile Post 0.06 over SEPTA Main Line; Mile Post 0.83 over 22nd Street; Mile Post 1.17 over Hunting Park Avenue; Mile Post 1.26 over CSX Tracks; Mile Post 2.98 over Rittenhouse Street; Mile Post 4.42 over Carpenter Lane; Mile Post 5.67 over Springfield Avenue -Critical Bridge Program (System wide) - $180.83M (Ongoing). Annual program to rehabilitate or replace bridges throughout the system to restore infrastructure to a state of good repair. Bridges programmed for design and/or construction in FY 2027 include but are not limited to: -Chestnut Hill West Line MP 0.21, 0.64, 1.56 and 4.01 -Lansdale/Doylestown Line MP 7.34 (Cooks Run Creek, Built 1887), MP 11.62 (Keswick Avenue, Built 1904), MP 11.83 (Easton Road, Built 1928) -Manayunk/Norristown Line MP 3.83 (Allegheny Ave., Built 1939), MP 17.16 (Dekalb St., Built 1931), MP 17.77 (Stoney Creek, Built 1900) -Media/Elwyn Line MP 9.75, 10.12 (Small Run, Built 1965), MP 13.81 (Park Ave., Built 1917) -Norristown High Speed Line MP 5.83, 6.79, 9.31, 9.35 and 9.50 -West Trenton Line MP 31.63 (Delaware & Raritan Canal, Built 1902) -Mainline-Schuylkill Bridges Duct Bank (Philadelphia) - $16.76M (Prior Years - FY2031) -Stone Arch Bridges Phase 2 (Multiple Locations) - $18.20M (Prior Years - FY2027) Lansdale/Doylestown Line MP 4.87 (Built 1915) and Lansdale/Doylestown Line MP 17.31 (Honey Run Creek, Built 1903) -Norristown High Speed Line Bridge Mile Post 12.81 (Bridgeport Viaduct) - $54.99M (Prior Years - FY2031)

Lead Agency:	SEPTA
Project Type:	Transit Improvements
County:	SEPTA
Town:	-
Tip Status:	-
Air Quality Code:	M9
MRP ID:	PAT050
CMP:	Not SOV Capacity Adding
Total Cost:	$224,035,970



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ERC	1514	$0	$24,849,127	$31,770,067	$40,269,319	$28,953,797	$90,968,500	$216,810,810
ERC	LOC	$0	$828,090	$1,058,729	$1,341,964	$964,877	$3,031,500	$7,225,160
Total ERC		$0	$25,677,217	$32,828,796	$41,611,283	$29,918,674	$94,000,000	$224,035,970
Total Future Costs		$0	$0	$0	$0	$0	$94,000,000	$94,000,000
Total Programmed		$0	$25,677,217	$32,828,796	$41,611,283	$29,918,674	$94,000,000	$224,035,970

102565 - Track & Right-of-Way Improvement Program

This program will provide for improvements to SEPTA's track and right-of-way. SEPTA operates rail service over 605 route miles of track (including track owned by SEPTA, Amtrak, the City of Philadelphia, and CSX). Projects will return rail infrastructure to a state of good repair and help preserve rail transit service for current and future customers. This program includes projects on both the Transit and Regional Rail systems that will renew street track and special work, replace continuous welded rail (CWR), and renew ties and timbers. This program also focuses on the stabilization of soil and rock slopes, stormwater and erosion control, track drainage, and the repair and prevention of sinkholes in the right-of-way. Additional track and right-of-way improvements will be undertaken as part of the Infrastructure Safety Renewal Program (ISRP). Currently programmed projects include: - 69th Street Yard Tracks Program - $11.94M (FY 2029 – FY 2031) - Coatesville Service Restoration - $7.00M (FY 2028 – FY 2031) - Trolley Tunnel Track - $34.44M (Prior Years – FY 2030) - MFL Haunches Repairs $28.38M (Ongoing)

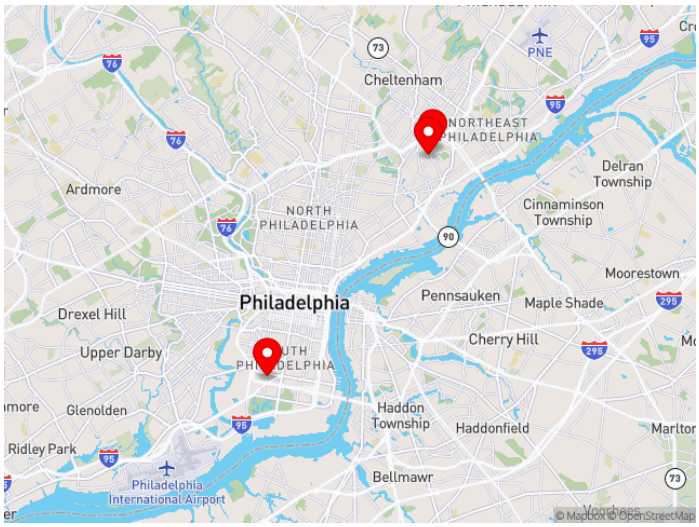
Lead Agency:	SEPTA
Project Type:	Transit Improvements
County:	SEPTA
Town:	-
Tip Status:	-
Air Quality Code:	M9
MRP ID:	multiple
CMP:	Not SOV Capacity Adding
Total Cost:	$55,967,904

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CAP	1514	$0	$1,396,134	$3,497,083	$5,461,507	$8,718,818	$13,114,459	$32,188,001
CAP	5307	$0	$1,600,000	$1,648,000	$1,697,440	$1,748,363	$16,013,444	$22,707,247
CAP	LOC	$0	$46,526	$116,539	$182,003	$290,552	$437,036	$1,072,656
Total CAP		$0	$3,042,660	$5,261,622	$7,340,950	$10,757,733	$29,564,939	$55,967,904
Total Future Costs		$0	$0	$0	$0	$0	$29,564,939	$29,564,939
Total Programmed		$0	$3,042,660	$5,261,622	$7,340,950	$10,757,733	$29,564,939	$55,967,904

102567 - Roof Program

This program will repair and improve the roofs of various SEPTA maintenance buildings, transportation facilities, and stations. Work to be performed includes replacing and upgrading roof structures, mechanical equipment, electrical connections, brick repairs, roof-mounted HVAC equipment, and the replacement of old roofing systems. Currently programmed projects include: -5800 Bustleton Roof Replacement - $3.28M (Prior Years - FY 2028) - Frankford Depot Roof Replacement - $23.31M (Prior Years - FY2029) -Maintenance, Stations, & Substations Roof Program - $31.61M (Ongoing) - Southern Garage Roof Replacement, Phase 2- $3.4M (FY 2030 – FY 2033)

Lead Agency:	SEPTA
Project Type:	Transit Improvements
County:	SEPTA
Town:	-
Tip Status:	-
Air Quality Code:	M8
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$57,792,250

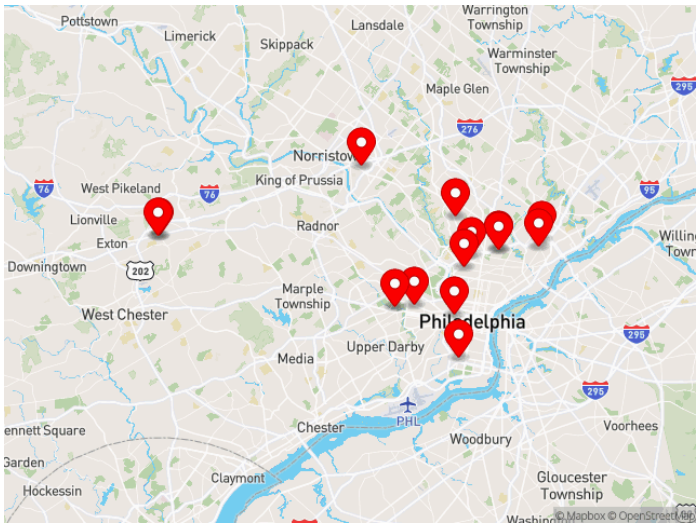


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ERC	1514	$0	$3,265,387	$2,307,486	$860,498	$547,744	$4,204,575	$11,185,690
ERC	5307	$0	$13,496,821	$9,537,530	$3,556,696	$2,263,989	$17,378,765	$46,233,801
ERC	LOC	$0	$108,818	$76,896	$28,676	$18,253	$140,116	$372,759
Total ERC		$0	$16,871,026	$11,921,912	$4,445,870	$2,829,986	$21,723,456	$57,792,250
Total Future Costs		$0	$0	$0	$0	$0	$21,723,456	$21,723,456
Total Programmed		$0	$16,871,026	$11,921,912	$4,445,870	$2,829,986	$21,723,456	$57,792,250

102569 - Maintenance & Transportation Facilities

This program provides for improvements to SEPTA's bus and rail maintenance shops, administrative facilities, and office buildings. This program includes ongoing renewal and replacement of programs including but not limited to the wheel truing, bus and steel wheel lift, fire suppression, boilers and vehicle washer shop and yard upgrades, and paving improvements. In addition, this program includes new facilities and rehabilitation of existing facilities as well as a roof rehabilitation and replacement program. Remediation and clean up activities at select facilities as well as activities that will reduce SEPTA's carbon footprint and enhance SEPTA's commitment to sustainability are also included in this program. Currently programmed projects include: -1234 Market SOGR - $40M (Prior Years – FY 2031) -Boiler Replacement Program - $36.83M (Prior Years – FY 2038) -Bus Lift Program - $15.72M (Prior Years – FY 2031) -Courtland Shop Improvements - $26.65M (Prior Years – FY 2039) -Decatur Warehouse Purchase & Upgrades – $37.45M (Prior Years – FY 2031) -Environmental Cleanup - $30.00M (Ongoing) -Facilities Critical Infrastructure Program - $31.35M (Prior Years – FY 2031) -Facilities Furnishings Program $8.55M (Prior Years – FY 2031) -Maintenance Shop & Vehicle Engineering Equipment Program - $26.66M (Prior Years – FY 2035) -Maintenance & Training Facilities Improvement Program - $5.00M – (Prior Years – FY 2027) -SEPTA University - $10.00M (FY 2027 – FY 2029) -Southern District Bus Depot CDL Training Pads - $3.00M (FY 2027 - FY 2028) -Steel Wheel Lift Program Phase 2 - $16.90M (Prior Years – FY 2032) -Urgent Rail Safety Upgrades: 1234 Market Street Headquarters Improvements - $24.00M (Prior Years) -Vehicle Washer Program - $36.69M (Prior Years - FY2035) -Wheel Truing Program Phase 2 - $7.94M (Prior Years – FY 2029) -Wyoming Complex Stormwater Retrofits - $13.35M (Prior Years – FY 2027)

Lead Agency:	SEPTA
Project Type:	Transit Improvements
County:	SEPTA
Town:	-
Tip Status:	-
Air Quality Code:	M11
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$198,906,482



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ERC	1514	$0	$27,282,981	$26,128,147	$28,074,260	$30,662,407	$66,141,491	$178,289,286
ERC	5339	$0	$0	$0	$0	$0	$14,675,753	$14,675,753
ERC	LOC	$0	$909,198	$870,713	$935,567	$1,021,816	$2,204,149	$5,941,443
Total ERC		$0	$28,192,179	$26,998,860	$29,009,827	$31,684,223	$83,021,393	$198,906,482
Total Future Costs		$0	$0	$0	$0	$0	$83,021,393	$83,021,393
Total Programmed		$0	$28,192,179	$26,998,860	$29,009,827	$31,684,223	$83,021,393	$198,906,482

102571 - Communications, Signals, & Technology Improvements

This program provides for improvements to SEPTA's communications systems, signal systems, information technology infrastructure - including vehicle and facility video systems. As part of its capital program, SEPTA will replace its Computer Aided Radio Dispatch (CARD) System, upgrade dispatching and scheduling systems, and implement a real-time vehicle arrival information display system. Rail signal modernization projects and interlocking improvements will enhance operational reliability and service quality. The annual Information Technology program provides replacement and upgrades of the Authority's computer hardware, software and network equipment, such as servers, digital signage, and Enterprise applications. Currently programmed projects include: -Broad Street Line Ridge Spur Signals - $15.41M (Prior Years - FY2027) -Broad Street Line Signal Modernization (Broad Street Subway) - $27.6M (FY 2038 - 2039) -Broad Street Subway City Hall Reverse Signaling - $151.91M (Prior Years – FY 2032) -Computer Aided Radio Dispatch (CARD) System Replacement - $124.82M (Prior Years - FY2033) -Harrisburg Line Capacity Improvements – Paoli to Overbrook - $40.11M (Prior Years – FY 2028) -Norristown High Speed Line Interlockings - $12.27M (Prior Years – FY 2027) -Positive Train Control - $177.00M (Prior Years – FY 2028) -Positive Train Control Enhancement & Technology Refresh - $25M (Prior Years – FY 2031) -Railroad Interlocking Improvement Program - $145.64 (Ongoing) -Regional Railroad Signal Improvement Program - $60.76M (FY 2030 – FY 2038) -Regional Rail VHF Radio Upgrade - $90.25M (Prior Years - FY2034) -Signal System Renewal on the Norristown High Speed Line - $352.07M (Prior Years – 2033) -Real Time Information / Audio Visual Public Address (AVPA) - $38.58M (Prior Years - FY2028) -Telecommunications System Replacement - $48.33M (Prior Years – FY 2033) -Information Technology Program - $206.44M (Ongoing) -Enterprise Resource Planning - $97.02M (Prior Years – FY 2030) -Operational Technology Cybersecurity - $58.00M (Prior Years – FY 2039) -IT Capital Software (GASB 96) - $413.07M (Ongoing) -Transit Asset Management - $11.00M (Prior Years – FY 2028) -Video Systems Refreshment Program - $68.00M (Ongoing)

