

Highlights of the DVRPC
FY2025 Transportation
Improvement Program (TIP)
for Pennsylvania

FY2025
[FY2025-FY2028]



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 Fiscal Year (FY) 2025 Transportation Improvement Program (TIP) for Pennsylvania (FY25–FY28). DVRPC and its Pennsylvania member governments have worked diligently to prepare a program of projects that responds to the needs of the region and complies with federal and state policies. The TIP is the regionally agreed-upon list of priority transportation projects and shows at least four federal FYs of programming as required by federal law. This document, referred to as the FY2025 TIP for Pennsylvania, includes the cost, phase, and schedule information for transportation projects in each of the federal FYs from 2025 to 2028 for Bucks, Chester, Delaware, Montgomery, and Philadelphia counties.

The DVRPC FY2025 TIP for Pennsylvania contains 351 projects (including the Interstate Management Program [IMP]), totaling over \$8.1 billion for the phases to be advanced during the next four years, an average of close to \$2.03 billion per year. Programmed funds include \$2.6 billion for multimodal projects primarily addressing the non-Interstate Highway System and over \$1.2 billion for projects addressing the IMP, resulting in an overall four-year total for the Highway Program (FHWA-funded) of more than \$3.9 billion. Additionally, there is a Transit Program (FTA-funded) for the Southeastern Pennsylvania Transportation Authority (SEPTA), Pottstown Area Rapid Transit (PART), and the Pennsylvania Department of Transportation's Bureau of Public Transit (PennDOT BPT) that totals over \$4.2 billion. Chapter 2 presents financial summaries of these programs.

It is important to note that there are different federal funding sources and eligibility requirements for projects overseen by FHWA and FTA. FTA-funded projects focus on improvements to local public transit systems, including buses, subways, light rail, commuter rail, trolleys, and ferries. While FHWA-funded projects include highway and other road improvements, they also include bicycle and pedestrian projects, bridge repairs and replacements, projects to enhance access to public transportation or freight movements, and more. To emphasize the multimodal nature of these projects, this document will refer to highway projects 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.

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 highway, roadway improvement, and transit 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 in order to add new projects, delete projects, advance projects into the first year, and accommodate cost and phase-of-work changes or major scope changes to a project. The criteria and procedures for changing the TIP are outlined in a Memorandum of Understanding (MOU) included as Appendix C in the main TIP document (Publication #25002A).

The TIP is financially constrained. The list of projects in the TIP must be financially constrained to the amount of funds that are expected to be available. In order to add projects to the TIP, others must be deferred, or additional funding to the region must be identified. As a result, the TIP is not a wish list; competition between projects for funding on the TIP clearly exists. The Financial Guidance used to develop each of the programs is included as Appendix B in the main TIP document (Publication #25002A).

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

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

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

What is the Timeline to Develop the TIP?

The TIP development (or update) begins approximately 10 months prior to adoption, and involves intensive staff work and negotiations by the DVRPC PA TIP Subcommittee. The subcommittee consists of representatives from PennDOT, SEPTA, PART, Delaware River Port Authority (DRPA)/Port Authority Transit Corporation (PATCO), DVRPC staff, FHWA, and representatives of DVRPC city and county member governments. For the DVRPC FY2025 TIP, the process commenced during the late summer of 2023 with a review of current conditions of the transportation network, including an equity analysis of asset conditions (see Chapter 3 of the main TIP document [Publication #25002]). The review of costs and schedules of FY2025 TIP projects commenced in the fall of 2023, as well as a review of new project candidates to be considered for addition to the TIP, should there be financial capacity. Based on reasonable, anticipated revenue projections for the next 12 years (FY25–FY36), Plan-TIP Project Evaluation Criteria results for potential new projects, performance-based planning and programming metrics, Environmental Justice (EJ) and Equity analyses of all candidate projects for the TIP, and feedback from the PA TIP Subcommittee, the TIP development process resulted in a constrained, preliminary draft program (“preliminary Draft TIP”) by April 2024. At the beginning of April 2024, the Subcommittee arrived at a final list of projects for the Draft TIP (“final Draft TIP”) that could be evaluated for impacts on air quality conformity (see page 91 of the main TIP document [Publication #25002] 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) in July 2024. After the DVRPC Board adoption, DVRPC staff submitted the document to PennDOT for approval and inclusion in the Statewide Transportation Improvement Program (STIP), which was then submitted to federal partners (e.g., FHWA, FTA) for review and approval. The federal partners formally approved the PennDOT FY2025 STIP, the new DVRPC TIP and the PennDOT STIP became effective on October 1, 2024, replacing the DVRPC FY2023 TIP and PennDOT FY2023 STIP.

CHAPTER 2:

Program Summaries

The DVRPC FY2025 TIP for Pennsylvania contains 351 projects (including the IMP), totaling over \$8.1 billion for the phases to be advanced during the next four years, an average of \$2.03 billion per year. Programmed funds include \$2.6 billion for projects primarily addressing the non-Interstate FHWA-funded System, and over \$1.2 billion for projects addressing the IMP, resulting in an overall four-year total for the FHWA-funded Program of over \$3.9 billion. Additionally, there is an FTA-funded Program for SEPTA, PART, and PennDOT's BPT that totals \$4.2 billion. Table 1 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 2 and Table 3 provide a breakdown of various state and federal funding sources and their distributions, including local matches, while Table 4 shows the grand total of the FHWA-funded and FTA-funded program.

Table 1: Cost Summary by County and Transit Operator in Pennsylvania (\$000)

	FY2025	FY2026	FY2027	FY2028	Four-Year Total (FY25–FY28)
Highway Program (See page 1 for more details about the Highway and Transit Programs)					
Bucks County	100,130	117,534	85,544	106,120	409,328
Chester County	141,787	91,224	92,153	127,175	452,339
Delaware County	64,180	90,594	74,354	62,368	291,496
Montgomery County	131,688	72,779	63,787	50,742	318,996
Philadelphia County	237,343	207,253	163,146	151,920	759,662
Various Counties	112,875	109,387	93,740	104,322	420,324
Regional Highway Program Subtotal Cost	788,003	688,771	572,724	602,647	2,652,145
Interstate—Delaware County	7,423	500	24,000	59,000	90,923
Interstate—Montgomery County	35,500	27,500	36,000	60,000	159,000
Interstate—Philadelphia County	232,679	250,672	264,542	272,650	1,020,543
Interstate Program Subtotal Cost	275,602	278,672	324,542	391,650	1,270,466
Regional Highway and Interstate Program Subtotal Cost	1,063,605	967,443	897,266	994,297	3,922,611
Transit Program (See page 1 for more details about the Highway and Transit Programs)					
PennDOT BPT	10,000	0	0	0	10,000
PART	3,603	3,496	3,172	3,404	13,675
SEPTA	1,114,454	1,133,634	970,998	993,094	4,212,180
Transit Program Subtotal Cost	1,128,057	1,137,130	974,170	996,498	4,235,855
Grand Total Cost of TIP	2,191,662	2,104,573	1,871,436	1,990,795	8,158,466

Source: DVRPC, 2024

Table 2: Cost by TIP and Interstate Funding Category (\$000)

Fund Type	FY2025	FY2026	FY2027	FY2028	Four-Year Total (FY25– FY28)	2nd Four Years LFY 2029–2032	3rd Four Years LFY 2033–2036	Total LFYs 2029–2036
Highway Program								
Bridge State	43,261	43,517	42,820	42,884	172,482	170,237	170,222	340,459
Bridge State IMP	21,281	14,000	500	0	35,781	0	0	0
Highway State	53,799	59,086	66,545	73,825	253,255	295,292	295,278	590,570
Hwy State IMP	18,453	10,540	7,540	5,440	41,973	14,240	0	14,240
Bridge Off	19,059	19,059	19,059	19,059	76,236	76,236	76,236	152,472
BRIP	44,294	44,294	44,294	44,294	177,176	177,176	177,176	354,352
BRIP-Interstate	32,733	42,903	12,000	32,190	119,826	4,185	10,000	14,185
CAQ	41,992	43,037	43,037	43,037	171,103	172,148	172,148	344,296
CRP	2,573	2,668	2,668	2,668	10,577	10,672	10,672	21,344
CRPU	10,790	11,006	11,006	11,006	43,808	44,024	44,024	88,048
FLEX	17,083	17,083	17,083	17,083	68,332	68,332	68,332	136,664
HSIP	22,967	23,862	23,862	23,862	94,553	95,448	95,448	190,896
LOC	94,402	21,975	16,692	15,137	148,206	27,453	6,302	33,755
MEGA	0	26,000	26,000	26,000	78,000	0	0	0
NFP-Interstate	0	0	60,360	60,360	120,720	120,720	0	120,720
NHPP	107,329	103,378	89,755	81,100	381,562	324,400	324,400	648,800
NHPP IMP	203,135	211,229	244,142	293,660	952,166	1,084,176	238,900	1,323,076
Other	500	0	0	0	500	0	0	0
Private	25,000	0	0	0	25,000	0	0	0
RAISE	0	50,000	0	0	50,000	0	0	0
RRX	1,037	600	0	0	1,637	1,489	325	1,814
sCRP	3,305	0	0	0	3,305	0	0	0
sHSIP	17,016	8,453	1,202	0	26,671	0	0	0
sHVRU	5,000	3,000	7,000	0	15,000	0	0	0
SPK-NHPP	36,000	20,000	10,000	30,000	96,000	90,000	0	90,000
SPK-STP	26,008	4,223	0	0	30,231	0	0	0
STP	28,888	29,735	29,725	29,716	118,064	118,864	118,864	237,728
STU	88,109	92,514	92,514	92,514	365,651	373,484	374,056	747,540
SXF	7,731	3,519	0	0	11,250	0	0	0
TAP	1,000	0	0	0	1,000	600	0	600
TAU	8,583	8,762	8,762	8,762	34,689	35,048	35,048	70,096
TPK	82,277	53,000	20,700	41,700	197,677	0	0	0
Highway Subtotal	1,063,605	967,443	897,266	994,297	3,922,611	3,304,224	2,217,431	5,521,655

Source: DVRPC, 2024

Note: The funds that are highlighted in green are state transportation funds; the funds highlighted in blue are FHWA funds; the funds highlighted in purple are local/Other funds. See Figure 2: “FY25-FY28 Cost Summary by Funding Source in Pennsylvania (\$000),” on page 8.

Table 3: Cost by Transit TIP Funding Category (\$000)

Fund Type	FY2025	FY2026	FY2027	FY2028	Four-Year Total (FY25–FY28)	2nd Four Years LFY 2029–2032	3rd Four Years LFY 2033–2038	Total LFYs 2029–2036
Transit Program								
1513	1,952	2,021	2,073	2,185	8,231	0	0	0
1514	404,496	412,373	421,394	442,420	1,680,683	1,906,448	2,145,724	4,052,172
1516	2,000	0	0	0	8,000	0	0	0
5307	147,131	150,667	154,765	159,492	612,055	682,626	768,302	1,450,928
5337	198,106	202,604	208,682	214,943	824,335	926,218	1,042,465	1,968,683
5337 (PennDOT)	8,000	0	0	0	8,000	0	0	0
5339	8,802	9,027	9,268	9,577	36,704	41,268	46,447	87,715
5339 (c)	50,000	47,720	0	0	97,720	0	0	0
ASAP	44,000	0	0	0	44,000	0	0	0
DISFUND	0	150,000	150,000	150,000	450,000	200,000	200,000	400,000
LOC	16,689	17,041	17,442	17,881	69,053	76,359	85,484	161,843
Other	100,000	0	0	0	100,000	870,000	710,000	1,580,000
PTAF 44	11,724	11,727	10,516	0	33,967	0	0	0
RVR	134,757	133,950	0	0	268,707	0	0	0
Transit Subtotal	1,128,057	1,137,130	974,170	996,498	4,235,855	4,702,919	4,998,422	9,701,341

Source: DVRPC, 2024

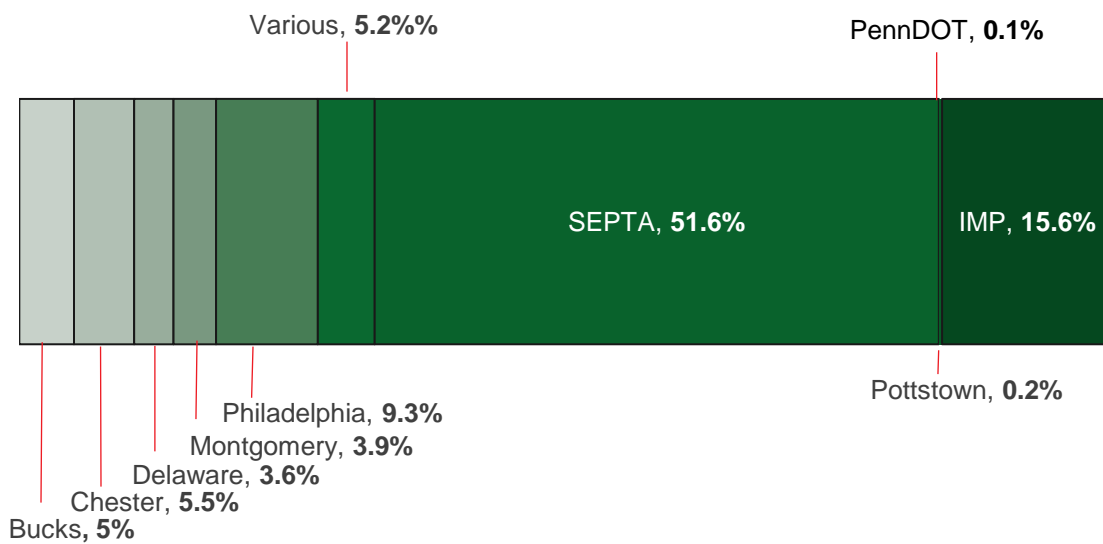
Note: The funds that are highlighted in green are state transportation funds; the funds highlighted in blue are FTA funds; the funds highlighted in purple are local/other funds. See Figure 2: “FY25-FY28 Cost Summary by Funding Source in Pennsylvania (\$000),” on page 8.

Table 4: Grand Total Highway and Transit Program

Program	FY2025	FY2026	FY2027	FY2028	4-Year Total (FY2025–2028)	2nd 4 Years LFY 2029–2032	3rd 4 Years LFY 2033–2036	Total LFYs 2029–2036
Grand Total: Highway and Transit Program								
Highway	1,063,605	967,443	897,266	994,297	3,922,611	3,304,224	2,217,431	5,521,655
Transit	1,128,057	1,137,130	974,170	996,498	4,435,855	4,702,919	4,998,422	9,701,341
DVRPC Total	2,191,662	2,104,573	1,871,436	1,990,777	8,158,466	8,007,143	7,215,853	15,222,996

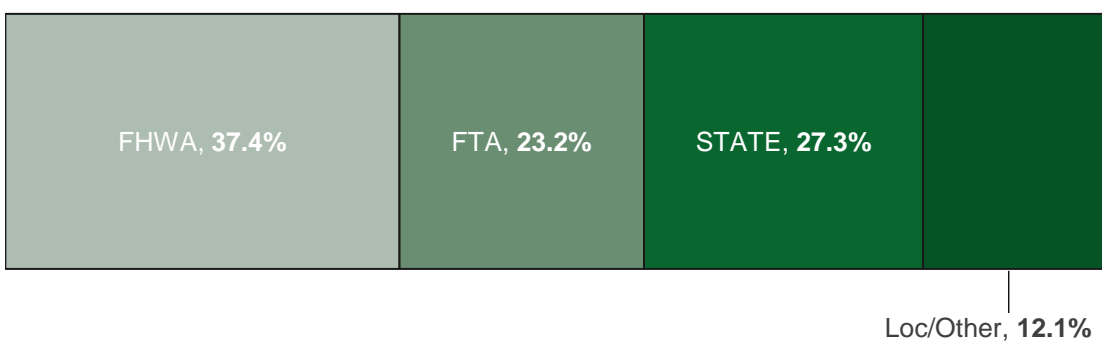
Source: DVRPC, 2024

Figure 1: FY25–FY28 Cost Summary by County and Transit Operator in Pennsylvania (\$000)



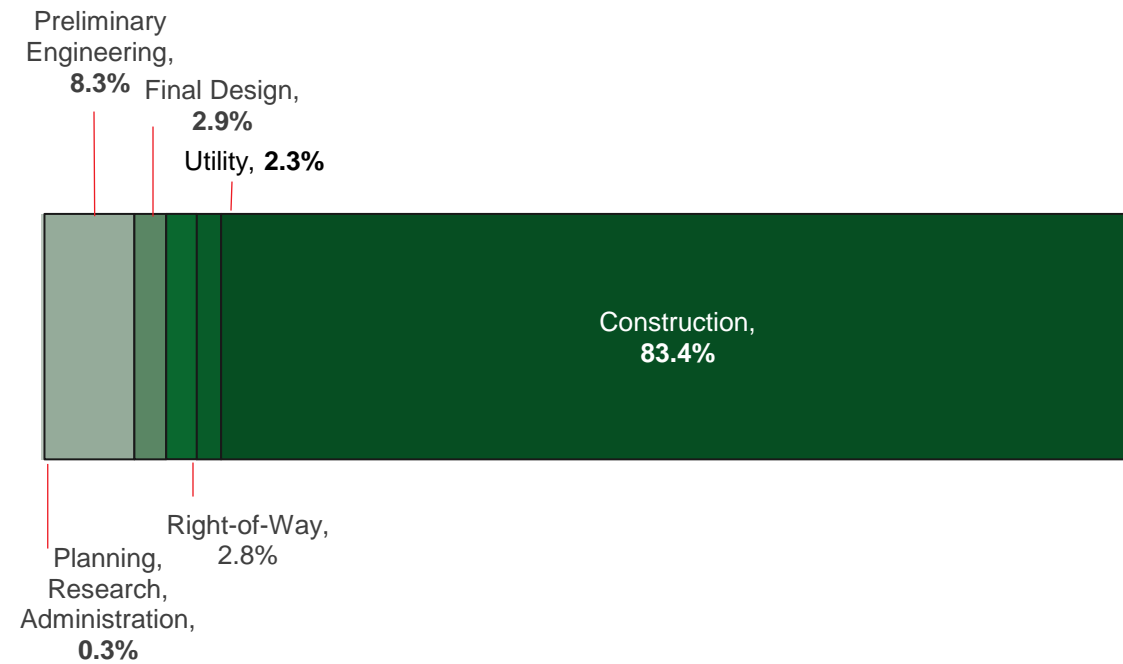
Source: DVRPC, 2024

Figure 2: FY25–FY28 Cost Summary by Funding Source in Pennsylvania (\$000)