Lead Agency:	SEPTA
Project Type:	Transit Improvements
County:	SEPTA
Town:	-
Tip Status:	-
Air Quality Code:	M6
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$1,512,474,369

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CAP	1514	$0	$56,069,014	$75,015,713	$87,601,860	$10,481,866	$624,023,210	$853,191,663
CAP	5307	$0	$16,143,008	$19,735,698	$21,407,413	$0	$37,108,369	$94,394,488
CAP	5337	$0	$44,620,876	$26,570,172	$15,424,555	$43,324,685	$214,892,286	$344,832,574
CAP	LOC	$0	$1,868,484	$2,499,878	$0	$349,305	$21,197,259	$25,914,926
CAP	OTH	$0	$0	$0	$2,919,308	$161,191,870	$30,029,540	$194,140,718
Total CAP		$0	$118,701,382	$123,821,461	$127,353,136	$215,347,726	$927,250,664	$1,512,474,369
Total Future Costs		$0	$0	$0	$0	$0	$927,250,664	$927,250,664
Total Programmed		$0	$118,701,382	$123,821,461	$127,353,136	$215,347,726	$927,250,664	$1,512,474,369

121366 - Resiliency and Sustainaiblity Program

This program will support various projects and initiatives that will protect and strengthen the SEPTA transit system and infrastructure from the effects of extreme weather events. It will also support SEPTA sustainability initiatives to combat climate change. Currently programmed projects include: -Jenkintown Flood Mitigation - $19.98M (Prior Years – FY2028) -Tropical Storm Ida Response & Recovery - $34M (Prior Years– FY2032) -Climate Adaptation and Mitigation Program - $2M (Prior Years – FY 2027) -On-Site Power for Major Facilities - $5.00M (FY2037 – FY2038) -NHSL Slope Stabilization at Rebel Hill - $22M (Prior Years – FY 2031) -Waterproofing Program - $15.00M (FY 2027 – FY 2031) -Bus Depot Safety and Resiliency Improvements* - $191.49M (Prior Years – FY 2034) *These projects will provide for the design and construction of additional or upgraded infrastructure including power feeders, backup generators, substations, ventilation enhancements, and fire safety improvements at Midvale, Allegheny, Callowhill, Comly, Frankford, Frontier, Germantown, Southern, and Victory bus depots. These upgrades will make it possible for SEPTA to start procuring zero emission buses (ZEBs) in the future. SEPTA will continue to apply for funds through the FTA Low-No Program to advance this transition.

Lead Agency:	SEPTA
Project Type:	Transit Improvements
County:	SEPTA
Town:	-
Tip Status:	New-B
Air Quality Code:	M9
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$148,274,730

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ERC	1514	$0	$9,845,150	$11,301,327	$8,196,840	$23,623,917	$18,340,926	$71,308,160
ERC	5307	$0	$11,036,830	$10,672,213	$12,666,558	$10,297,626	$29,768,066	$74,441,293
ERC	LOC	$0	$328,087	$376,614	$422,110	$787,260	$611,206	$2,525,277
Total ERC		$0	$21,210,067	$22,350,154	$21,285,508	$34,708,803	$48,720,198	$148,274,730
Total Future Costs		$0	$0	$0	$0	$0	$48,720,198	$48,720,198
Total Programmed		$0	$21,210,067	$22,350,154	$21,285,508	$34,708,803	$48,720,198	$148,274,730

121367 - Safe, Clean, and Secure Program

Safety is a core value at SEPTA. All projects advanced in the Capital Program have a Safety-First focus. It is SEPTA's goal to promote safety and public health by making the overall system safer, cleaner, and more secure for riders. Maintaining the cleanliness of SEPTA facilities through the provision of various cleaning equipment is critical for good passenger health, their SEPTA experience, and supports overall system safety. This program also includes facility and vehicle safety and security measures. The Authority is part of the Philadelphia Area Regional Transit Security Working Group (PARTSWG), which works to advance safety and security improvements for all transit operations into and out of Philadelphia and the surrounding area. Additionally, SEPTA regularly applies to the competitive Transit Security Grant Program (TSGP) that is funded by the U. S. Department of Homeland Security. Currently programmed projects include: -5th Street Grade Crossing in Lansdale - $2.00M (Prior Years – FY 2027) -Escalator / Elevator Improvement Program - $97.81M (Ongoing) -SEPTA Transit Police Department Equipment – $15.89M (Ongoing) -Light Rail Vehicle (LRV) Forward Collision Avoidance System - $6.55M (Prior Years – FY2029) -Fern Rock Transportation Center Safety Improvements - $16.11M (Prior Years – FY2028) -Grade Crossing Enhancement Program - $53.20M (Ongoing) -Regional Rail Grade Crossing - $23.87M (Prior Years – FY2031) -Safety and Security Infrastructure Hardening Program - $40.00M (Prior Years – FY 2030) -Tank Replacement Program - $53.39M (Ongoing) -2026 Events Preparedness Initiative - $30.00M (Prior Years – FY 2027) -Vacuum Cleaning Trains - $66.81M (Prior Years – FY 2034) -Cleaning Equipment – $16.72M (Ongoing) -Fare Evasion Technology Program - $28.03M (Prior Years – FY2028) -Jefferson Station Escalators - $3M (Prior Years – FY 2027) -Safer Bus Operator Area Initiative - $9.10M (Prior Years – FY 2028) -Schuylkill River Trail Safety Improvements - $0.42M (Prior Years) -Urgent Rail Safety Upgrades: Escalator Improvement Program - $22.50M (Prior Years) -Urgent Rail Safety Upgrades: Advanced Inspection Technology - $5.00M (Prior Years)

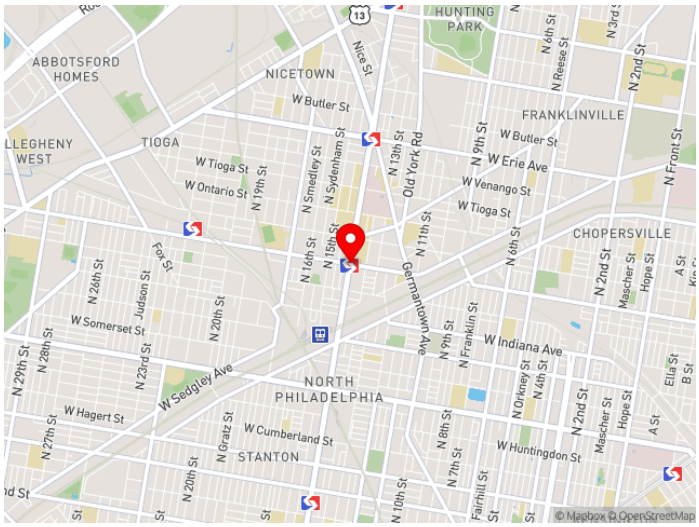
Lead Agency:	SEPTA
Project Type:	Transit Improvements
County:	SEPTA
Town:	-
Tip Status:	New-B
Air Quality Code:	M8
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$340,513,430

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ERC	1514	$0	$42,973,875	$32,398,482	$23,180,314	$25,597,885	$202,961,942	$327,112,498
ERC	CPF	$0	$500,000	$0	$0	$0	$0	$500,000
ERC	LOC	$0	$1,432,092	$1,079,670	$772,478	$853,042	$6,763,650	$10,900,932
ERC	sSTP	$0	$2,000,000	$0	$0	$0	$0	$2,000,000
Total ERC		$0	$46,905,967	$33,478,152	$23,952,792	$26,450,927	$209,725,592	$340,513,430
Total Future Costs		$0	$0	$0	$0	$0	$209,725,592	$209,725,592
Total Programmed		$0	$46,905,967	$33,478,152	$23,952,792	$26,450,927	$209,725,592	$340,513,430

122325 - North Broad Bus-Subway Transfer Improvement Project

This project involves designing and building safer, more attractive bus stops at the intersection of Allegheny Avenue and North Broad Street. Where feasible, elements will include: -Expanded passenger areas through curb extensions or bus boarding islands; -Upgraded lighting (e.g. integrated lighting or pedestrian scale lighting); -Additional trash receptacles; -Repaired sidewalks; -Installation of landscaping, planters, and trees; -Installation of a bus shelter at the northeast corner of Allegheny Avenue and North Broad Street. The project was allocated funding through the Consolidated Appropriations Act of 2024.

Lead Agency:	SEPTA
Project Type:	Transit Improvements
County:	Philadelphia
Town:	Philadelphia City
Tip Status:	-
Air Quality Code:	S6
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$625,000



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ERC	LOC	$0	$125,000	$0	$0	$0	$0	$125,000
ERC	SXF	$0	$500,000	$0	$0	$0	$0	$500,000
Total ERC		$0	$625,000	$0	$0	$0	$0	$625,000
Total Programmed		$0	$625,000	$0	$0	$0	$0	$625,000

123961 - Trolley Modernization Program

This program will support the projects necessary to modernize the SEPTA subway-surface trolley network to make it fully accessible and bring a system that it more than a century old up to the standards of modern light rail. SEPTA is allocating $3.685B for the Trolley Modernization program to help deliver our vision of easy to use, frequent, and integrated transit. These capital funds enable SEPTA to advance the acquisition of 130 new ADA accessible street cars to replace the Authority's aging fleet and upgrade trolley network infrastructure to improve accessibility, capacity, reliability, and safety. SEPTA's Trolley system is the largest in North America and serves tens of thousands of transit-dependent riders in Philadelphia and Delaware counties every day. The current vehicles are over 40 years old and were acquired prior to the passage of ADA –meaning people with disabilities, seniors, and anyone with mobility issues or using a stroller cannot take full advantage of the connections they provide. Trolley Modernization opens the doors to these communities with new, low-floor vehicles and improved track infrastructure that will make the system fully ADA accessible. This program advances equity by improving trolley access and service that disproportionately serves people of color, low-income populations, and individuals with disabilities. SEPTA's Trolley Modernization Project will catalyze over 38,000 permanent jobs and create an increase of $5.8 billion in property values across the region. Specific activities include the following: -Acquisition of 130 new, 84-foot ADA accessible trolley vehicles. (Contract awarded) Property acquisition, design, and construction of a new Trolley Heavy Maintenance Facility in Southwest Philadelphia. (Property acquired and facility design is underway) -ADA Accessibility and State of Good Repair Improvements at 19th, 22nd, 33rd, 36th and 37th Street Trolley Stations. -Trolley Tunnel State of Good Repair Program, including the overhaul of the 40th Street Substation and Center City tunnel improvements. -Design of modern stations and identification of new station locations with public input and community engagement. -Study and advancement of end-of-line improvements and extensions. Coordination with utilities, the City of Philadelphia, and Delaware County. -Design and construction for Bridge, Communication & Signals, Power, and Track system upgrades. Projects within this program include: -Heavy Maintenance Facility – Construction of a new heavy maintenance facility for the planned 130 vehicles of the new trolley fleet at 5100 Grays Avenue and realignment of South 51st Street to accommodate trolleys entering the facilities. -40th Street Substation Construction – Construction of a new electrical substation necessary to support the new trolley vehicles and intensified service levels. -MSHL Shop Upgrades – Reconstruction of bay four of the Media-Sharon Hill Line Shops at 69th Street to accommodate inspection and maintenance of the new trolley vehicles. 13th, 15th and 30th St Trolley Stations – Renovation and improvement of the 13th, 15th and 30th Street stations along the trolley subway to bring them into compliance with the Americans with Disabilities Act and a state of good repair. -Trolley Mod Substations- T1 & T2 – Design and construction of new substations to support substation necessary to support the new trolley vehicles and intensified service levels on the T1 and T2. -Diversion Route – Rehabilitation and improvement of the alternate rights-of-way used by the T1, T2, T3, T4 and T5 when the trolley tunnel is out of service to connect trolly services to a transfer at the L at 40th Street Station. For further project information, please visit www.septa.org/trolley-modernization.