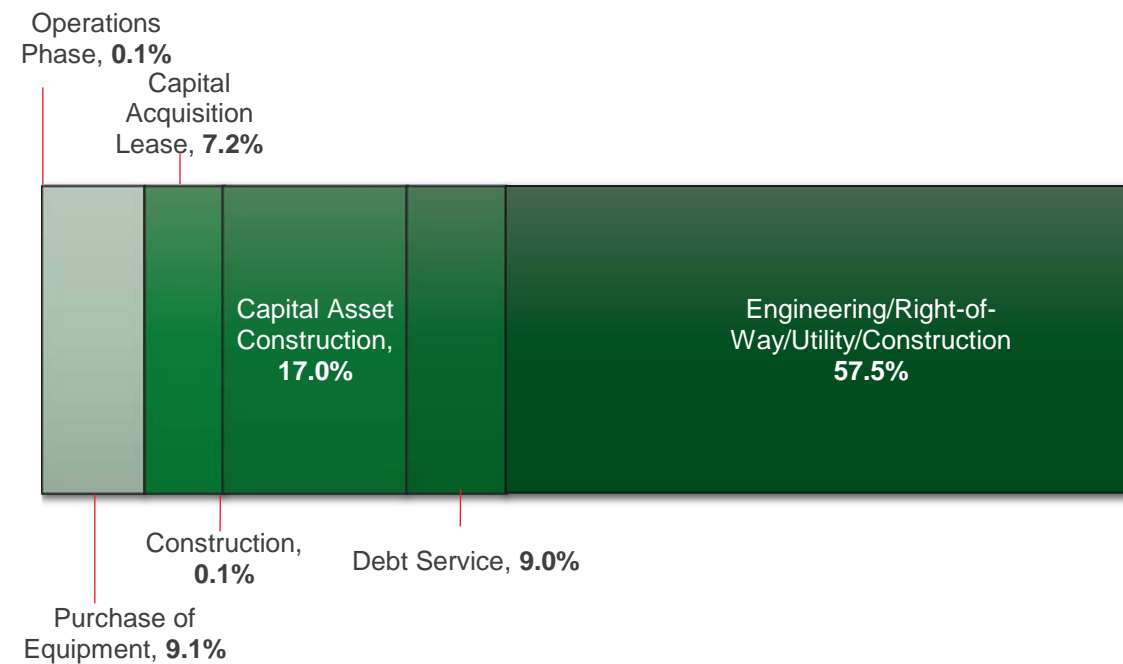
Source: DVRPC, 2024

Figure 3: Four-Year DVRPC Regional Highway Program Cost by Phase



Source: DVRPC, 2024

Figure 4: Four-Year DVRPC Regional Transit Program Cost by Phase



Source: DVRPC, 2024

Funding to the Region

The IIJA/BIL is the most recent federal transportation legislation and was signed into law on November 15, 2021. The \$1.2 trillion IIJA/BIL reauthorized the nation's surface transportation and drinking water and wastewater legislation, including an additional \$550 billion in funding for new programs in transportation, energy transmission, resilience, broadband, and others. Approximately half of this amount is allocated to the U.S. Department of Transportation over FY22–FY26. The bill focused on making investments that will address equity, sustainability, resilience, climate change, safety, and asset condition: priorities that align strongly with the goals of *Connections 2050*, the Long-Range Plan for the DVRPC region. The IIJA/BIL also expanded eligibility for, and changed some policy requirements in, legacy programs, and established several new formula-funded and discretionary programs.

Formula Funds

The IIJA/BIL included a five-year, \$351 billion authorization of highway and bridge programs nationally, with transit programs receiving \$91 billion nationally. It also included \$110 billion in new spending from the General Fund for highways and bridges, primarily for a special bridge investment program (BRIP), electric vehicle charging, and several discretionary programs. Another \$118 billion was transferred from the General Fund to ensure the solvency of the Highway Trust Fund. Several new Highway Trust Fund formula programs were created, including:

- A new program for bridges (BOF) where 15 percent of the funds are reserved for bridges not on the federal-aid system. Locally owned bridges that are not on the federal-aid system are eligible for a 100 percent federal share.
- A program for electric vehicle charging (NEVI), where the infrastructure must be open to the general public or used by commercial operators from more than one company. The funds for this program must be used along a designated alternative fuel corridor.
- The Carbon Reduction Program (CRP), which provides funds to projects that are designed to reduce carbon emissions from transportation, specifically on-road highway sources. Eligible projects include improvements to public transportation and pedestrian and bicycle access, efforts to reduce the environmental and community impacts of freight movement, and support for the deployment of alternative fuel vehicles.
- The Promoting Resilient Operations for Transformative, Efficient and Cost-saving Transportation (PROTECT) Formula Program helps fund projects that improve resilience of infrastructure, plan transportation improvements, and address emergency response strategies to overcome vulnerabilities such as sea level rise and storm surge. PROTECT funds can be used for coastal infrastructure, accessible evacuation routes and pathways to critical infrastructure such as hospitals, and to protect surface level transportation.

The National Highway Performance Program (NHPP), National Highway Freight Program (NHFP), and Congestion Management and Air Quality Program (CMAQ) were all continued with some new eligibility and increased funding levels. The legislation also expanded and amended several existing core federal funding programs. The Surface Transportation Block Grant Programs (STBG), known as STP and STU (Urban) in the FY2025 TIP, includes funding for the Transportation Alternatives Set-Aside (TASA) that has increased to 10 percent of the overall STBG authorization. The Highway Safety Improvement Program (HSIP) was amended to restore 10 percent flexibility for non-infrastructure activities and behavioral projects. The program was also amended to include additional eligible improvements that enhance pedestrian safety.

Discretionary Funds

The IIJA/BIL also continued several discretionary grant programs and created a number of new ones. The Infrastructure for Rebuilding America (INFRA) program for Nationally Significant Freight and Highway Projects was increased from \$900 million to \$1 billion per year. The Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program was increased to allocate \$7.5 billion over FY22 to FY26. Additionally, several new programs were created:

- The Bridge Investment Program had \$600 million allocated in FY2022, increasing to \$700 million in FY26.
- The Congestion Relief Program was allocated \$50 million per year.
- Charging and Fueling Infrastructure Grants started at \$300 million in FY2022 and will increase to \$700 million in FY2026.
- The Rural Surface Transportation Grant Program started at \$300 million in FY2022 and will increase to \$500 million in FY2026.
- PROTECT Grants started at \$250 million in FY2022 and will increase to \$300 million in FY2026.
- The Safe Streets and Roads for All (SS4A) discretionary program was allocated \$5 billion between FY22 and FY26.

IIJA/BIL Impact on Pennsylvania Funding

Over the life of the IIJA/BIL, Pennsylvania's share of highway and bridge funding is anticipated to be approximately \$13 billion, a total increase in highway and bridge funding of around \$4 billion over the five years of the legislation. This includes the new Bridge Investment Program formula funding, which provided approximately \$327 million per year and totals \$1.6 billion over the five-year period of the IIJA/BIL. It is noted that in order for Pennsylvania to fully realize the financial benefit of the \$4 billion in additional federal highway and bridge funding, the state needs to raise approximately \$1 billion in matching funds. On an average annual basis, this is about 40 percent more than the state's federal-aid highway formula funding under the FAST Act's continuing resolutions. However, state funds for bridges and highways are \$754 million higher over the first four years of the TIP and reflect additional revenues expected due to a reduction in Motor License Funds budgeted to the Pennsylvania State Police.

Based on formula funding alone, Pennsylvania would expect to receive about \$3.2 billion over five years under the IIJA/BIL to improve public transportation options across the state. In the first year (FY2022), this represented about a 41 percent increase over 2021 FAST Act formula transit funding levels.

Regional Impact of the IIJA

Funding for the DVRPC Regional FHWA-funded Program and FTA-funded Program in the FY2025 TIP is the highest it has been in recent memory. The increase is primarily due to the passage of the IIJA/BIL. A total of \$3.9 billion in highway and bridge funding is available to the region over the four years of the FY2025 TIP. In comparison to Financial Guidance for the FY2023 TIP, the FY2025 TIP has:

- A \$347 million (9 percent) increase in highway and bridge funding.
- A \$297 million (4 percent) increase in funding for bridge improvement projects.
- A more than \$136 million increase in funding for safety projects.

- A \$6 million (5.8 percent) increase for bicycle and pedestrian projects funded through the Transportation Alternatives-Urban Allocation (TAU) program.