Lead Agency:	SEPTA
Project Type:	Transit Improvements
County:	SEPTA
Town:	-
Tip Status:	New-B
Air Quality Code:	2040M
MRP ID:	PAT024, PAT025, PAT026, PAT027
CMP:	Not SOV Capacity Adding
Total Cost:	$2,450,445,340

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ERC	1514	$0	$74,206,866	$6,749,387	$6,387,150	$19,510,604	$199,590,030	$306,444,037
ERC	5307	$0	$6,065,094	$0	$0	$10,842,725	$419,464,697	$436,372,516
ERC	5337	$0	$11,721,494	$26,400,000	$26,400,000	$4,284,259	$217,509,306	$286,315,059
ERC	5339	$0	$0	$0	$0	$0	$14,675,753	$14,675,753
ERC	BUILD	$0	$25,000,000	$0	$0	$0	$0	$25,000,000
ERC	FLEX	$0	$42,226,000	$0	$0	$0	$0	$42,226,000
ERC	LOC	$0	$2,953,265	$3,793,012	$3,785,480	$4,291,513	$33,985,597	$48,808,867
ERC	OTH	$0	$0	$0	$0	$110,133,747	$1,180,469,361	$1,290,603,108
Total ERC		$0	$162,172,719	$36,942,399	$36,572,630	$149,062,848	$2,065,694,744	$2,450,445,340
Total Future Costs		$0	$0	$0	$0	$0	$2,065,694,744	$2,065,694,744
Total Programmed		$0	$162,172,719	$36,942,399	$36,572,630	$149,062,848	$2,065,694,744	$2,450,445,340

123962 - Bus Network Program

This program provides for improvements to support the modernization and rationalization of the SEPTA bus network. SEPTA has undertaken a comprehensive redesign of its bus routes to better align them with contemporary travel patterns, to provide more reliable service and to increase frequency on select routes. Bus Network Capital Investments ($16.0M) include Transit Prioritization and Bus Stop Enhancements, projects as follows: -Transit Prioritization Projects $10.0M (Prior Years - FY 2038) Activities include transit priority planning, design, and construction along numerous corridors including: Olney Avenue, 19th/20th Streets, 7th/8th Streets, Chestnut/Walnut, West Market/JFK, & West Chester Pike. -Bus Stop Signage & ePaper $6.0M (Prior Years – FY 2027) This project includes the fabrication and installation of improved bus stop signage, to improve the legibility and uniformity of the system for the convenience and information of riders. -Direct Bus Phase B ($2.5M) Prior Years – 2028 -South Philadelphia Transportation Center – ($21.56M) – Prior Years – 2028 -Knights Road Loop/End of Line – ($12.3M) – Prior Years - 2028 North Broad Bus-Subway Transfer Improvement Project (City of Philadelphia Community Project Funding - ($625K total $500K federal)ePaper

Lead Agency:	SEPTA
Project Type:	Transit Improvements
County:	SEPTA
Town:	-
Tip Status:	New-B
Air Quality Code:	2030M
MRP ID:	PAT023
CMP:	Not SOV Capacity Adding
Total Cost:	$20,372,809

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ERC	1514	$0	$6,902,343	$1,199,322	$0	$0	$0	$8,101,665
ERC	5307	$0	$6,544,000	$4,957,158	$0	$0	$0	$11,501,158
ERC	CPF	$0	$500,000	$0	$0	$0	$0	$500,000
ERC	LOC	$0	$230,019	$39,967	$0	$0	$0	$269,986
Total ERC		$0	$14,176,362	$6,196,447	$0	$0	$0	$20,372,809
Total Programmed		$0	$14,176,362	$6,196,447	$0	$0	$0	$20,372,809

123964 - Market Frankford Line [L] Vehicle & Infrastructure

This program will replace the current fleet of the Market-Frankford Line (The [L]), which have exceeded their useful lives and make improvements to signal and yard infrastructure necessary to operate and maintain the new fleet. In February 2024, SEPTA was awarded $317M by the Federal Transit Administration to support the replacement of Market-Frankford Line (MFL) M-4 rail cars. SEPTA has awarded a contract for the manufacture of the vehicles. The project budget includes the development of vehicle specifications, vehicle production costs, signal system design and construction, and facility improvements — including upgrades at 69th Street and Bridge Street Yard. Market-Frankford Line Vehicle Replacement & Infrastructure- $1.788B (Prior Years – FY 2038)

Lead Agency:	SEPTA
Project Type:	Transit Improvements
County:	SEPTA
Town:	-
Tip Status:	New-B
Air Quality Code:	M10
MRP ID:	PAT014
CMP:	Not SOV Capacity Adding
Total Cost:	$1,119,392,785

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ERC	1514	$0	$4,449,647	$2,440,157	$5,040,475	$0	$0	$11,930,279
ERC	5337	$0	$18,391,720	$10,085,897	$20,833,788	$0	$0	$49,311,405
ERC	FLEX	$0	$12,200,000	$0	$0	$0	$0	$12,200,000
ERC	LOC	$0	$148,283	$81,318	$167,972	$0	$0	$397,573
ERC	OTH	$0	$0	$0	$0	$150,161,105	$895,392,423	$1,045,553,528
Total ERC		$0	$35,189,650	$12,607,372	$26,042,235	$150,161,105	$895,392,423	$1,119,392,785
Total Future Costs		$0	$0	$0	$0	$0	$895,392,423	$895,392,423
Total Programmed		$0	$35,189,650	$12,607,372	$26,042,235	$150,161,105	$895,392,423	$1,119,392,785

123965 - Broad Street Line [B] Vehicle & Infrastructure

This program will replace the current fleet of the Broad Street Subway (The [B]), which have exceeded their useful lives and make improvements to signal and yard infrastructure to enable operation and maintenance of the new vehicles. This project includes the purchase of modern trainsets to replace the aging Broad Street Line [B] rail cars. Included within the project's budget is vehicle specification development, and infrastructure improvements needed to enhance operational efficiency of the new railcars. Broad Street Line Vehicle Replacement & Infrastructure- $727.31M (FY 2037 - Future Years)

Lead Agency:	SEPTA
Project Type:	Transit Improvements
County:	SEPTA
Town:	-
Tip Status:	New-B
Air Quality Code:	M10
MRP ID:	PAT085
CMP:	Not SOV Capacity Adding
Total Cost:	$15,000,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
PUR	OTH	$0	$0	$0	$0	$0	$15,000,000	$15,000,000
Total PUR		$0	$0	$0	$0	$0	$15,000,000	$15,000,000
Total Future Costs		$0	$0	$0	$0	$0	$15,000,000	$15,000,000
Total Programmed		$0	$0	$0	$0	$0	$15,000,000	$15,000,000

123966 - Regional Rail Silverliner IV Vehicle Replacement & Infrastructure

This project will replace the fleet of Silverliner IV railcars that presently comprise most of the SEPTA regional rail fleet, but that have exceeded their useful lives and effect infrastructure improvements necessary to operate and maintain the new vehicles. The Silverliner IV railcar fleet was manufactured between 1974 and 1976 and is approaching 50 years of service. Funding programmed will provide for vehicle design specifications, property acquisition, infrastructure improvements, replacement of the fleet. This program includes: Regional Rail Cars Silverliner IV Replacement - $2.117B (Prior Years – FY 2038) Regional Rail Cars Silverliner IV Infrastructure Upgrades - $ 132.59M (Prior Years – FY 2033)

Lead Agency:	SEPTA
Project Type:	Transit Improvements
County:	SEPTA
Town:	-
Tip Status:	New-B
Air Quality Code:	M10
MRP ID:	PAT008
CMP:	Not SOV Capacity Adding
Total Cost:	$2,019,789,842

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ERC	1514	$0	$1,330,730	$1,797,236	$2,193,473	$0	$89,502,375	$94,823,814
ERC	5307	$0	$5,500,306	$7,428,514	$9,066,279	$0	$124,691,301	$146,686,400
ERC	5337	$0	$0	$0	$0	$0	$240,879,542	$240,879,542
ERC	LOC	$0	$44,346	$59,892	$73,097	$0	$2,125,046	$2,302,381
ERC	OTH	$0	$0	$0	$0	$197,327,870	$1,337,769,835	$1,535,097,705
Total ERC		$0	$6,875,382	$9,285,642	$11,332,849	$197,327,870	$1,794,968,099	$2,019,789,842
Total Future Costs		$0	$0	$0	$0	$0	$1,794,968,099	$1,794,968,099
Total Programmed		$0	$6,875,382	$9,285,642	$11,332,849	$197,327,870	$1,794,968,099	$2,019,789,842

123969 - Mainline Schuylkill Bridges & Interlockings

This project will bring the bridges, interlockings track and other infrastructure of the most critical segment on the SEPTA regional rail network into a state of good repair. When the Center City Commuter Connection Tunnel was built in the early 1980s to connect the Pennsylvania and Reading Railroads, it created the only fully electrified, through-running railroad in North America and the heart of SEPTA's Regional Rail network. With all Regional Rail lines culminating in this stretch of track, the underlying infrastructure plays a crucial role in SEPTA's ability to provide reliable and frequent service. While the connection between Suburban Station and Jefferson Station consists of modern infrastructure, the seven bridges between Suburban Station and 30th Street Station were originally built in 1929 and require significant rehabilitation: MP 0.49 (21st Street); MP 0.58 (22nd Street); MPs 0.61, 0.64 and 0.68 (22nd Street/23rd Street); MP 0.72 (CSX Tracks); and MP 0.76 (Schuylkill River). SEPTA will rehabilitate these bridges, while phasing the work to keep service running. Additionally, while reconstructing the bridges, SEPTA will replace the interlockings, and right of way infrastructure. Mainline-Schuylkill Bridges & Interlockings $400M (Prior Years - FY 2034)

Lead Agency:	SEPTA
Project Type:	Transit Improvements
County:	SEPTA
Town:	-
Tip Status:	New-B
Air Quality Code:	M9
MRP ID:	PAT040
CMP:	Not SOV Capacity Adding
Total Cost:	$363,479,592

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ERC	1514	$0	$10,417,713	$3,522,276	$4,399,232	$4,951,009	$16,029,840	$39,320,070
ERC	5307	$0	$6,065,094	$14,558,618	$18,183,339	$20,464,000	$66,256,119	$125,527,170
ERC	LOC	$0	$347,167	$117,379	$146,603	$164,991	$534,190	$1,310,330
ERC	OTH	$0	$0	$0	$0	$20,000,000	$177,322,022	$197,322,022
Total ERC		$0	$16,829,974	$18,198,273	$22,729,174	$45,580,000	$260,142,171	$363,479,592
Total Future Costs		$0	$0	$0	$0	$0	$260,142,171	$260,142,171
Total Programmed		$0	$16,829,974	$18,198,273	$22,729,174	$45,580,000	$260,142,171	$363,479,592

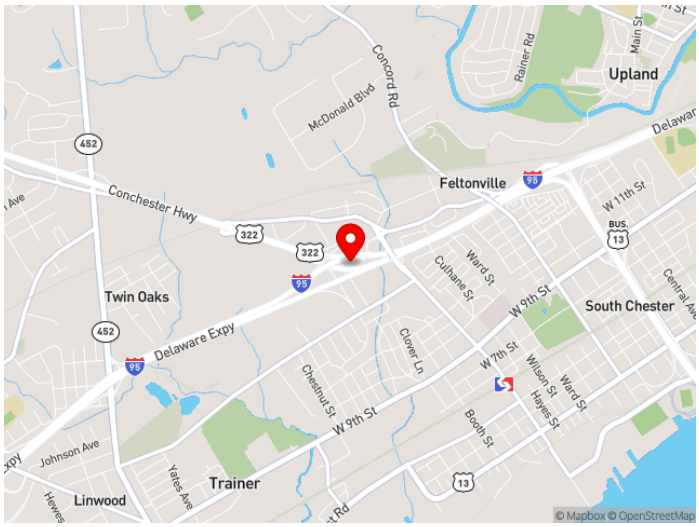
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Interstate Management Program for the FFY 2027 STIP for the DVRPC Pennsylvania Subregion

15477 - I-95/322/Conchester Hwy. Interchange/Impvts. (322)

The SR 95, Section 322 project entails the reconstruction of two interchanges (SR 8015 and SR 8017) connecting two heavily traveled corridors, I-95 and US 322 in Delaware County. The I-95 / US 322 interchanges, constructed in the late 1960s, employ poor geometry that includes a left-lane on-ramp requiring a major weave across three high-volume lanes of traffic. Limited sight distances, minimal acceleration and deceleration ramp lengths, and roadway segments without adequate shoulders compound the fundamental design issues. Consequently, this area has been recognized as a Physical Highway Bottleneck under the FHWA's Significant Traffic Bottleneck Initiative. To address these challenges, the project will incorporate safety improvements that include the redesign of ramp movements and access points to enhance traffic flow and reduce weaving conflicts. Additionally, standard shoulder widths will be implemented along the interstate to improve safety and accommodate incident management. Adjacent roadway intersection configurations will be upgraded to improve turning movements and pedestrian accommodations. These improvements aim to create a safer and more efficient travel experience for motorists and pedestrians navigating through and around this critical corridor. The project limits extend approximately 2.5 miles along I-95 from just north of the PA 452 interchange at the southern end, through both US 322 interchanges, to Kerlin Street (SR 3001) at the northern end. The project limits along US 322 tie into the improvements at the Bethel Road interchange as well as the ramps leading to the Commodore Barry Bridge. These extents include multiple bridges and a culvert that will be replaced as part of the project. The structures within the project limits include: I-95 Southbound over US 322 and Ramp A; I-95 Northbound over Ramp A; Ramp N over US 322 and Ramp A; Highland Avenue over I-95; Engle Street over I-95; as well as the bridges at the interchange with the Commodore Barry Bridge (CBB) viaduct and the I-95 bridge over the abandoned SEPTA line. Several of these structures are either in poor condition or have substandard vertical or horizontal clearances. Reconstructed structures will provide for improved freight movement and increased safety for vehicles and pedestrians traveling on or over the corridor.