According to PennDOT Financial Guidance, which establishes base funding levels for the (multimodal) Highway and Transit programs, the DVRPC-PA region receives over 25 percent (\$1.9 billion) of the \$7.67 billion in federal and state resources from the formula “Highway” funds distributed to MPOs and Rural Planning Organizations (RPOs) in Pennsylvania over the four-year TIP, and 61 percent (\$5.2 billion) of the \$8.54 billion in federal and state (Asset Improvement) resources for the Transit Program. Overall, 44 percent (\$7.1 billion) of the \$16.2 billion in (highway and transit) federal and state resources for non-Interstate funding over the four years (FY25–FY28) of the STIP is allocated to the DVRPC-PA region. For details, see PennDOT’s Financial Guidance in Appendix B of the main TIP document (Publication #25002), which reflects the region’s core funding programs. These guidance numbers vary from actual total programming levels for the DVRPC TIP, as seen in Table 2, due to a myriad of funds that are added to the TIP for earmarks, special funding programs, Pennsylvania Turnpike funding, discretionary awards, or awards from PennDOT statewide reserves.

Since the passage of the IIJA/BIL, the DVRPC-PA region has received a number of large federal competitive grant awards that will greatly contribute to advancing the vision and goals of *Connections 2050*. Some of these awards have been programmed on the FY2025 TIP for Pennsylvania, while others may be added as part of the List of Recommended Changes at the time of Board adoption, and still others will be added at a later time. DVRPC coordinates with PennDOT, FHWA, and FTA staff to gather all the necessary information before programming federal competitive grant awards on the TIP. The timing of this process varies, depending on the specific grant and project. Some federal grant awards are not required to be programmed on the TIP. However, these are important projects for the region, and represent additional funding beyond the core federal funds the region receives. Highlights of major competitive IIJA/BIL grant awards received by the DVRPC-PA region to date include:

- The Chinatown Stitch: Reconnecting Philadelphia’s Vine Street project was awarded \$158 million through the Reconnecting Communities and Neighborhoods Program Grant. The City of Philadelphia’s Office of Transportation and Infrastructure Systems (OTIS) and the Philadelphia Chinatown Development Corporation (PCDC) secured the grant by leading a study with PennDOT and DVRPC to gather residents’ input and refine the project scope. The Chinatown Stitch will create an inviting public green space with trees and plants with a safe street design that extends the Chinatown neighborhood feel, includes public buildings and businesses that serve community needs, and prioritizes the needs of the elderly, young, and those with disabilities.
- Another project that received funding from the Reconnecting Communities grant is the Redesign of Route 291, led by Delaware County. Awarded \$2.5 million, this project will address significant safety concerns with a multifaceted approach that includes the potential for a road diet, green infrastructure, and bicycle and pedestrian facilities. Additionally, this stretch of Route 291 has been identified as the preferred route for the East Coast Greenway, a multimodal trail spanning from Maine to Florida. The Reconnecting Communities grant will complement the PA 291 Complete Streets: Irving Street to Ridley Creek project (MPMS #82069) that was added to the FY2025 TIP as a new project candidate.

SEPTA has also recently received several competitive grants, ranging in size and scope. These projects include:

- \$317 million FTA Rail Replacement Grant to replace the Market-Frankford Rail Cars (funds programmed under MPMS #115472, SEPTA’s Projects of Significance program).

- \$80 million Low or No Emissions Grant to advance power resiliency and facility safety upgrades at six bus districts (funds programmed under MPMS #102569, SEPTA's Maintenance and Transportation Facilities Program).
- \$25 million RAISE Grant for the Rebirth for Southwest Philadelphia's Transportation Network: Trolley Modernization & Complete Streets project (AKA Blossom to Bartram).
- \$56 million All Stations Accessibility Program (ASAP) grant for Broad Street Line/MFL accessibility improvements (funds programmed under MPMS #77183, SEPTA's Transit & Regional Rail Station Program).

The Schuylkill River Passenger Rail Authority (SRPRA) received funding to study restoring passenger rail service between Reading and Philadelphia with \$500,000 from the Federal Railroad Administration's Corridor Identification and Development Program. The SRPRA, represented by Berks, Chester, and Montgomery Counties, is using the federal funds along with other county and state funding to re-establish the rail line with stops in Reading, Pottstown, and Phoenixville. The project will also connect the region to the Northeast Corridor between Washington, DC and Boston, as well as the Amtrak national network. The collaborative efforts of the SRPRA, city planners, and officials of the municipalities involved will result in significant benefits in economic development, environmental impact, and community harmony.

DVRPC and the City of Philadelphia each received funds from the Safe Streets and Roads for All (SS4A) Grant Program. DVRPC was awarded nearly \$1.5 million for its Regional Vision Zero 2050 Action Program. This was a regional effort, with all nine counties in the DVRPC region included as subrecipients of the award. DVRPC and its partners will create a safety action program to advance the *Connections 2050* Regional Vision Zero 2050 goal with a process designed to strengthen ongoing regional collaboration toward eliminating crash fatalities. In addition to required plan elements like a regional High Injury Network, DVRPC will review recently completed and forthcoming county and local plans for inclusion in the regional plan-possibly qualifying them for future SS4A implementation grant rounds. In addition, the City of Philadelphia was awarded \$30 million for its Philadelphia Vision Zero Capital Plan Implementation and another \$16.4 million for its Complete and Safe Streets Philadelphia: Vision Zero High-Injury Network Corridors project. SS4A funds are not required to be programmed on the TIP.

Lastly, the City of Philadelphia also secured a \$76 million MEGA Grant, which supports large, complex projects that are difficult to fund by other means and likely to generate national or regional economic, mobility, or safety benefits. The funding is for critical near-term safety improvements along Roosevelt Boulevard, an extremely dangerous road and the source of dozens of fatalities. This project will implement near-term recommendations from the Roosevelt Boulevard Route for Change study, aiming to improve safety, accessibility, and reliability along the corridor by implementing solutions such as additional speed cameras, improvements to bus stops and amenities, and pedestrian-oriented infrastructure such as raised crosswalks. At the same time, larger-scale, long-term improvements to the Roosevelt Boulevard continue to be studied. See the US 1: Broad Street - Adams Avenue (MPMS #119822) and US 1: Adams Avenue - Old Lincoln Highway (MPMS #119836) projects for more details.

Statewide IMP and Asset Management

More funding statewide has continued to be directed to the IMP, as was the case with the previous two TIPs. Prior to the FY2021 TIP, IMP funding had been stagnant for over 10 years, since originally being established at \$370 million annually. For comparison, the IMP is currently averaging \$1.217 billion per year over the four-year STIP. The identified need for Pennsylvania's Interstates that necessitated the shift in funding was \$1.2 billion per year. Federal performance measures and the Pennsylvania Transportation Asset Management Plan (TAMP), which are required by the FHWA, convinced PennDOT and its planning partners to agree to increase the IMP funding over time. Agreement to focus on the Interstates was decided by PennDOT and its planning partners prior to the IIJA/BIL becoming law. Because of this prior work to address the needs of the Interstate system, the majority of the additional IIJA/BIL funding in the FY2023

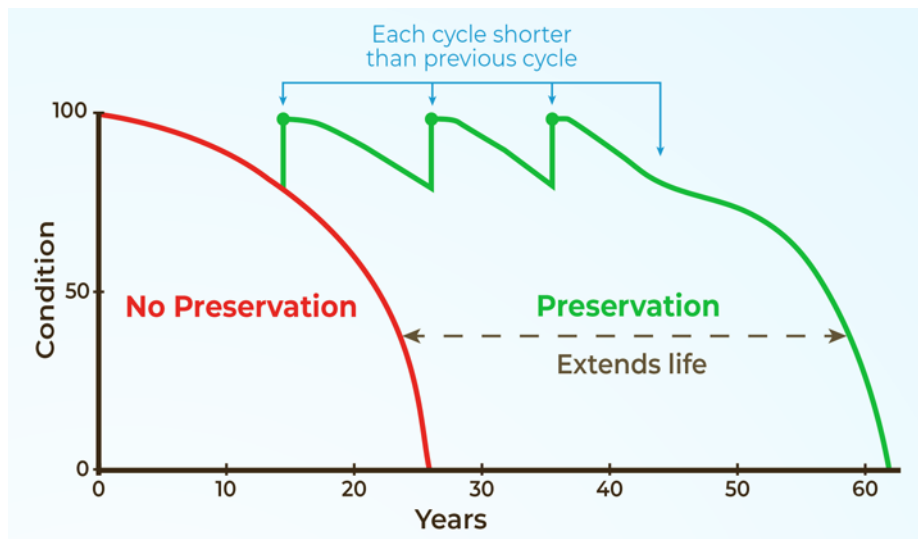
program, and carried forward in the FY2025 program, is going to the MPOs/RPOs instead of having to be dedicated to the IMP.

In order to achieve a more performance-based approach to selecting projects under the statewide Twelve-Year Program, the distribution of regional funding, known as formula funding, continues to focus on a lowest life-cycle cost (LLCC) approach. States are required to manage the National Highway System (NHS) to the LLCC and document this in their risk-based TAMPs. Instead of maintaining a worst-to-first framework, where the worst performing asset is fixed and improved to a point where it would be performing at the top of the list, LLCC is a process designed to maximize the life of an asset at the lowest cost through a risk-based prioritization of preservation, rehabilitation, and reconstruction. LLCC promotes the right treatment at the right time (with an emphasis on preservation) rather than focusing too heavily on assets in poor conditions (e.g., worst-to-first). The benefit of this approach is to extend the life of the assets (bridges and pavements) and lower the annual cost over the life of the asset. This approach is a more effective use of resources, and assets are kept in better overall condition. LLCC is shown visually in Figure 5.