Lead Agency:	PennDOT
Project Type:	Intersection/Interchange Improvements
County:	Delaware
Town:	Chester City, Chester Township, Upper Chichester Township
Tip Status:	-
Air Quality Code:	2040M
MRP ID:	PAR016
CMP:	Major SOV Capacity
Total Cost:	$200,000,000

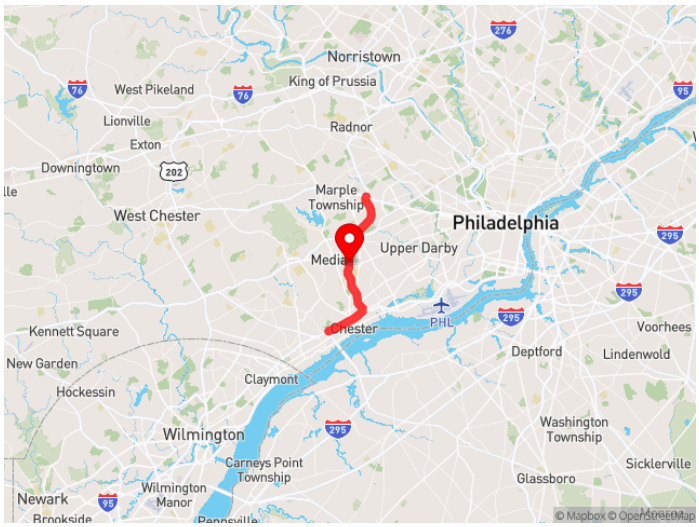


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	NHPP-IM	$0	$0	$0	$0	$0	$200,000,000	$200,000,000
Total CON		$0	$0	$0	$0	$0	$200,000,000	$200,000,000
Total Future Costs		$0	$0	$0	$0	$0	$200,000,000	$200,000,000
Total Programmed		$0	$0	$0	$0	$0	$200,000,000	$200,000,000

104821 - I-476 Travel Management

This project will provide for the active management of transportation and demand by providing operational improvements on I-476 between the PA 3 and I-95 interchanges, and on I-95 between the I-476 and US 322 interchanges with a series of measures that will allow for the ability to dynamically manage recurrent congestion based on prevailing and predicted traffic conditions through the following: 1) Dynamic lane assignments, shoulder, and junction control improvements--The shoulders will be dynamically controlled along with travel lanes for opening/closing on a temporary basis in response to increasing congestion or incidents; and 3) Adaptive ramp metering will be used to dynamically adjust signals at the ramp entrances to proactively manage vehicle flow from access roads.

Lead Agency:	PennDOT
Project Type:	Signal/ITS Improvements
County:	Delaware
Town:	Marple Township, Nether Providence Township, Ridley Township, Springfield Township
Tip Status:	-
Air Quality Code:	2040M
MRP ID:	PAR028
CMP:	Major SOV Capacity
Total Cost:	$265,500,000

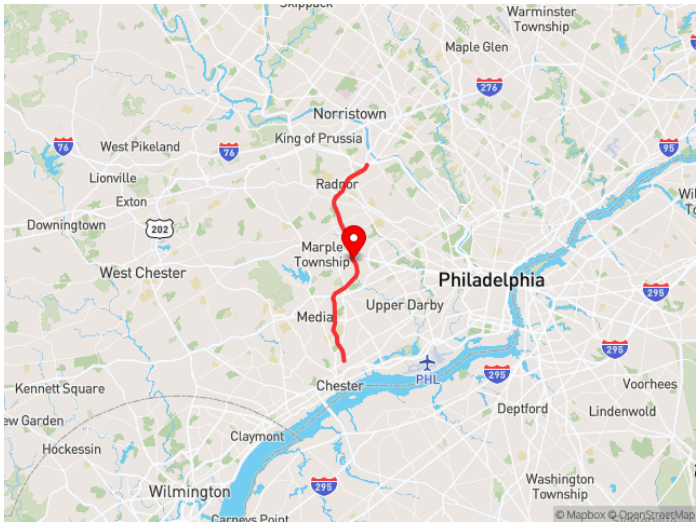


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
FD	581-IM	$0	$3,000,000	$2,500,000	$0	$0	$0	$5,500,000
Total FD		$0	$3,000,000	$2,500,000	$0	$0	$0	$5,500,000
CON	NHPP-IM	$0	$0	$0	$40,000,000	$20,000,000	$200,000,000	$260,000,000
Total CON		$0	$0	$0	$40,000,000	$20,000,000	$200,000,000	$260,000,000
-	TOLL	$0	$0	$0	$0	$0	$0	$0
Total Future Costs		$0	$0	$0	$0	$0	$200,000,000	$200,000,000
Total Programmed		$0	$3,000,000	$2,500,000	$40,000,000	$20,000,000	$200,000,000	$265,500,000

112298 - SR 476: I-76 Interchange to MacDade

1-476 (Mid County Expressway) in Montgomery and Delaware County is a limited access highway in an urbanized setting. The project is located along I-476, between the I-95 (Delaware Expressway) and I-76 (Schuylkill Expressway), within Delaware and Montgomery Counties, in PennDOT District 6-0. It is an Urban Interstate/Freeway classified roadway located within the National Highway System. It is a divided highway, in the NB and SB directions, with two to three lanes in each direction and inside and outside shoulders of varying width. Portions of the highway are separated by concrete median barrier or grade-separated grassed median. The project is needed because of the deterioration of the existing bituminous overlay which has reached is useful service life within the project limits. Also the current condition of roadside elements such as drainage inlets, guide rail and signs are in poor condition. The project will include the following work: milling, concrete base repairs, shoulder repairs as needed, bituminous overlay, saw and seal the overlay, minor grade adjustments may be required for inlets, and selective inlets and drain cleaning. Also, all guide rail will be brought up to current standards and the following work will be completed: new pavement markings, the installation of Raised Pavement Markings (RPMs) delineators and rumble strips, and replacement of damaged or missing signs. One Auxiliary Lane will be lengthen as a part of the project but will remain within the existing footprint. It is anticipated that minor bridge work such as deck and barrier repair, will be necessary and determined as the design progresses.

Lead Agency:	PennDOT
Project Type:	Roadway Rehabilitation
County:	Delaware, Montgomery
Town:	Haverford Township, Lower Merion Township, Marple Township, Nether Providence Township, Radnor Township, Ridley Township
Tip Status:	-
Air Quality Code:	S10
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$7,171,251

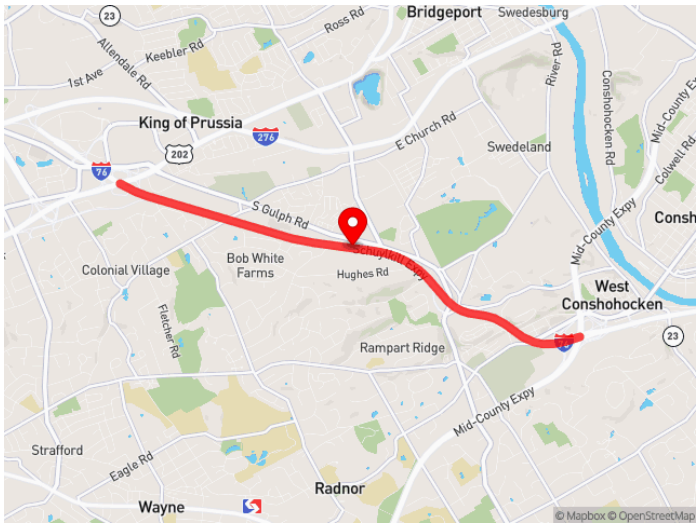


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	581-IM	$0	$961,250	$0	$0	$0	$0	$961,250
CON	NHPP-IM	$0	$6,210,001	$0	$0	$0	$0	$6,210,001
Total CON		$0	$7,171,251	$0	$0	$0	$0	$7,171,251
Total Programmed		$0	$7,171,251	$0	$0	$0	$0	$7,171,251

116838 - I-76 Flex Lanes: US 202 to I-476

Preliminary Engineering is being completed under the parent project, #106662. This project involves the widening for Flex Lanes to provide increased capacity during peak periods and to allow for dynamic lane management during emergency operations, weather events and maintenance activities. To incorporate Flex Lanes, the existing roadway will be widened symmetrically about the centerline from two lanes to three lanes in each direction. The new third lane will be utilized during times of peak demand and will serve as a shoulder during all other times. The existing median will also be widened to provide a consistent 4' wide inside shoulder in each direction. Emergency pull off areas and emergency/maintenance access ramps will also be added.

Lead Agency:	PennDOT
Project Type:	Roadway New Capacity
County:	Montgomery
Town:	Upper Merion Township
Tip Status:	New-B
Air Quality Code:	2040M
MRP ID:	PAR025
CMP:	Major SOV Capacity
Total Cost:	$283,500,000

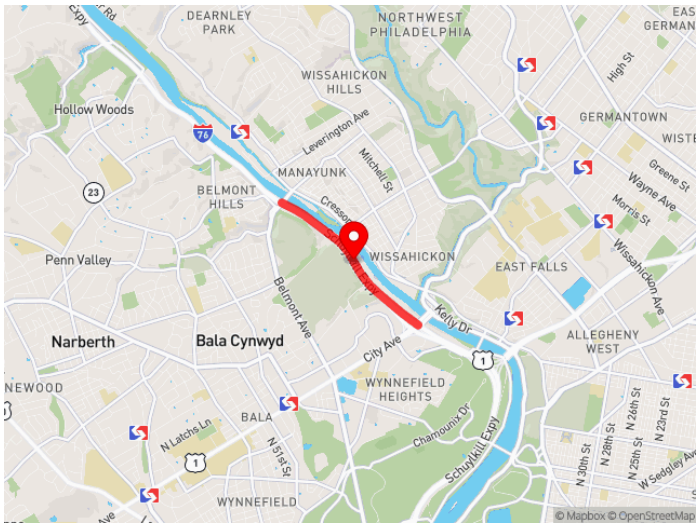


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
FD	NHPP-IM	$0	$12,500,000	$0	$0	$0	$0	$12,500,000
Total FD		$0	$12,500,000	$0	$0	$0	$0	$12,500,000
ROW	NHPP-IM	$0	$0	$5,000,000	$0	$0	$0	$5,000,000
Total ROW		$0	$0	$5,000,000	$0	$0	$0	$5,000,000
UTL	NHPP-IM	$0	$6,000,000	$0	$0	$0	$0	$6,000,000
Total UTL		$0	$6,000,000	$0	$0	$0	$0	$6,000,000
CON	NHPP-IM	$0	$0	$0	$20,000,000	$30,000,000	$210,000,000	$260,000,000
Total CON		$0	$0	$0	$20,000,000	$30,000,000	$210,000,000	$260,000,000
Total Future Costs		$0	$0	$0	$0	$0	$210,000,000	$210,000,000
Total Programmed		$0	$18,500,000	$5,000,000	$20,000,000	$30,000,000	$210,000,000	$283,500,000

116839 - I-76 Flex Lane WB: US 1-Belmont Ave

Preliminary Engineering is being completed under the parent project, #106662. This project involves the widening for a Flex Lane in the westbound direction to provide increased capacity during peak periods and to allow for dynamic lane management during emergency operations, weather events and maintenance activities. To incorporate the Flex Lane, the existing roadway will be widened from two to three lanes in the westbound direction between City Avenue and Belmont Avenue/Green Lane. The new third lane will be utilized during times of peak demand and will serve as a shoulder during all other times. The existing median will also be widened to accommodate a consistent 4 wide inside shoulder in the westbound direction. Emergency pull off areas will also be added.