Financial Guidance formulas for core transportation funds distributed statewide remain the same as in the FY2023 TIP. The NHPP and STP funding distribution is based on 40 percent of the funding through a formula attributable to bridge condition data (for bridges greater than 20 feet), and 60 percent of the funding through a formula attributable to highway condition data. There is also an Asset Management Factor (AMF) included in the formulas that attempts to account for the various treatments required to maintain existing pavements and bridges in a state of good repair, consistent with the commonwealth's TAMP. This factor considers the different levels of cost incurred in order to repair different types of assets (e.g., surfaced treatment milling costs less than a full-depth reconstruction, and whether it is a low-level asset type versus a limited access highway also impacts the cost of repair). The focus of the formula can be attributed to poorly rated bridge deck area versus the deck area of all bridges in a region, in order to move away from the worst-to-first approach to programming. See pages 2-7 in the PennDOT Financial Guidance in Appendix B for additional details and explanation of the funding formulas for the various categories of funds (see main TIP document, Publication [#25002](#)).

Regarding funding for the IMP, which is managed statewide, PennDOT's Financial Guidance (Appendix B of the main TIP document [Publication [#25002](#)]) indicates that \$4,134,928,000 would be distributed (statewide) to projects in the IMP, over the years FY25 to FY28, for an average of \$1,033,732,000 per year. This includes \$240,258,000 of NHFP funding in the four-year STIP. When the funding dedicated to the Interstate Management Program via Financial Guidance is considered as well as the Secretary of Transportation's Discretionary Funds, there is a total of \$4,869,839,000 programmed in the IMP over the four years FY25 to FY28. For projects programmed during the FY25–FY28 time period, \$1,270,466,000 or 26 percent of programmed IMP funds, have been distributed to the DVRPC region.

Figure 5: Lowest Life-Cycle Cost



Source: PennDOT, 2020

CHAPTER 3:

Performance-Based Planning and Programming (PBPP)

The IIJA continues the requirements established in Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation (FAST) Act for performance management. These requirements aim to promote the most efficient investment of Federal transportation funds. Performance-based planning ensures that DVRPC, PennDOT, and regional transit agencies collectively invest Federal transportation funds efficiently towards achieving national goals.

Transportation Performance Management (TPM) is a strategic approach that uses data to make investment and policy decisions to achieve national performance goals. [23 USC 150\(b\)](#) outlines the national performance goal areas for the Federal-aid program. This statute requires FHWA and the FTA to establish specific performance measures for the system that address these national goal areas. The regulations for the national performance management measures are found in [23 CFR 490](#).

National Goal Areas	
Safety	▪ To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
Infrastructure Condition	▪ To maintain the highway infrastructure asset system in a state of good repair.
Congestion Reduction	▪ To achieve a significant reduction in congestion on the National Highway System.
System Reliability	▪ To improve the efficiency of the surface transportation system.
Freight Movement and Economic Vitality	▪ To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
Environmental Sustainability	▪ To enhance the performance of the transportation system while protecting and enhancing the natural environment.
Reduced Project Delivery Delays	▪ To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

USDOT regulations have established final rules on performance measures that address the seven goals, accordingly:

- Roadway fatalities and serious injuries, both number and rate per vehicle miles traveled, on all public roads;
- roadway pavement condition on the Interstate system and on the remainder of the NHS;
- bridge condition on the NHS;
- performance (system reliability) of the Interstate system and non-Interstate NHS;
- freight movement on the Interstate system;
- traffic congestion;
- on-road mobile source emissions;

- transit rolling stock, equipment, facilities, and infrastructure; and
- transit fatalities, injuries, safety events, and system reliability.

The FHWA has established three performance measure regulations for roadway safety (PM1), bridge and pavement condition (PM2), and system performance (PM3). The FTA has established performance measures for Transit Asset Management (TAM) and Transit Safety. MPOs may either choose to support the respective state DOT and transit operator targets and the agencies' efforts to achieve the targets or develop their own regional targets. DVRPC has memoranda of agreements (MOAs) with various pertinent planning partners, including state DOTs, transit operators, and other MPOs for each of the performance measure areas. The agreements outline how the planning partners will select and report performance targets and the reporting of performance. For additional information or to view the latest TPM targets, updates, and MOAs visit www.dvrpc.org/TPM.

Evaluating FY2025–2028 TIP Performance

The Federal Fiscal Year (FFY) 2025–2028 Transportation Improvement Program supports the focus areas and goals established in DVRPC's current long-range transportation plan, *Connections 2050*. These include equity, resilience, sustainability, safety, asset management, access, and performance. The goals are aligned with the national goal areas and federal performance measures and guide DVRPC in addressing transportation priorities.

Over the four-year TIP, over 84% of the total funding is associated with roadway and bridge reconstruction, preservation, and restoration projects. However, these projects are also anticipated to provide significant improvements to roadway safety and traffic reliability for both passenger and freight travel. Through the federal performance measures, DVRPC will continue to track performance outcomes and program impacts on meeting the transportation goals and targets. Decision support tools including transportation data and project-level prioritization methods will be continually developed and enhanced to meet DVRPC, PennDOT, and transit agency needs. Dashboards and other reporting tools will be maintained to track and communicate performance to the public and decision-makers.

The *Plan-TIP Project Evaluation Criteria* evaluate candidate transportation projects relative to the vision and goals of the *Connections 2050* Long-Range Plan ('Plan') and federal Transportation Performance Management performance measure (PM) targets for roadway safety (PM-1), bridge and pavement condition (PM-2), and system performance (PM-3); and transit safety and asset management. The criteria were developed in collaboration with DVRPC's Financial Planning Subcommittee of the Regional Technical Committee (RTC). They consist of (1) a screening to compare candidate consistency with the Plan's equity, sustainability, and resiliency principles, and to ensure Major Regional Projects (MRPs) are funded in the region's Plan before being programmed in the region's TIP; and (2) a set of project evaluation criteria based on the Plan's focus areas—the environment, communities, transportation, and the economy—and the federal PMs. More information about the *Plan-TIP Project Evaluation Criteria* can be found in Appendix D of the main TIP document (Publication [#25002](#)).

Mapping Application and Listings Overview

Mapping Application and Geographic Information Systems (GIS)

This TIP does not contain printed static maps in the document, except those in Appendix G: Environmental Justice Appendix. Due to the dynamic, changing nature of the TIP, static maps would become out of date by the time the final version of the TIP is printed and distributed. For this reason, DVRPC suggests using the TIP Web Search Tool, www.dvrpc.org/TIP (or <https://www.dvrpc.org/tip/>), as the primary mapping tool to view the location of mappable projects for the highway, transit, and Interstate projects.

Geographic Information Systems (GIS) is an important planning tool that supports state, regional, county, and local planning and technical efforts. Nearly all planning activities incorporate GIS technology, whether it is for data collection and storage, or analysis and presentation. GIS allows planners to view and query spatial data; perform advanced analysis to discover relationships, patterns, and trends; and effectively present information to decision makers and the public.

Different types of projects, such as intersection improvements, bridge replacements, or transit facilities, are shown using various colors and symbols in the TIP Web Search Tool. Certain types of projects, such as roadway landscaping, lease payments for the use of railroad tracks, or preliminary studies, are not mapped. These Unmapped projects can be viewed as a table within the Search Tool.

The TIP Web Search Tool has several helpful functions for searching and filters projects by Air Quality (AQ) Code, Fund Type, and MRP. Users can also toggle on several overlays, including Planning Centers, Freight Centers, Congestion Management Process (CMP) Corridors, and Indicators of Potential Disadvantage (IPD). Download the GIS data layers used in the TIP Web Search Tool from our [Data Center](#).

DVRPC Regional Highway and Transit Project Listings

This document includes various project listings. The project listings include the Pennsylvania Highway, Transit (PART, PennDOT, and SEPTA), and Interstate Management Programs. The project listings within the Highway and Transit Programs are grouped by county and transit operator. Included are FHWA funded projects for Bucks, Chester, Delaware, and Montgomery counties, and the City of Philadelphia; a listing of projects that apply to various counties; and Transit projects for PART, PennDOT, and SEPTA.

Note that all projects within the first four years (FY25–FY28) would be considered funded and able to be federally authorized for funding. By federal regulation, the TIP is the four-year constrained program for which revenues are reasonably expected to be available. However, the state and region developed a 12-year constrained programming horizon for FHWA-funded and FTA-funded projects to provide more realistic expectations and timeframes in which to expect advancement of TIP projects with more realistic costs. Many projects that have phases within the first four years (FY25–FY28) also have phases (such as Construction) that may be out between LFY29 and LFY36. This 12-year constrained programming horizon is illustrated on the project listings within the TIP document.

Projects **bolded** are “NEW” to the TIP. Projects **bolded with an asterisk (*)** are “NEW-B” projects that have been “broken out of,” or derived from, an existing TIP project. ***Projects bolded and italicized*** are projects indicated as “**RETURN**,” which were previously programmed in a prior TIP but through a variety of circumstances have returned to the FY2025 TIP.