Lead Agency:	PennDOT
Project Type:	Roadway New Capacity
County:	Montgomery
Town:	Lower Merion Township
Tip Status:	New-B
Air Quality Code:	2040M
MRP ID:	PAR025
CMP:	Major SOV Capacity
Total Cost:	$158,167,234

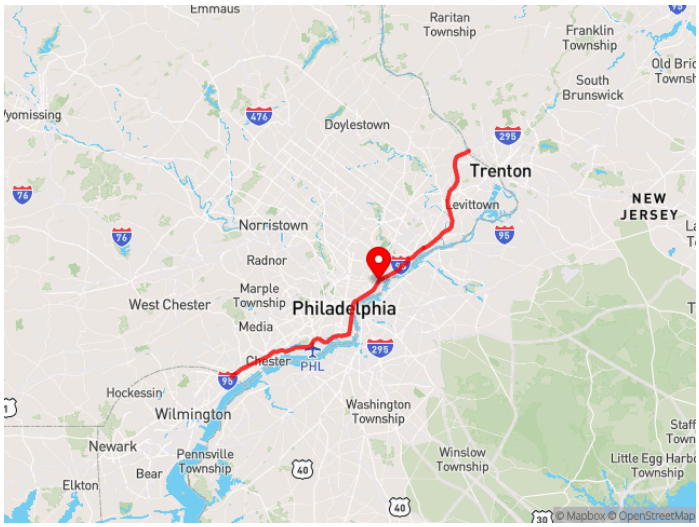


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ROW	NHPP-IM	$0	$3,000,000	$0	$0	$0	$0	$3,000,000
Total ROW		$0	$3,000,000	$0	$0	$0	$0	$3,000,000
CON	NHPP-IM	$0	$0	$20,000,000	$40,000,000	$40,000,000	$55,167,234	$155,167,234
Total CON		$0	$0	$20,000,000	$40,000,000	$40,000,000	$55,167,234	$155,167,234
Total Future Costs		$0	$0	$0	$0	$0	$55,167,234	$55,167,234
Total Programmed		$0	$3,000,000	$20,000,000	$40,000,000	$40,000,000	$55,167,234	$158,167,234

103556 - I-95 ATMS (GR9)

This is a line item for various Active Traffic Management System (ATMS) components, such as Variable Speed Limits, Advanced Signal Systems, and Adaptive Ramp Metering. ATMS will be used to integrate technology to improve the flow of vehicle traffic and improve safety on the I-95 corridor. An investment of more than $2.7 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. Current construction efforts in Philadelphia, are addressing critical repairs on aging bridges and interchanges, and improve traffic flow, along the approximately eight miles of I-95 between I-676/Vine Street and Cottman Avenue (Sector A), by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the context of the construction section. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, and some of which appear in the DVRPC Regional TIP. MPMS #'s include: 17821 (Section GIR design: GR0, GR1, GR2, GR3, GR4, GR5, GR6, GR7), 47394 (Section CPR design: CP1, CP2), 47811 (Section BSR design: BS1, BS2, BS3), 47812 (Section BRI design:BR0, BR2, BR3), 47813 (Section AFC design: AF1, AF2), 79683 (Section CP1 construction), 79685 (Section CP2 construction), 79686 (Section GR1 construction), 79826 (Section GR3 construction), 79827 (Section GR4 construction), 79828 (Section GR5 construction), 79903 (Section BR0 construction), 79904 (Section BR2 construction), 79905 (Section BR3 construction), 79908 (Section BS1 construction), 79910 (Section BS2 construction), 79911 (Section AF1 construction), 79912 (Section AF2 construction), 80094 (Section GR0 construction), 83640 (Section GR2 construction), 87784 (Section BS3 construction), 98207 (I95 Congestion Management), 103553 (Section GR6 Construction), 103554 (Section GR7 construction), 103555 (Section GR8 construction), 102309 (I95 Corridor Drainage). Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS #'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

Lead Agency:	PennDOT
Project Type:	Signal/ITS Improvements
County:	Philadelphia
Town:	Philadelphia City
Tip Status:	-
Air Quality Code:	S7
MRP ID:	PAR028
CMP:	Minor SOV Capacity
Total Cost:	$87,068,488

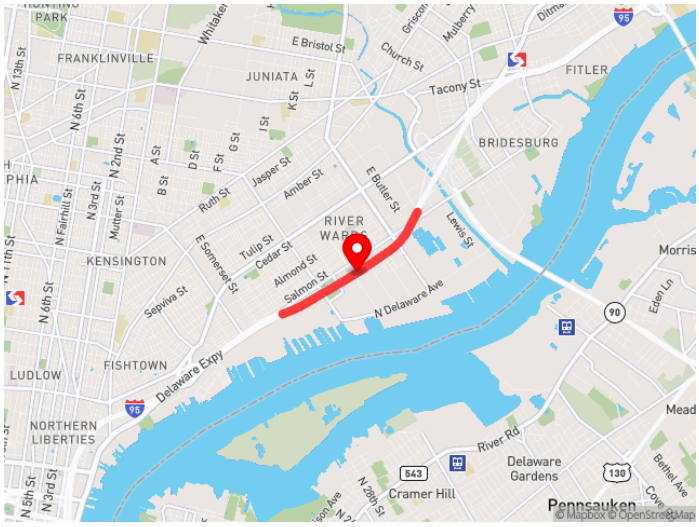


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
UTL	581-IM	$0	$0	$0	$1,529,818	$0	$0	$1,529,818
Total UTL		$0	$0	$0	$1,529,818	$0	$0	$1,529,818
CON	581-IM	$0	$0	$0	$0	$0	$8,553,867	$8,553,867
CON	NHPP-IM	$0	$0	$0	$0	$0	$76,984,803	$76,984,803
Total CON		$0	$0	$0	$0	$0	$85,538,670	$85,538,670
Total Future Costs		$0	$0	$0	$0	$0	$85,538,670	$85,538,670
Total Programmed		$0	$0	$0	$1,529,818	$0	$85,538,670	$87,068,488

103557 - I-95 Northbound and Southbound: Tioga Street to Wheatsheaf Lane (AF3)

Project will reconstruct I-95 from Tioga Street to Wheatsheaf Lane, including reconstruction of the NB off-ramp to the Betsy Ross Bridge over Castor Avenue, reconstruction of the NB on-ramp from Castor Avenue, and construction of a new NB off-ramp at Castor Avenue. This project includes work on the following bridge structures: -I-95 NB & SB over Venango Street – Total Replacement -I-95 NB & SB over Castor Avenue - Total Replacement -I-95 NB & SB over Richmond Street – Total Replacement -I-95 NB & SB over Wheatsheaf Lane - Total Replacement -Betsy Ross Ramp A (NB) over Venango Street – Total Replacement -Betsy Ross Ramp A (NB) over Ramp C – New bridge (to convert Ramp A viaduct to road-on-fill) -Betsy Ross Ramp A (NB) over Castor Avenue – New bridge (to convert Ramp A viaduct to road-on-fill) -Betsy Ross Ramp A (NB) over Richmond Street – Total Replacement -Betsy Ross Ramp A (NB) over Wheatsheaf Lane – Total Replacement Also included is construction of associated retaining walls, sound barrier walls, and roadway on fill sections. The proposed I-95 will have 5 lanes northbound and 5 lanes southbound. New ramp movements are not being created, but are being relocated. The existing disjointed interchange will be reconfigured into split interchanges (a NB interchange at Castor Avenue, and a SB interchange at Allegheny Avenue). Preliminary Engineering was completed for this section in 2017. Construction is anticipated in 2026. An investment of more than $2.7 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. Current construction efforts in Philadelphia, are addressing critical repairs on aging bridges and interchanges, and improve traffic flow, along the approximately eight miles of I-95 between I-676/Vine Street and Cottman Avenue (Sector A), by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the context of the construction section. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, and some of which appear in the DVRPC Regional TIP. MPMS #'s include: 17821 (Section GIR design: GR0, GR1, GR2, GR3, GR4, GR5, GR6, GR7), 47394 (Section CPR design: CP1, CP2), 47811 (Section BSR design: BS1, BS2, BS3), 47812 (Section BRI design:BR0, BR2, BR3), 47813 (Section AFC design: AF1, AF2), 79683 (Section CP1 construction), 79685 (Section CP2 construction), 79686 (Section GR1 construction), 79826 (Section GR3 construction), 79827 (Section GR4 construction), 79828 (Section GR5 construction), 79903 (Section BR0 construction), 79904 (Section BR2 construction), 79905 (Section BR3 construction), 79908 (Section BS1 construction), 79910 (Section BS2 construction), 79911 (Section AF1 construction), 79912 (Section AF2 construction), 80094 (Section GR0 construction), 83640 (Section GR2 construction), 87784 (Section BS3 construction), 98207 (I95 Congestion Management), 103553 (Section GR6 Construction), 103554 (Section GR7 construction), 103555 (Section GR8 construction), 102309 (I95 Corridor Drainage). Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

Lead Agency:	PennDOT
Project Type:	Intersection/Interchange Improvements
County:	Philadelphia
Town:	Philadelphia City
Tip Status:	-
Air Quality Code:	2040M
MRP ID:	PAR011
CMP:	Major SOV Capacity
Total Cost:	$260,000,000



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	NHPP-IM	$0	$40,000,000	$40,000,000	$20,000,000	$20,000,000	$140,000,000	$260,000,000
Total CON		$0	$40,000,000	$40,000,000	$20,000,000	$20,000,000	$140,000,000	$260,000,000
Total Future Costs		$0	$0	$0	$0	$0	$140,000,000	$140,000,000
Total Programmed		$0	$40,000,000	$40,000,000	$20,000,000	$20,000,000	$140,000,000	$260,000,000

46959 - I-95 Design Review Manager

This project will provide assistance to the PennDOT project manager and design review services for the I-95 Reconstruction Projects in the City of Philadelphia. These projects include, but are not limited to, the following sections: Section RVS, GIR, AFC, BRI, BSR, and CPR. The limits of the contract cover the City of Philadelphia. The selected firm will be required to provide engineering management assistance and design review services during the preliminary and final design phases. They will be required to provide sufficient staff to assist the Department in adequately maintaining project coordination and schedule for design through bidding of the construction contracts. Other tasks required include, but are not limited to: review of design submissions, hydraulic reports, type size and location submissions, final bridge plans and computations, geotechnical reports, preliminary and final right of way plans, design plans, special provisions, specification and estimates prepared by other consulting engineering firms. Conduct design review meetings and plan checks; review environmental items of work; coordinate required permit applications; standardize design details, coordinate design and right of way acquisition activities, coordinate all traffic control plans to provide optimum traffic flow, coordinate with the various agencies, public officials, interested groups, communities, and utilities by means of periodic meetings; prepare master timetables to coordinate all phases of the projects; monitor schedule to assure compliance with master schedule; evaluate all value engineering submissions and make recommendations to the District. Tasks also include public involvement, development of project newsletters, environmental permit review and tracking of mitigation strategies, preparation of materials for the project website, assist in preparing applicable inter-agency agreements, and responding to public inquiries both through written and e-mail. An investment of more than $2.7 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. Current construction efforts in Philadelphia, are addressing critical repairs on aging bridges and interchanges, and improve traffic flow, along the approximately eight miles of I-95 between I-676/Vine Street and Cottman Avenue (Sector A), by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the context of the construction section. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, and some of which appear in the DVRPC Regional TIP. MPMS #'s include: 17821 (Section GIR design: GR0, GR1, GR2, GR3, GR4, GR5, GR6, GR7), 47394 (Section CPR design: CP1, CP2), 47811 (Section BSR design: BS1, BS2, BS3), 47812 (Section BRI design:BR0, BR2, BR3), 47813 (Section AFC design: AF1, AF2), 79683 (Section CP1 construction), 79685 (Section CP2 construction), 79686 (Section GR1 construction), 79826 (Section GR3 construction), 79827 (Section GR4 construction), 79828 (Section GR5 construction), 79903 (Section BR0 construction), 79904 (Section BR2 construction), 79905 (Section BR3 construction), 79908 (Section BS1 construction), 79910 (Section BS2 construction), 79911 (Section AF1 construction), 79912 (Section AF2 construction), 80094 (Section GR0 construction), 83640 (Section GR2 construction), 87784 (Section BS3 construction), 98207 (I95 Congestion Management), 103553 (Section GR6 Construction), 103554 (Section GR7 construction), 103555 (Section GR8 construction), 102309 (I95 Corridor Drainage). Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS #'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

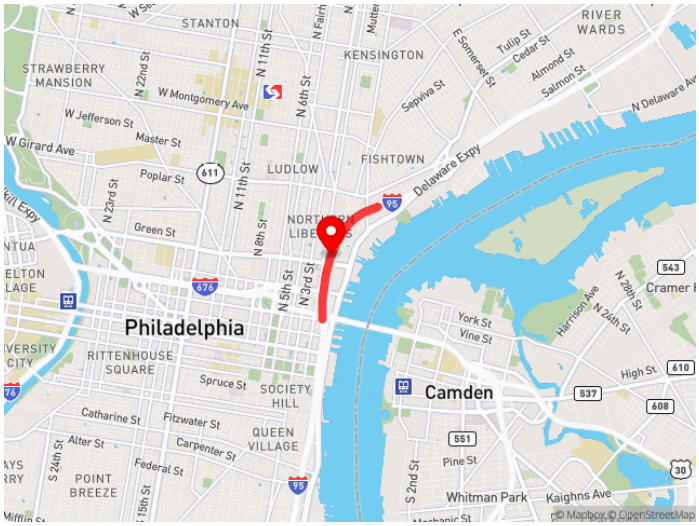
Lead Agency:	PennDOT
Project Type:	Other
County:	Philadelphia
Town:	Philadelphia City
Tip Status:	-
Air Quality Code:	X1
MRP ID:	PAR011
CMP:	Not SOV Capacity Adding
Total Cost:	$4,000,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
PE	581-IM	$0	$400,000	$400,000	$0	$0	$0	$800,000
PE	NHPP-IM	$0	$1,600,000	$1,600,000	$0	$0	$0	$3,200,000
Total PE		$0	$2,000,000	$2,000,000	$0	$0	$0	$4,000,000
Total Programmed		$0	$2,000,000	$2,000,000	$0	$0	$0	$4,000,000