Table 5: Bucks County TIP Project List

MPMS#	Project Title	MPMS#	Project Title
Highway Program – Bucks County			
12923	Bristol Road Extension	93445	Route 1 Improvements-North (Section RC2)
12965	Lawn Avenue Reconstruction	93446	Route 1 Improvements Frontage Corridor (Section RC3)
13240	Old Bethlehem Road Bridge over Kimples Creek	99431	Route 663 (John Fries Highway) Widening
13440	Allentown Road and PA 663 Bridges (2) over Licking Creek	102272	Holland Road at Buck Road and Route 532
13549	US 1 (Bridges) Design (Section 03S)	102309	PA 309 over Morgan Creek
13635	Oxford Valley Road/Lincoln Highway Intersection Improvements	102664	PA 309 over Beaver Run (Bridge)
13716	Headquarters Road Bridge over Tinicum Creek	104746	West Bridge Street over Tributary to Delaware
17918	I-95, Transit Improvements/FLEX (Cornwells Heights)	110091	King Road Bridge over Herkaken Creek (CB #54)
57619	Route 313 Corridor Improvements	110309	I-95/US 13/PA 132 Slip Ramp Operation Improvement
64778	State Road Reconstruction	110310	Almshouse at Jacksonville Road
64781	Swamp Road/Pennswood Road Bridge over Branch of Neshaminy Creek	110763	Cold Spring Creamery Road over Branch Pine Run
69823	Rosedale Road Bridge over Unami Creek	111565	Chapman Road Bridge over Pine Run
74827	Delaware Canal Enhancement	115418	Route 113 & Minsi Trail Road Roundabout
78516	Bridge Replacement Brownsville Road	115419	US 202 & York Road Roundabout
81295	Hulmeville Road/Brown Avenue Intersection Improvements	116893	Edison Furlong Road over Pebble Creek
84256	Old Street Road Bridge over SEPTA	118020	Bustleton Pike/Second Street Pike Roundabout
84258	Pennsylvania Avenue/Delaware Canal	118022	Route 202/179 Roundabout
86244	River Road at Golden Pheasant over Delaware	118190	Fairview Avenue Grade Crossing
88083	Stoopville Road Improvements - Phase 2	119730	I-95, I-295, PA Turnpike Interchange Stage 2
90550	Creamery Road & Tohickon Creek (Bridge)	119977	I-95, I-295, PA Turnpike Interchange Stage 3- Delaware River Bridge Replacement
92641	Dublin Pike over Morgan Creek	120912	Trumbauersville Road Bridge over Unami Creek

Source: DVRPC, 2024

Table 6: Chester County TIP Project List

MPMS#	Project Title	MPMS#	Project Title
Highway Program – Chester County			
14134	West Bridge Street Bridge over Amtrak	107553	SR30 & Airport Road Interchange Improvement
14532	US 30, Coatesville Downingtown Bypass Reconstruction Design	107554	US30 & PA82 Interchange Improvements
14580	US 1 Expressway Reconstruction: PA 472 to PA 896	107945	Art School Road over Bridge Pickering Creek (Bridge)
14581	US 1 Expressway Reconstruction: PA 896 to PA 41	110311	PA 41 at State Road Intersection
14652	Dutton Mill over Ridley Creek (CB #157)	110312	Baltimore Pike/Newark Road Intersection
14698	US 422, Reconstruction (M2B)	110765	Pickering Dam Road over Branch Pickering Creek
47979	North Valley Road over Amtrak	111572	St. Peter's Road Retaining Wall Project
64220	US 422 Expressway Reconstruction (M03)	111761	Lincoln Highway Streetscape Improvements
78617	PA 41 over White Clay Creek	113307	US 1 Expressway Reconstruction: PA/MD Line to PA 472
81744	Chester Valley Trail: P&T Phase 1	113312	US 1 Expressway Reconstruction: PA 41 to Schoolhouse Road
82075	Pocopson Road at Street Road	114166	PA 401 & Valley Hill Rd Improvements (CMAQ)
84284	Doe Run Road/Buck Run (Bridge)	115423	Route 23 Corridor Safety Improvements
86276	Township Road over West Branch of Big Elk	117999	Thomas Road over Trout Creek (CB#300)
86301	Lancaster Avenue / Brandywine Creek	118024	US 202 and High Street Interchange
86302	Ewing Road over White Clay Creek Bridge	118025	PA 100 Northbound at Exton Station
87781	US 30, Coatesville Downingtown Bypass (CER-Eastern Section)	118183	Lake Road West Railroad Crossing
98035	Water Works Road over Rock Run	118184	Lake Road East Railroad Crossing
98039	Ship Road over Valley Creek (Bridge)	118185	Woodland Avenue Crossing
98041	Birchrun Road over Birch Run (Bridge)	118186	Kimble Road Crossing
98042	Conestoga Road over Pickering Creek	118188	Mt. Pleasant Grade Crossing
98223	Creek Road over Pickering Creek (Bridge)	118189	Crowl Toot Road Railroad Crossing
98224	Spring City Road over Stony Run (Bridge)	118552	Harvey's Bridge Road over West Bridge Brandywine Creek (CB #92)
102708	PA 41 at PA 841 Improvements	119786	Unionville Road Grade Crossing
103589	County Bridge #38 Pusey Mill Road over Big Elk Creek	120957	North Caln Road/Olive Street and Lincoln Highway
107551	SR30/SR10 to Business 30 Interchange		

Source: DVRPC, 2024

Table 7: Delaware County TIP Project List

MPMS#	Project Title	MPMS #	Project Title
Highway Program – Delaware County			
15183	Station Road Bridge over Chester Creek (CB #234)	103217	Main Street Grade Crossing
15251	US 1 and PA 352 Interchange, Intersection, and Roadway Improvements	103521	Reed Road over Whetstone Run (CB #36)
15278	Chester Pike/9 th Street Bridge over Darby Creek (CB #146)	103528	Mattson Road over West Branch of Chester Creek
47147	3rd Street Dam over Broomall Lake	104343	US 322 over CSX
57773	Lloyd Street Bridge over Amtrak/SEPTA Wilmington Newark Rail Line (CB)	104879	Cheyney Road Bridge Replacement
69665	South Creek Road Bridge over Brandywine Creek	107642	Smithbridge Road Corridor
69817	US 322, Featherbed Lane to I-95 (Section 102)	108910	I-95 Noise Abatement
79329	Bridgewater Road Extension	110951	MacDade Boulevard Corridor Safety Improvements
82050	6th Street Bridge over Chester Creek	111022	Chichester Avenue Corridor Safety Improvements
82069	PA 291 Complete Streets: Irving Street to Ridley Circle	113251	Highland Avenue Railroad Preemption
84269	Victory Avenue over SEPTA Route 100	114034	US 322: Chelsea Parkway to Market Street Interchange (Section 103)
88400	US 1, Chester County Line to Pole Cat Road	114102	West Chester Pike and 476 (Competitive CMAQ)
92323	Wanamaker Avenue over Darby Creek (Bridge)	114112	Media Bypass ITS (Competitive CMAQ)
92324	Gov Printz Boulevard over Conrail (Bridge)	115426	Haverford Road Corridor Safety Improvements
92808	Marshall Road over Cobbs Creek (Bridge)	115427	Lansdowne Avenue Corridor Safety
93105	State Rd over Darby Creek (Bridge)	118006	Ridley Creek Road over Branch of Ridley Creek
95429	US 202 and US 1 Intersection Area Improvements	118029	Bethel Roundabout
98216	Michigan Avenue over Little Crum Creek (CB# 210)	118030	Newtown Trail
98217	Hilldale Road over Darby Creek (CB# 149)	118494	Eastern Delaware County Bikeway Implementation Plan (TOP)
98218	South Avenue over Muckinipattis Creek (Mulford Bridge) (CB# 142)	119435*	SR 452/I-95 Improvements*
99668	PA 291 Drainage Improvements	119917*	Concord Road/Bethel Road/Engle Street*

Source: DVRPC, 2024

Table 7: Delaware County TIP Project List (continued)

MPMS#	Project Title	MPMS	Project Title
Highway Program – Delaware County			
120374*	Concord Road / Bridgewater Road Intersection Improvement (Sec BWI)*	120910	Kedron Avenue over Bridge to Stony Creek
120688*	SR 3007 Sec DMB Preliminary Design for Concord Road / McDonald Blvd and Concord Road/Sunfield Drive Intersection Improvements*		

Source: DVRPC, 2024

Table 8: Montgomery County TIP Project List

MPMS#	Project Title	MPMS#	Project Title
Highway Program – Montgomery County			
16150	Tookany Creek Parkway Bridge over Tookany Creek	64795	Belmont Road/Rock Hill Road Widening: I-76 Ramps to Rock Hill Road
16214	PA 611, Old York Road over SEPTA R3	64798	North Narberth Avenue Bridge over Amtrak/SEPTA (CB)
16408	Fruitville Road Bridge over Perkiomen Creek (CB #232)	66952	PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)
16438	PA 309, Connector Project - Phase I	72355	Valley Green Road Bridge Over Wissahickon Creek
16577	Ridge Pike: Harmon Road to Crescent Avenue	74813	Ambler Pedestrian Sidewalk Improvements
16665	US 202, Markley Street Southbound (Section 500)	81785	Cross County Trail East – Section A
16738	US 422 Expressway Section M1B	82083	Cross County Trail: Wissahickon Trail – SEPTA's Fort Washington Station
48172	PA 23 Moore to Allendale and Trout Creek Road Bridge	82084	Cross County Trail East – Section B
48174	PA 63, Welsh Road	83742	Keim Street Bridge over Schuylkill River
48175	Ridge Pike: Belvoir Road to Chemical Road	92637	Pleasant View Road/Sanatoga (Bridge)
48187	Henderson/Gulph Road Widen near I-76 Ramps	92839	Ridge Pike over Norfolk Southern RR Bridge (CB: #257)
57176	PA 611 Bridge over PA Turnpike Willow Grove Interchange Ramps	98037	Niantic Road over Perkiomen Creek (Bridge)
63486	US 202, Johnson Highway to Township Line Road (61S)	102273	Ridge/Germantown Intersection Re-Alignment - Phase 1, Perkiomen Crossing

Source: DVRPC, 2024

Table 8: Montgomery County TIP Project List (continued)

MPMS#	Project Title	MPMS#	Project Title
Highway Program – Montgomery County			
103371	Woodmont Road Bridge Replacement (CB #10)	115428	Sumneytown Pike Intersections Safety Improvements
103372	Waverly Road over Tacony Creek (County Bridge #275)	115429	Belmont Avenue and St. Asaphs Road Roundabout
103440	Penllyn Pike Bridge Replacement (CB #289)	117963	Old Allentown Rpad over Branch Towamencin Creek
105803	PA 309 Connector: Souderton Pike to PA 309	117965	Liberty Bell Trail P3
110313	Belmont Avenue Bridge over Schuylkill River (CB #200)	118005	Black Rock Road over Tributary of Schuylkill River
110315	Philmont Avenue/Tomlinson Road/Pine Road Improvements – 6 Point Intersection	118031	PA 29 and PA 113
110444	Ridge Pike - School Lane to Belvoir Road (CB #0 and TPK Bridge DB-116)/Interchange Area Bridges	118032	Dekalb Street Two-Way Reconstruction
110761	Gilbertsville Road over Branch of Ministers Creek	118033	PA 309 Connector HT4
110762	Perkiomenville Road over Sciota Creek Bridge Replacement	118187	Central Avenue Grade Crossing
110971	Main Street Safety Improvements	119481	Cross County Trail Extension
114172	Dreshertown Road CC Trail Extension (Competitive CMAQ)	120911	Dreshertown Road over Bridge Sandy Run
114948	Lancaster Avenue and Remington Road Intersection Improvements		

Source: DVRPC, 2024

Table 9: Philadelphia County TIP Project List

MPMS#	Project Title	MPMS#	Project Title
Highway Program – Philadelphia County			
17215	70 th , 71 st , 72 nd Streets over Amtrak	108099	Falls Road Bridge
17678	Spring Garden Street over Amtrak	108129	MLK Drive over Schuylkill River (Bridge)
57902	City Wide 3R Betterments Line Item	110314	30 th Street Viaduct over 30 th Street Lower (Bridge)
69828	Market Street Bridges (2) over Schuylkill River	110958	Castor Avenue Roundabout
69909	Willits Road Bridge over Wooden Bridge Run	111194	Castor Avenue Corridor Safety Improvements
70231	Swanson Street Reconstruction	111515	Cherokee Street Bridge over Valley Green Road
72597	Benjamin Franklin Bridge Safety Improvements	112500	Citywide 3R 110
78757	JFK Boulevard @ 32nd Street over SEPTA (30th Street Station) (Bridge)	112525	Citywide 3R 111
79832	North Delaware Riverfront Greenway Project, Sec 3	112527	Citywide ADA Ramps 3
81219	25th Street: Washington Avenue to Passyunk Avenue	114173	Roosevelt Boulevard Crossover Lanes (Competitive CMAQ)
81292	Frankford Avenue/Frankford Creek (Bridge)	115434	Frankford Avenue Corridor Safety Improvements
87784	Aramingo/Harbrison: Church Street to Amtrak (Section BS3)	115435	63 rd Street Corridor Safety Improvements
91490	Expressway Service Patrol - Philadelphia	115440	Washington Lane Corridor Safety Improvements
92554	Ridge Avenue over Amtrak (Bridge)	115442	Vine Street Corridor Safety Improvements
96223	Philadelphia Signal Retiming	115444	Wyoming Avenue Corridor Safety Improvements
98229	59 th Street over Amtrak (Bridge)	115445	5 th Street Corridor Safety Improvements
98230	Tabor Road over Tacony Creek (Bridge)	116807	Citywide ADA Ramps 4
103563	I-95: Delaware Avenue Extension	117341	Penn's Landing Project Development – Local Development
105290	Ben Franklin Bridge Eastbound Operational Improvements	117966	Overbrook Education Center Slow Zone
106264	I-95 Central Access Philadelphia (CAP) / Waterfront Access	118034	Spring Garden Connector
107648	North 5 th Street Reformatting Signals	118035	5 th Street Improvements

Source: DVRPC, 2024

Table 9: Philadelphia County TIP Project List (continued)

MPMS#	Project Title	MPMS#	Project Title
Highway Program – Philadelphia County			
118359	Logan Square Sidewalk	119836	US 1: Adams Avenue – Old Lincoln Highway
118496	The Woodland Avenue Trolley Portal Complete Street Project (TOP)	120762*	Cobbs Creek Parkway: Market – Woodland*
119437	Great Streets Philadelphia RAISE 22	120940	Philadelphia County ADA Ramps
119480	Roosevelt Boulevard Study	120993	North Philadelphia School Zones RAISE 23
119822	US 1: Broad Street – Adams Avenue		

Source: DVRPC, 2024

Table 10: Various Counties TIP Project List

MPMS#	Project Title	MPMS#	Project Title
Highway Program – Various Counties			
16178	Construction Management Tasks	82091	ITS Network Arch Tech Refresh Ph1 – PA 309 Hubs
48201	DVRPC Competitive CMAQ Program	82095	Systemic Improvements: High Friction Surface Treatment
51095	ITS Program Integrator	82124	PA 100 and Hanover Street ITS Deployment
57927	Regional Safety Initiatives (HSIP)	82216	NHPP Reserve Line Item
63406	Retrofit for Bike Lanes and Shoulders	83743	ADA Ramps Line Item
64984	Transportation Alternatives Program (TAP) Line	84318	CAQ Reserve Line Item
65109	Transit Flex - SEPTA	84457	Signal Retiming Program
75854	District Program Management Services "A"	92182	Expressway Service Patrol 13-16 Suburban Counties
75855	District Program Management Services "B"	95447	County Bridge Line Item
79927	Highway Reserve Line Item-STP	96069	Bucks and Montgomery County Bridge Group
79929	Highway Reserve Line Item-STP	102105	Municipal Bridge Line Item
79980	Bridge Reserve Line Item	102275	Study Line Item
82087	STU Reserve Line Item	102665	Signal Upgrade Line Item
82088	Systemic Vulnerable User Improvements	105291	The Circuit Line Item
82089	Systemic Improvements: Wrong Way Countermeasures	106648	Sink Holes Line Item

Table 10: Various Counties TIP Project List (continued)

MPMS #	Project Title	MPMS #	Project Title
Highway Program – Various Counties			
106649	Stormwater Permits/Environmental Mitigation Design	115974	District 6 Modeling Assistance 2022-23
106654	I-95 Transportation Demand Management (TMA)	117904	PA Transportation and Community Development Initiative (TCDI) 2022-23
109847	ROW Divestment 6-0	117912	PA SHRPP
113257	Outdoor Advertising Control	117928	Travel Options Program (TOP)
113416	Concrete Arch Bridges Rehabilitation (US 1)	117929	PA Transportation Demand Management (TDM) Base Program
113813	Group HB1 Bridge Rehabilitation	117930	PA Transportation Demand Management (TDM) Base Program Administration and Commuter Services 2022-23
115964	Transportation Operations 22-23	117931	Regional TOP Competitive Administration 2022-23
115965	TAP Project Engineering/Management 2022-23	117997	Bridge Investment Program Line Item
115966	CMAQ Project Engineering/Management 2022-23	118015	CMAQ Flex for SEPTA Projects of Significance Line Item
115968	Travel Monitoring 2022-23	1180336	HSIP Supportive Line Item
115969	Regional GIS Coordination 2022-23	119299	Carbon Reduction Program Line Item
115970	Air Quality Action Supplemental Services	120934	Bucks and Montgomery Counties ADA Ramps
115971	Transportation Systems Management and Operations (TSMO)	120938	Chester and Delaware Counties ADA Ramps
115972	I-95 Planning Assistance	120942	MS4 and 105 Remediation
115973	Enhance and Maintain Travel Forecasting Tools 2022-23		