103553 - I-95 Southbound: Race to Shackamaxon (GR6)

Reconstruction and rehabilitation of I-95 Southbound between Race Street and Shackamaxon Street and the reconstruction of the northern Vine Street Interchange ramp connections with I-95 Southbound in the City of Philadelphia, Philadelphia County. This project also includes widening of shoulders and rehabilitation, deck replacement, demolition and replacement of ten (10) bridges. An investment of more than $2.7 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. Current construction efforts in Philadelphia, are addressing critical repairs on aging bridges and interchanges, and improve traffic flow, along the approximately eight miles of I-95 between I-676/Vine Street and Cottman Avenue (Sector A), by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the context of the construction section. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, and some of which appear in the DVRPC Regional TIP. MPMS #'s include: 17821 (Section GIR design: GR0, GR1, GR2, GR3, GR4, GR5, GR6, GR7), 47394 (Section CPR design: CP1, CP2), 47811 (Section BSR design: BS1, BS2, BS3), 47812 (Section BRI design:BR0, BR2, BR3), 47813 (Section AFC design: AF1, AF2), 79683 (Section CP1 construction), 79685 (Section CP2 construction), 79686 (Section GR1 construction), 79826 (Section GR3 construction), 79827 (Section GR4 construction), 79828 (Section GR5 construction), 79903 (Section BR0 construction), 79904 (Section BR2 construction), 79905 (Section BR3 construction), 79908 (Section BS1 construction), 79910 (Section BS2 construction), 79911 (Section AF1 construction), 79912 (Section AF2 construction), 80094 (Section GR0 construction), 83640 (Section GR2 construction), 87784 (Section BS3 construction), 98207 (I95 Congestion Management), 103553 (Section GR6 Construction), 103554 (Section GR7 construction), 103555 (Section GR8 construction), 102309 (I95 Corridor Drainage). Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP. This project is integral to the Delaware Valley Freight Corridor Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. A final alternative for bridge rehabilitation or replacement is determined upon federal national Environmental Policy Act (NEPA) or state Categorical Exclusion clearance. Related sections of I-95 Reconstruction: MPMS #'s 17821, 80094, 79685, 83640, 79826, 79828, 102304, 102305.

Lead Agency:	PennDOT
Project Type:	Intersection/Interchange Improvements
County:	Philadelphia
Town:	Philadelphia City
Tip Status:	-
Air Quality Code:	2040M
MRP ID:	PAR011
CMP:	Minor SOV Capacity
Total Cost:	$330,000,000

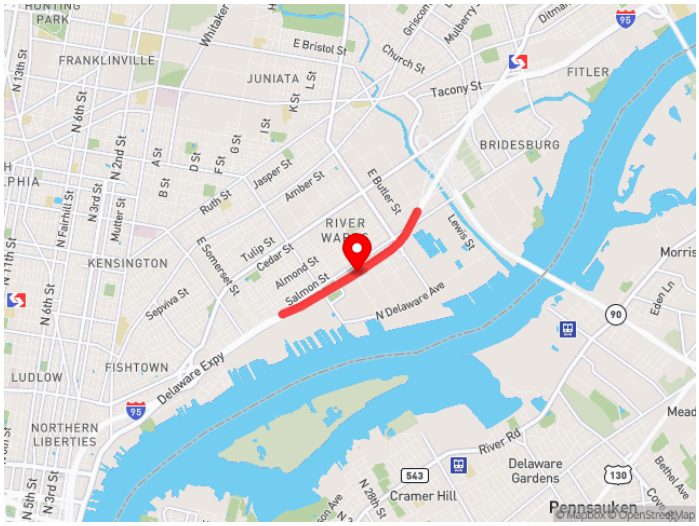


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	NHPP-IM	$0	$33,390,000	$36,610,000	$40,000,000	$30,000,000	$190,000,000	$330,000,000
Total CON		$0	$33,390,000	$36,610,000	$40,000,000	$30,000,000	$190,000,000	$330,000,000
Total Future Costs		$0	$0	$0	$0	$0	$190,000,000	$190,000,000
Total Programmed		$0	$33,390,000	$36,610,000	$40,000,000	$30,000,000	$190,000,000	$330,000,000

103558 - I-95 Northbound and Southbound: Ann Street to Tioga Street (AF4)

I-95 reconstruction from Clearfield Street to Tioga St including reconstruction of the SM on-ramp and SB off-ramp at Allegheny Avenue and the removal of the NB off-ramp at Westmoreland Streetin the City of Philadelphia This project includes work on the following bridge structures: -I-95 NB & SB viaduct from Allegheny Avenue to Westmoreland Street – New Viaduct over Monkiewicz Playground -SB Off Ramp E viaduct over Westmoreland Street – New Viaduct over Monkiewicz Playground) -I-95 NB & SB over Ontario Street – New Bridge (to convert existing Westmoreland Viaduct to road-on-fill) -I-95 NB & SB over Tioga Street - New Bridge (to convert existing Westmoreland Viaduct to road-on-fill) Also included is construction of associated retaining walls, sound barrier walls, and roadway on fill sections. The proposed I-95 will have 5 lanes northbound and 5 lanes southbound. New ramp movements are not being created, but are being relocated. The existing disjointed interchange will be reconfigured into split interchanges (a NB interchange at Castor Avenue, and a SB interchange at Allegheny Avenue). Preliminary Engineering was completed for this section in 2017. Construction is anticipated in 2030. An investment of more than $2.7 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. Current construction efforts in Philadelphia, are addressing critical repairs on aging bridges and interchanges, and improve traffic flow, along the approximately eight miles of I-95 between I-676/Vine Street and Cottman Avenue (Sector A), by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the context of the construction section. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, and some of which appear in the DVRPC Regional TIP. MPMS #'s include: 17821 (Section GIR design: GR0, GR1, GR2, GR3, GR4, GR5, GR6, GR7), 47394 (Section CPR design: CP1, CP2), 47811 (Section BSR design: BS1, BS2, BS3), 47812 (Section BRI design:BR0, BR2, BR3), 47813 (Section AFC design: AF1, AF2), 79683 (Section CP1 construction), 79685 (Section CP2 construction), 79686 (Section GR1 construction), 79826 (Section GR3 construction), 79827 (Section GR4 construction), 79828 (Section GR5 construction), 79903 (Section BR0 construction), 79904 (Section BR2 construction), 79905 (Section BR3 construction), 79908 (Section BS1 construction), 79910 (Section BS2 construction), 79911 (Section AF1 construction), 79912 (Section AF2 construction), 80094 (Section GR0 construction), 83640 (Section GR2 construction), 87784 (Section BS3 construction), 98207 (I95 Congestion Management), 103553 (Section GR6 Construction), 103554 (Section GR7 construction), 103555 (Section GR8 construction), 102309 (I95 Corridor Drainage). Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP.

Lead Agency:	PennDOT
Project Type:	Intersection/Interchange Improvements
County:	Philadelphia
Town:	Philadelphia City
Tip Status:	-
Air Quality Code:	2040M
MRP ID:	PAR011
CMP:	Major SOV Capacity
Total Cost:	$296,939,234

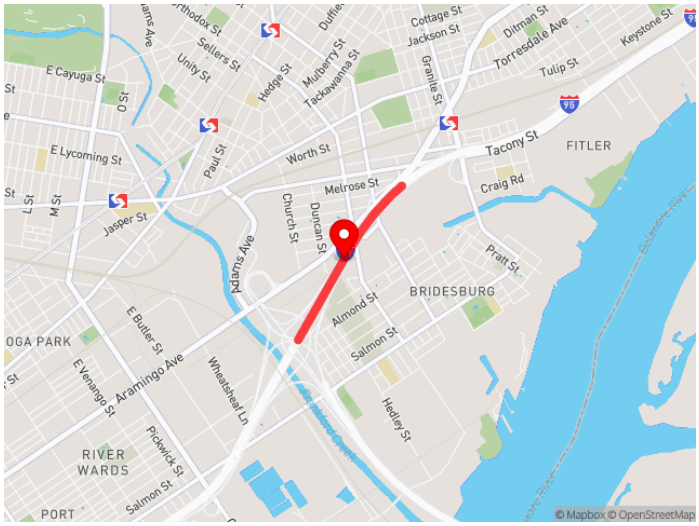


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ROW	581-IM	$0	$0	$671,958	$0	$0	$0	$671,958
Total ROW		$0	$0	$671,958	$0	$0	$0	$671,958
UTL	581-IM	$0	$652,387	$0	$0	$0	$0	$652,387
Total UTL		$0	$652,387	$0	$0	$0	$0	$652,387
CON	NFP-IM	$0	$0	$0	$0	$0	$60,360,000	$60,360,000
CON	NHPP-IM	$0	$0	$0	$0	$0	$235,254,889	$235,254,889
Total CON		$0	$0	$0	$0	$0	$295,614,889	$295,614,889
Total Future Costs		$0	$0	$0	$0	$0	$295,614,889	$295,614,889
Total Programmed		$0	$652,387	$671,958	$0	$0	$295,614,889	$296,939,234

103561 - I-95 B R Drain/Outfall BR6 to I-95: Betsy Ross Interchange Drainage

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of Section BRI (MPMS #47812). The BR6 section is a part of the I-95 Reconstruction, SR 0095 Section BRI, also known as the Betsy Ross Interchange section. This phase of SR 95 Section BRI is for drainage and stormwater management improvements to comply with Philadelphia Water Department requirements. This section includes additional stormwater outfalls to Frankford Creek as may become necessary. For an overall description of the SR 95 Section BRI section, see MPMS #47812. An investment of more than $2.7 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. Current construction efforts in Philadelphia, are addressing critical repairs on aging bridges and interchanges, and improve traffic flow, along the approximately eight miles of I-95 between I-676/Vine Street and Cottman Avenue (Sector A), by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the context of the construction section. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, and some of which appear in the DVRPC Regional TIP. MPMS #'s include: 17821 (Section GIR design: GR0, GR1, GR2, GR3, GR4, GR5, GR6, GR7), 47394 (Section CPR design: CP1, CP2), 47811 (Section BSR design: BS1, BS2, BS3), 47812 (Section BRI design:BR0, BR2, BR3), 47813 (Section AFC design: AF1, AF2), 79683 (Section CP1 construction), 79685 (Section CP2 construction), 79686 (Section GR1 construction), 79826 (Section GR3 construction), 79827 (Section GR4 construction), 79828 (Section GR5 construction), 79903 (Section BR0 construction), 79904 (Section BR2 construction), 79905 (Section BR3 construction), 79908 (Section BS1 construction), 79910 (Section BS2 construction), 79911 (Section AF1 construction), 79912 (Section AF2 construction), 80094 (Section GR0 construction), 83640 (Section GR2 construction), 87784 (Section BS3 construction), 98207 (I95 Congestion Management), 103553 (Section GR6 Construction), 103554 (Section GR7 construction), 103555 (Section GR8 construction), 102309 (I95 Corridor Drainage). Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP. This project is integral to the Delaware Valley Freight Corridor Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. A final alternative for bridge rehabilitation or replacement is determined upon federal national Environmental Policy Act (NEPA) or state Categorical Exclusion clearance. Related sections of I-95 Reconstruction: MPMS #'s 17821, 80094, 79685, 83640, 79826, 79828, 102304, 102305.