Source: DVRPC, 2024

Table 11: Transit TIP Program List

MPMS#	Project Title	MPMS#	Project Title
Southeastern Pennsylvania Transportation Authority - SEPTA		Pottstown Area Rapid Transit	
15407	Villanova Intermodal Station	59935	Capital Operating Assistance - Pottstown Area Rapid Transit (PART)
59966	Capital Asset Lease Program	95739	Transportation Capital Improvements
59973	Utility Fleet Renewal Program – Non-revenue Vehicles	PennDOT BPT	
60275	Debt Service	87534	Coatesville Train Station
60335	City Hall / 15th Street Stations		
60540	Parking Improvements		
60574	Paoli Transportation Center		
60582	Vehicle Overhaul Program		
60599	Paratransit Vehicle Purchase		
60611	SEPTA Key (Fare Collection System/New Payment Technologies)		
60638	Regional Rail Car and Locomotive Acquisition		
60651	Substations and Power Improvements		
73214	Ardmore Transportation Center		
77183	Transit and Regional Rail Station Program		
90497	Infrastructure Safety and Renewal Program		
90512	SEPTA Bus Purchase Program		
93588	Exton Station		
95402	Bridge Program		
102565	Track Improvement Program		
102567	Roof Program		
102569	Maintenance & Transportation Facilities		
102571	Communications, Signals, & Technology		
115472	Projects of Significance		
121366*	Resiliency and Sustainability Program*		
121367*	Safe, Clean, and Secure Program*		

Source: DVRPC, 2024

Table 12: Interstate Management Program List

MPMS#	Project Title	MPMS #	Project Title
Interstate Management Program - Delaware County			
15477	I-95/322/Conchester Highway Interchange/Improvements (322)		
104821	I-476 Travel Management		
112298	I-476: I-76 Interchange to MacDade Boulevard		
Interstate Management Program – Montgomery County			
106662	I-76 Integrated Corridor Management		
116838	I-76 Flex Lanes: US 202 to I-476		
116839	I-76 Flex Lane Westbound: US 1 – Belmont Avenue		
Interstate Management Program – Philadelphia County			
17821	I-95: Shackamaxon Street to Ann Street (GIR) - Design	103553	I-95: Race to Shackamaxon 2 (GR6)
46959	I-95 Design Review Manager	103556	I-95 ATMS (GR9)
47811	Bridge Street Design (Section BSR) (IMP)	103557	I-95 Northbound: Ann Street to Wheatsheaf Lane (AF3)
47812	I-95: Betsy Ross Interchange (BRI) - Design (IMP)	103558	I-95 Southbound: Ann Street to Wheatsheaf Lane (AF4)
47813	I-95: Ann Street to Wheatsheaf Lane (AFC)	103559	I-95: Betsy Ross Mainline Southbound (BR4)
79828	I-95 Northbound: Race to Shackamaxon (GR5)	103560	I-95: Betsy Ross Section Conrail Bridges (BR5)
79905	I-95: Betsy Ross Mainline (BR3)	103561	I-95: Betsy Ross Interchange Drainage (BR6)
79908	I-95: Kennedy to Levick (Section BS1) (IMP)	114876	Studies Line Item
79910	I-95: Margaret to Kennedy (Section BS2) (IMP)	115687	I-95: Allegheny & Castor Avenues Interchange
81225	Girard Point Bridge Rehab - Phase 1	115805	I-95: Bridge Rehabilitation: Island Avenue to Philadelphia Navy Yard
98207	I-95 Congestion Management	116391	I-95: Bridge Rehabilitation

Source: DVRPC, 2024

CHAPTER 5:

Learn More and Share Your Ideas!

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

The public comment period for the DVRPC FY2025 TIP for Pennsylvania opened on May 23, 2024, and closed on June 24, 2024, at 5:00 p.m. (local time)

Comments could be submitted online via the TIP comment/search/map application at www.dvrpc.org/tip/ and are available in Appendix H of the TIP Addendum at www.dvrpc.org/tip/pa25/appendix%20h.pdf

DVRPC firmly believes that meaningful public participation results in better planning outcomes. Public participation is a process, not a single event. DVRPC provides multiple opportunities for a wide variety of stakeholders, including vulnerable and historically marginalized populations, public officials, and the private sector, to provide comments on and stay informed about transportation planning and programming decisions. By incorporating local information, residents' lived experiences, and subject matter expertise, plans are more implementable, beneficial, and sustainable.

The public comment period for the Draft DVRPC FY2025 TIP for Pennsylvania opened on May 23, 2024, at 5:00 PM (local time), and closed on June 24, 2024, at 5:00 PM (local time). A hybrid (in-person/virtual) meeting was held at the DVRPC offices and a virtual meeting was held at the following web address for the purpose of informing interested parties on how to make public comments on the Draft DVRPC FY2025 TIP:

ONLINE ONLY MEETING:

Monday, June 10, 2024, at 6:00 PM to 7:30 PM

Registration via: dvrpc.zoom.us/webinar/register/WN_b815VljZReqjdllKJF_gEw#/registration

or by visiting DVRPC's events calendar: www.dvrpc.org/calendar/

After registering, attendees received a confirmation email containing information about joining the webinar.

HYBRID MEETING:

Tuesday, June 11th, 2024 at 6:00 PM to 7:30 PM

Registration for in-person and online attendees via:

dvrpc.zoom.us/webinar/register/WN_8JQuiSpLQKe5BQjw3DV1pA

or by visiting DVRPC's events calendar: www.dvrpc.org/calendar/

DVRPC Conference room

190 N Independence Mall West

Philadelphia, PA 19106

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.

While not required, for the in-person meeting, those interested in joining the meeting were encouraged to RSVP by contacting 215-592-1800 or public_affairs@dvrpc.org. For the online meeting, registration information was available on DVRPC's events calendar at www.dvrpc.org/calendar/2024/6. While participants needed to register beforehand, they were approved automatically and could register and join the meeting up until the meeting ended. Additionally, people who wanted to participate but did not have internet access or smart phones can 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 215-592-1800. 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 to submit comments was online as part of an enhanced interactive mapping and public comment web-based tool located at www.dvrpc.org/tip/. Users were able to click on the "Submit a Comment" button to make general and project-specific comments.

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

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

Comments received via mail must have been postmarked by June 24, 2024. If a person needed assistance in providing a written comment, they were directed to contact the DVRPC Office of Communications and Engagement at 215-592-1800 or public_affairs@dvrpc.org. Legal notices explaining the public comment process were published by the following newspapers: the *Philadelphia Inquirer*, *Philadelphia Tribune*, and *Al Dia*. DVRPC frequently employs social media ([Facebook](#), [X](#), and [Instagram](#)) during the public comment period to garner the public's interest and attention. For example, DVRPC highlighted different projects and facts via social media posts. For those without internet access, documents were available at the DVRPC office in the American College of Physicians Building in downtown Philadelphia. The public was asked to call (215) 592-1800 to make this request. Hardcopies of the TIP documents were also available at certain public libraries across the region that are listed in Table 1 "Libraries Displaying the DVRPC FY2025 TIP for Pennsylvania" Found in the main TIP document (publication #25002). 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.

Publication Title	Highlights of the DVRPC FY2025 Transportation Improvement Program (TIP) for Pennsylvania (FY2025–FY2028)
Publication Number	25004
Date Published	December 2024
Geographic Area Covered	Southeastern Pennsylvania (Bucks, Chester, Delaware, Montgomery, and Philadelphia counties)
Key Words	Air Quality, Bike and Pedestrian, Bipartisan Infrastructure Law, BIL, BOF, Bridge Off System, Bridges, Bridge Investment Program, BRIP, CMAQ, CMP, Conformity, Congestion Mitigation and Air Quality, Congestion Management Process, DRPA/PATCO, Environmental Justice, FAST Act, Federally Funded Projects, Fixing America's Surface Transportation Act, Goods Movement, Highway Safety Improvement Program, Highways, HSIP, Indicators of Potential Disadvantage, Infrastructure Investment and Jobs Act, IIJA, IPD, MAP-21, Moving Ahead for Progress in the 21st Century, National Freight Program, National Highway Freight Program, National Highway Performance Program, NFP, NHFP, NHPP, PART, PennDOT, PennDOT's Bureau of Public Transit, Pennsylvania Department of Transportation, Pottstown Area Rapid Transit, Public Involvement, Railway-Highway Grade Crossing, Safe Routes to School, SAFETEA-LU, SEPTA, STP, STBGP, STU, Surface Transportation Block Grant Program, Surface Transportation Program, TASA, TDM, TEA-21, TIP, Title VI of the 1964 Civil Rights Act, Transit, Transportation, Transportation Alternatives, Transportation Demand Management, Transportation Equity Act for the 21st Century, Transportation Improvement Program
Abstract	Highlights for the DVRPC FY2025 Transportation Improvement Program (TIP) for Pennsylvania briefly describes the region's TIP, a federally required, multimodal, four-year constrained program of planned transportation infrastructure investments. It also contains a summary listing of all transit, highway, bridge, bicycle, pedestrian, and freight-related projects in DVRPC's Pennsylvania region which will seek federal funding in fiscal years (FY) 2025 to 2028. The Highlights document includes a financial summary of funding by county and by operator, as well as a section on how, when, and where to comment on the DVRPC FY2025 TIP for Pennsylvania.



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

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



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