Lead Agency:	PennDOT
Project Type:	Intersection/Interchange Improvements
County:	Philadelphia
Town:	Philadelphia City
Tip Status:	-
Air Quality Code:	S2
MRP ID:	PAR011
CMP:	Not SOV Capacity Adding
Total Cost:	$10,078,550

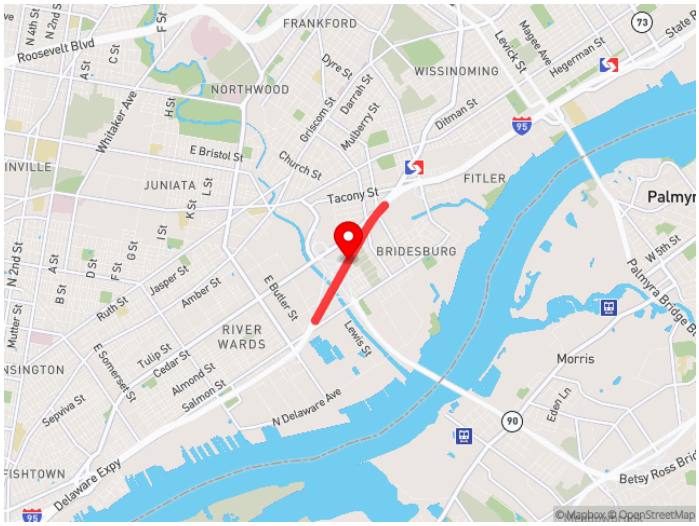


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	185-IM	$0	$0	$10,078,550	$0	$0	$0	$10,078,550
Total CON		$0	$0	$10,078,550	$0	$0	$0	$10,078,550
Total Programmed		$0	$0	$10,078,550	$0	$0	$0	$10,078,550

79905 - I-95: Betsy Ross Mainline Northbound (BR3)

Project includes the mainline construction (NB) from Wheatsheaf Lane to SR 0095 north of Margaret/Lefevre Sts. This contract will remove the collector/distributor ramps which connect the local street systems to I-95 and the Betsy Ross Bridge. This includes the demolition and/or replacement of numerous structures including I-95 over Frankford Creek and replacement of the I-95 bridges over Orthodox, Pearce and /Lefevre Street. As a result of the collector/distributor ramp removal, a new ramp will be constructed to connect the Betsy Ross Bridge to I-95 NB (Ramp GH). Ramp G and Ramp H structures will also be replaced. A significant portion of the mainline that currently is supported on structure will be removed and replaced with a geotechnically supported pavement using compensating fill and/or column supported embankment. This will eliminate approximately 353,000 SF of SD bridge deck. PWD facility upgrades are anticipated to carry a portion of the mainline drainage to Frankford Creek. For an overall description of the SR 95 Section BRI section see MPMS #47812. An investment of more than $2.7 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. Current construction efforts in Philadelphia, are addressing critical repairs on aging bridges and interchanges, and improve traffic flow, along the approximately eight miles of I-95 between I-676/Vine Street and Cottman Avenue (Sector A), by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the context of the construction section. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, and some of which appear in the DVRPC Regional TIP. MPMS #'s include: 17821 (Section GIR design: GR0, GR1, GR2, GR3, GR4, GR5, GR6, GR7), 47394 (Section CPR design: CP1, CP2), 47811 (Section BSR design: BS1, BS2, BS3), 47812 (Section BRI design:BR0, BR2, BR3), 47813 (Section AFC design: AF1, AF2), 79683 (Section CP1 construction), 79685 (Section CP2 construction), 79686 (Section GR1 construction), 79826 (Section GR3 construction), 79827 (Section GR4 construction), 79828 (Section GR5 construction), 79903 (Section BR0 construction), 79904 (Section BR2 construction), 79905 (Section BR3 construction), 79908 (Section BS1 construction), 79910 (Section BS2 construction), 79911 (Section AF1 construction), 79912 (Section AF2 construction), 80094 (Section GR0 construction), 83640 (Section GR2 construction), 87784 (Section BS3 construction), 98207 (I95 Congestion Management), 103553 (Section GR6 Construction), 103554 (Section GR7 construction), 103555 (Section GR8 construction), 102309 (I95 Corridor Drainage). Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP. This project is integral to the Delaware Valley Freight Corridor Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. A final alternative for bridge rehabilitation or replacement is determined upon federal national Environmental Policy Act (NEPA) or state Categorical Exclusion clearance. Related sections of I-95 Reconstruction: MPMS #'s 17821, 80094, 79685, 83640, 79826, 79828, 102304, 102305.

Lead Agency:	PennDOT
Project Type:	Intersection/Interchange Improvements
County:	Philadelphia
Town:	Philadelphia City
Tip Status:	-
Air Quality Code:	2040M
MRP ID:	PAR011
CMP:	Major SOV Capacity
Total Cost:	$255,813,375



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
ROW	581-IM	$0	$7,500,000	$6,000,000	$0	$0	$0	$13,500,000
Total ROW		$0	$7,500,000	$6,000,000	$0	$0	$0	$13,500,000
CON	NHPP-IM	$0	$40,000,000	$60,000,000	$22,313,375	$40,000,000	$80,000,000	$242,313,375
Total CON		$0	$40,000,000	$60,000,000	$22,313,375	$40,000,000	$80,000,000	$242,313,375
Total Future Costs		$0	$0	$0	$0	$0	$80,000,000	$80,000,000
Total Programmed		$0	$47,500,000	$66,000,000	$22,313,375	$40,000,000	$80,000,000	$255,813,375

117934 - I-95 Traffic Forecasts

I-95 Traffic Forecasts This project coordinates with the another UPWP project, MPMS #115985. Goals To support the implementation of all I-95 and I-295 Projects by providing traffic data, modeling and forecasting services throughout the I-95/I-295 corridor, and along other facilities as needed. Description PennDOT is currently undertaking a long-term, multi-phase initiative to reconstruct and improve Interstates 95 and 295 in Pennsylvania. Projects are underway that will reconstruct approximately eight miles of I-95 north of Center City Philadelphia, known as Sector A. These projects include the Cottman/Princeton Interchange area, the Bridge Street Interchange area, the Betsy Ross Bridge/Aramingo Avenue Interchange area, the Allegheny Avenue Interchange area, and the Girard Avenue Interchange area. Planning and design work is proceeding for Sector B between the Girard Point Bridge and Spring Garden Street to improve the Broad Street, Walt Whitman Bridge, and Penn's Landing area interchanges. Additional planning activities are occurring in both Sector C (Delaware State line to Girard Point Bridge) and Sector D (Academy Road to NJ State line). Over the last several years, DVRPC prepared traffic data and forecasts throughout the I-95/I-295 corridor to analyze the traffic volume impacts of alternative interchange configurations, support the screening of construction staging and closure alternatives, mitigate congestion along detour routes, address community concerns, and support point-of-access studies.

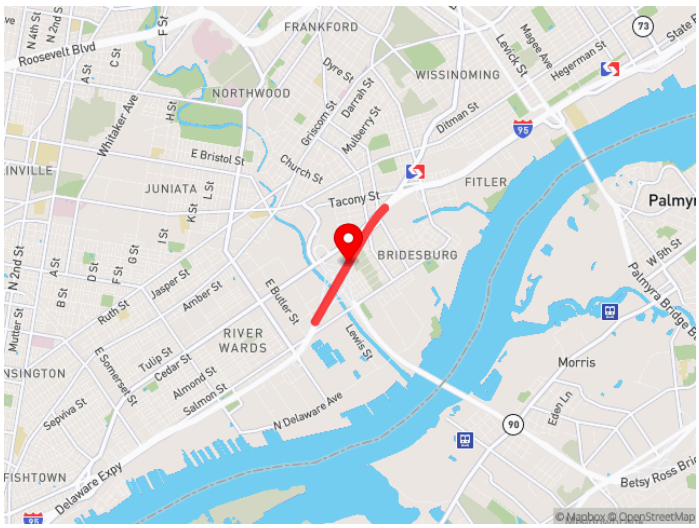
Lead Agency:	PennDOT
Project Type:	Other
County:	Philadelphia
Town:	Philadelphia City
Tip Status:	-
Air Quality Code:	X1
MRP ID:	-
CMP:	Not SOV Capacity Adding
Total Cost:	$155,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
PRA	NHPP-IM	$0	$155,000	$0	$0	$0	$0	$155,000
Total PRA		$0	$155,000	$0	$0	$0	$0	$155,000
Total Programmed		$0	$155,000	$0	$0	$0	$0	$155,000

103559 - I-95: Betsy Ross Mainline Southbound (BR4)

This project is a component of the Statewide Interstate Management Program (IMP) and is a construction breakout of Section BRI (MPMS #47812). Project includes the southbound mainline construction from Wheatsheaf Lane to north of Margaret/Lefevre St. This contract will also remove the southbound collector/distributor and ramp which connects Aramingo Avenue, Harbison Avenue, Tacony Street and Bridge Street to I-95 southbound and the Betsy Ross Bridge. This traffic will be redirected to the ramps completed in the I-95 BR0 (MPMS #79903) project. This includes the demolition and/or replacement of numerous structures including I-95 southbound over Frankford Creek and replacement of the southbound I-95 bridges over Orthodox, Pearce and Margaret/Lefevre Street. A significant portion of the southbound mainline that currently is supported on structure will be removed and replaced with a geotechnically supported pavement using compensating fill and/or column supported embankment. This will eliminate approximately 176,500 SF of SD bridge deck. The existing Conrail rail siding that services the AdvanSix plant will be relocated. Local street landscaping and lighting will be incorporated in consultation with the Bridesburg community. PWD facility upgrades are anticipated to carry a portion of the mainline drainage to Frankford Creek. See MPMS #47812 for an overall description of the SR 95 Section BRI section. An investment of more than $2.7 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. Current construction efforts in Philadelphia, are addressing critical repairs on aging bridges and interchanges, and improve traffic flow, along the approximately eight miles of I-95 between I-676/Vine Street and Cottman Avenue (Sector A), by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the context of the construction section. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, and some of which appear in the DVRPC Regional TIP. MPMS #'s include: 17821 (Section GIR design: GR0, GR1, GR2, GR3, GR4, GR5, GR6, GR7), 47394 (Section CPR design: CP1, CP2), 47811 (Section BSR design: BS1, BS2, BS3), 47812 (Section BRI design:BR0, BR2, BR3), 47813 (Section AFC design: AF1, AF2), 79683 (Section CP1 construction), 79685 (Section CP2 construction), 79686 (Section GR1 construction), 79826 (Section GR3 construction), 79827 (Section GR4 construction), 79828 (Section GR5 construction), 79903 (Section BR0 construction), 79904 (Section BR2 construction), 79905 (Section BR3 construction), 79908 (Section BS1 construction), 79910 (Section BS2 construction), 79911 (Section AF1 construction), 79912 (Section AF2 construction), 80094 (Section GR0 construction), 83640 (Section GR2 construction), 87784 (Section BS3 construction), 98207 (I95 Congestion Management), 103553 (Section GR6 Construction), 103554 (Section GR7 construction), 103555 (Section GR8 construction), 102309 (I95 Corridor Drainage). Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP. This project is integral to the Delaware Valley Freight Corridor Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. A final alternative for bridge rehabilitation or replacement is determined upon federal national Environmental Policy Act (NEPA) or state Categorical Exclusion clearance. Related sections of I-95 Reconstruction: MPMS #'s 17821, 80094, 79685, 83640, 79826, 79828, 102304, 102305.

Lead Agency:	PennDOT
Project Type:	Intersection/Interchange Improvements
County:	Philadelphia
Town:	Philadelphia City
Tip Status:	-
Air Quality Code:	2040M
MRP ID:	PAR011
CMP:	Major SOV Capacity
Total Cost:	$266,285,900

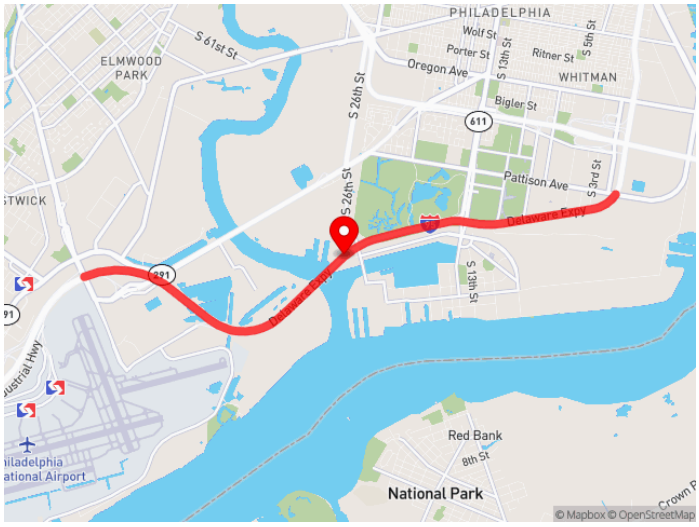


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	NFP-IM	$0	$0	$0	$60,360,000	$0	$60,360,000	$120,720,000
CON	NHPP-IM	$0	$0	$0	$0	$14,845,240	$130,720,660	$145,565,900
Total CON		$0	$0	$0	$60,360,000	$14,845,240	$191,080,660	$266,285,900
Total Future Costs		$0	$0	$0	$0	$0	$191,080,660	$191,080,660
Total Programmed		$0	$0	$0	$60,360,000	$14,845,240	$191,080,660	$266,285,900

115805 - I-95 Brdg Rehab: Island Ave-Phila Navy Yard

The purpose of this project is to perform comprehensive bridge rehabilitation activities on twenty bridges carrying Interstate 95 between Island Avenue and the Philadelphia Navy Yard in Philadelphia, PA. This is roughly a 5 mile stretch which includes the Girard Point Bridge (Interstate 95 over the Schuylkill River) and the approach structures to the bridge including mainline Interstate 95 bridges and on and off ramps. The rehabilitation will increase the remaining service life of the structures and will provide an overall NBIS bridge condition rating of "good". The bridge rehabilitation will include the following: latex modified concrete deck overlays, painting of structural steel, steel repairs, jacking and bearing repairs and replacements, substructure repairs (including the installation of a fender system on Pier 8 of the Girard Point Bridge, presently there is none provided) and joint replacement and repairs.

Lead Agency:	PennDOT
Project Type:	Bridge Repair/Replacement
County:	Philadelphia
Town:	Philadelphia City
Tip Status:	-
Air Quality Code:	S19
MRP ID:	PAR033
CMP:	Not SOV Capacity Adding
Total Cost:	$5,000,000

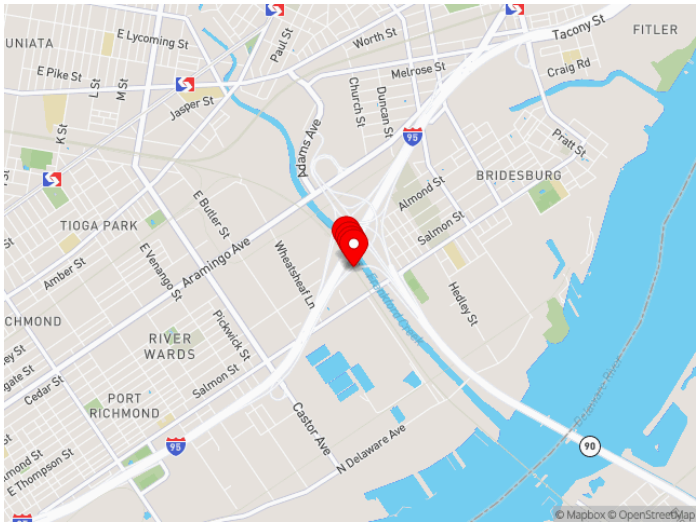


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
PE	185-IM	$0	$500,000	$0	$0	$0	$0	$500,000
PE	NHPP-IM	$0	$4,500,000	$0	$0	$0	$0	$4,500,000
Total PE		$0	$5,000,000	$0	$0	$0	$0	$5,000,000
Total Programmed		$0	$5,000,000	$0	$0	$0	$0	$5,000,000

103560 - I-95: Betsy Ross Section Conrail Bridges (BR5)

The BR5 section is a part of the I-95 Reconstruction, I-95 Section BRI, also known as the Betsy Ross Interchange. The Section BR5 project includes construction for the replacement, removal, or rehabilitation of the Conrail bridges over I-95, Thompson Street, and Ramps A & C, as well as associated track, signal and communication work required. The scope of work is currently being determined in consultation with Conrail. The project is located in the City of Philadelphia. An investment of more than $2.7 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. Current construction efforts in Philadelphia, are addressing critical repairs on aging bridges and interchanges, and improve traffic flow, along the approximately eight miles of I-95 between I-676/Vine Street and Cottman Avenue (Sector A), by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the context of the construction section. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, and some of which appear in the DVRPC Regional TIP. MPMS #'s include: 17821 (Section GIR design: GR0, GR1, GR2, GR3, GR4, GR5, GR6, GR7), 47394 (Section CPR design: CP1, CP2), 47811 (Section BSR design: BS1, BS2, BS3), 47812 (Section BRI design:BR0, BR2, BR3), 47813 (Section AFC design: AF1, AF2), 79683 (Section CP1 construction), 79685 (Section CP2 construction), 79686 (Section GR1 construction), 79826 (Section GR3 construction), 79827 (Section GR4 construction), 79828 (Section GR5 construction), 79903 (Section BR0 construction), 79904 (Section BR2 construction), 79905 (Section BR3 construction), 79908 (Section BS1 construction), 79910 (Section BS2 construction), 79911 (Section AF1 construction), 79912 (Section AF2 construction), 80094 (Section GR0 construction), 83640 (Section GR2 construction), 87784 (Section BS3 construction), 98207 (I95 Congestion Management), 103553 (Section GR6 Construction), 103554 (Section GR7 construction), 103555 (Section GR8 construction), 102309 (I95 Corridor Drainage). Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP. This project is integral to the Delaware Valley Freight Corridor Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. A final alternative for bridge rehabilitation or replacement is determined upon federal national Environmental Policy Act (NEPA) or state Categorical Exclusion clearance. Related sections of I-95 Reconstruction: MPMS #'s 17821, 80094, 79685, 83640, 79826, 79828, 102304, 102305.

Lead Agency:	PennDOT
Project Type:	Bridge Repair/Replacement
County:	Philadelphia
Town:	Philadelphia City
Tip Status:	-
Air Quality Code:	S19
MRP ID:	PAR011
CMP:	Not SOV Capacity Adding
Total Cost:	$47,271,370

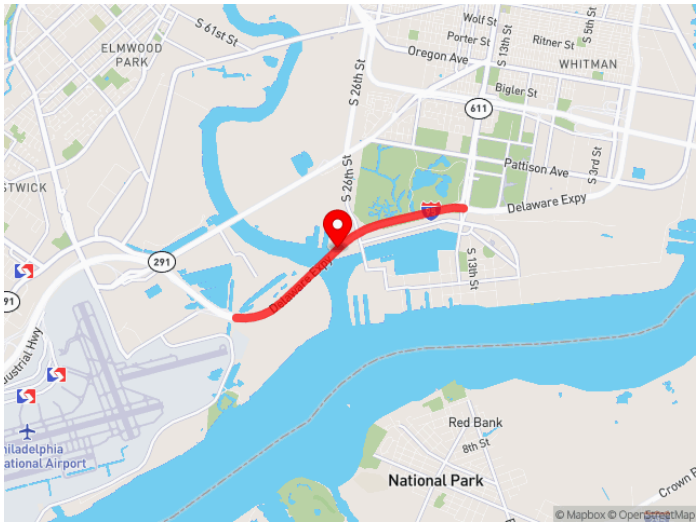


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	BRIP-IM	$0	$23,635,685	$23,635,685	$0	$0	$0	$47,271,370
Total CON		$0	$23,635,685	$23,635,685	$0	$0	$0	$47,271,370
Total Programmed		$0	$23,635,685	$23,635,685	$0	$0	$0	$47,271,370

81225 - Girard Point Bridge Rehab - Phase 1

Perform repairs to five (5) bridges carrying I-95 between Enterprise Avenue and Broad Street, including the main Girard Point Bridge. Proposed repairs on the four (4) approach bridges to the main Girard Point Bridge include: a Polyester Polymer concrete (PPC) overlay of the deck, replacement of the deck joints, replacement of bridge barriers, structural steel repairs, cleaning and painting of the superstructure, replacement of steel rocker and fixed bearings with laminated elastomeric bearing pads, construction of concrete pedestals, concrete repairs to substructure, replacement of drainage, and replacement of lighting. Proposed work on the main Girard Point Bridge is primarily to address priority repairs identified in recent inspections. The scope of work includes: concrete deck and deck joint repairs, structural steel repairs, bearing repairs, concrete repairs to substructure, and cleaning of drainage system. A pier protection system will also be installed to protect the bridge pier (Pier 8) in the river from impact by errant river traffic.

Lead Agency:	PennDOT
Project Type:	Bridge Repair/Replacement
County:	Philadelphia
Town:	Philadelphia City
Tip Status:	-
Air Quality Code:	S19
MRP ID:	PAR033
CMP:	Not SOV Capacity Adding
Total Cost:	$326,661,723

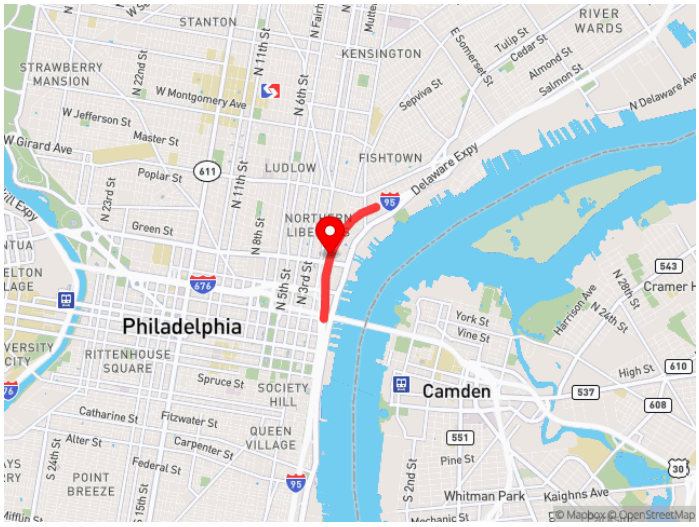


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	185-IM	$0	$4,201,314	$5,201,314	$3,400,000	$5,000,000	$14,713,945	$32,516,573
CON	BRIP-IM	$0	$0	$0	$0	$0	$15,842,000	$15,842,000
CON	NHPP-IM	$0	$37,811,827	$47,811,827	$31,969,827	$42,811,827	$117,897,842	$278,303,150
Total CON		$0	$42,013,141	$53,013,141	$35,369,827	$47,811,827	$148,453,787	$326,661,723
Total Future Costs		$0	$0	$0	$0	$0	$148,453,787	$148,453,787
Total Programmed		$0	$42,013,141	$53,013,141	$35,369,827	$47,811,827	$148,453,787	$326,661,723

79828 - I-95 Northbound: Race - Shackamaxon (GR5)

Reconstruction and widening of NB I-95 between Race Street and Shackamaxon Street and the reconstruction of the Northern Vine Street Interchange ramp connections with I-95, in the City of Philadelphia, Philadelphia County. This project includes rehabilitation, deck replacement, demolition, and replacement of eight bridges. An investment of more than $2.7 billion will provide for the repair, reconstruction and restoration of I-95, a major facility built in the 1960's which runs through Bucks, Philadelphia, and Delaware Counties in the DVRPC region. Current construction efforts in Philadelphia, are addressing critical repairs on aging bridges and interchanges, and improve traffic flow, along the approximately eight miles of I-95 between I-676/Vine Street and Cottman Avenue (Sector A), by adding new ramps and creating a more consistent four-lane highway in both directions by eliminating lane-drops and providing continuous lanes connecting the on-off ramps. Appropriate pedestrian, bicycle, and transit facilities may also be expanded depending on the context of the construction section. The reconstruction of I-95 has been broken out to over 20 separate MPMS #'s, some of which appear in the Interstate Management Program, which is strictly for reconstruction components, and some of which appear in the DVRPC Regional TIP. MPMS #'s include: 17821 (Section GIR design: GR0, GR1, GR2, GR3, GR4, GR5, GR6, GR7), 47394 (Section CPR design: CP1, CP2), 47811 (Section BSR design: BS1, BS2, BS3), 47812 (Section BRI design:BR0, BR2, BR3), 47813 (Section AFC design: AF1, AF2), 79683 (Section CP1 construction), 79685 (Section CP2 construction), 79686 (Section GR1 construction), 79826 (Section GR3 construction), 79827 (Section GR4 construction), 79828 (Section GR5 construction), 79903 (Section BR0 construction), 79904 (Section BR2 construction), 79905 (Section BR3 construction), 79908 (Section BS1 construction), 79910 (Section BS2 construction), 79911 (Section AF1 construction), 79912 (Section AF2 construction), 80094 (Section GR0 construction), 83640 (Section GR2 construction), 87784 (Section BS3 construction), 98207 (I95 Congestion Management), 103553 (Section GR6 Construction), 103554 (Section GR7 construction), 103555 (Section GR8 construction), 102309 (I95 Corridor Drainage). Please refer to the DVRPC I-95 Reconstruction Project in Philadelphia Roadmap in the TIP for additional information about the various sections and corresponding MPMS#'s as well as notations on future and previous projects which may not currently be active and do not appear in the IMP or TIP. This project is integral to the Delaware Valley Freight Corridor Initiative. Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians and drivers on the existing road network (operations). See DVRPC's 2007 and 2010 annual memoranda on supplemental CMP strategies for details related to this project. A final alternative for bridge rehabilitation or replacement is determined upon federal national Environmental Policy Act (NEPA) or state Categorical Exclusion clearance. Related sections of I-95 Reconstruction: MPMS #'s 17821, 80094, 79685, 83640, 79826, 79828, 102304, 102305.

Lead Agency:	PennDOT
Project Type:	Intersection/Interchange Improvements
County:	Philadelphia
Town:	Philadelphia City
Tip Status:	-
Air Quality Code:	2040M
MRP ID:	PAR011
CMP:	Major SOV Capacity
Total Cost:	$260,000,000



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	NHPP-IM	$0	$0	$0	$0	$40,000,000	$220,000,000	$260,000,000
Total CON		$0	$0	$0	$0	$40,000,000	$220,000,000	$260,000,000
Total Future Costs		$0	$0	$0	$0	$0	$220,000,000	$220,000,000
Total Programmed		$0	$0	$0	$0	$40,000,000	$220,000,000	$260,000,000

82183 - 7th Street On-Ramp to I-76W

Addition of a short diamond style ramp from 7th Street to WB I-76. Proposed ramp would follow along the outside of the existing WB exit loop ramp to 7th Street and end prior to the mainline bridge over 10th Street with a tapered entrance to I-76 to improve traffic flow and safety.

Lead Agency:	PennDOT
Project Type:	Intersection/Interchange Improvements
County:	Philadelphia
Town:	Philadelphia City
Tip Status:	-
Air Quality Code:	2030M
MRP ID:	-
CMP:	Major SOV Capacity
Total Cost:	$15,000,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
CON	e581/TIIF (Transportation Infrastructure Investment Fund)	$0	$5,000,000	$0	$0	$0	$0	$5,000,000
CON	OTH	$0	$10,000,000	$0	$0	$0	$0	$10,000,000
Total CON		$0	$15,000,000	$0	$0	$0	$0	$15,000,000
Total Programmed		$0	$15,000,000	$0	$0	$0	$0	$15,000,000

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Abstract The Transportation Improvement Program (TIP) document contains a listing of all transit, highway, bridge, bicycle, pedestrian, and multimodal projects in DVRPC's Pennsylvania counties that will seek federal funding in federal fiscal years 2027 to 2030. The appendices section is shown in publication 27003B..



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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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