

CHAPTER 2:

## Program Summaries

The Draft DVRPC FY2023 TIP for Pennsylvania contains 391 projects (including the Interstate Management Program), totaling over \$7.5 billion for the phases to be advanced during the next four years, an average of \$1.875 billion per year. Programmed funds include \$2.2 billion for projects primarily addressing the non-Interstate Highway System, and over \$1.3 billion for projects addressing the Interstate Management Program, resulting in an overall four-year total for the Highway Program of over \$3.5 billion. Additionally, there is a Transit Program for SEPTA, Pottstown Area Rapid Transit (PART), and PennDOT’s Bureau of Public Transit that totals \$3.9 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 Interstate Management Program 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 highway and transit program.

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

	FY2023	FY2024	FY2025	FY2026	4-Year Total (FY2023– 2026)
<b>Highway Program</b>					
Bucks County	72,857	66,068	57,077	45,106	241,108
Chester County	67,330	64,076	86,933	120,274	338,613
Delaware County	64,707	55,368	58,938	62,470	241,483
Montgomery County	88,872	108,835	58,782	45,314	301,803
Philadelphia County	270,312	169,269	201,682	183,821	825,084
Various Counties	64,005	80,485	72,320	101,012	317,822
<b>Regional Highway Program</b>	<b>628,083</b>	<b>544,101</b>	<b>535,732</b>	<b>557,997</b>	<b>2,265,913</b>
Interstate—Delaware County	19,650	13,000	15,878	30,500	79,028
Interstate—Montgomery County	3,500	4,000	23,207	30,000	60,707
Interstate—Philadelphia County	247,793	245,892	345,441	325,800	1,164,926
<b>Interstate Program Subtotal Cost</b>	<b>270,943</b>	<b>262,892</b>	<b>384,526</b>	<b>386,300</b>	<b>1,304,661</b>
<b>Regional Highway and Interstate Program Subtotal Cost</b>	<b>899,026</b>	<b>806,993</b>	<b>920,258</b>	<b>944,297</b>	<b>3,570,574</b>
<b>Transit Program</b>					
PennDOT BPT	26,000	38,825	36,250	12,500	113,575
PART	2,587	2,486	2,661	2,931	10,665
SEPTA	1,082,200	865,374	935,504	944,882	3,827,960
<b>Transit Program Subtotal Cost</b>	<b>1,110,787</b>	<b>906,685</b>	<b>974,415</b>	<b>960,313</b>	<b>3,952,200</b>
<b>Grand Total Cost of TIP</b>	<b>2,009,813</b>	<b>1,713,678</b>	<b>1,894,673</b>	<b>1,904,610</b>	<b>7,522,774</b>

Source: DVRPC, 2022

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

Fund Type	FY2023	FY2024	FY2025	FY2026	4-Year Total (FY2023–2026)	2 <sup>nd</sup> 4 Years LFY 2027–2030	3 <sup>rd</sup> 4 Years LFY 2031–2034	Total LFYs 2027–2034
Highway Program								
Bridge State	38,478	38,403	37,669	37,531	152,081	150,118	150,106	306,424
Bridge State–Interstate	6,510	18,441	14,441	21,000	60,392	17,000	0	17,000
Highway State	43,021	46,455	47,289	51,819	188,584	207,268	207,254	578,269
Highway State–Interstate	17,295	17,525	16,308	5,800	56,928	5,600	0	5,600
Bridge Off	18,698	18,698	18,698	18,698	74,792	74,792	74,792	149,584
BRIP	41,313	41,313	41,313	41,313	165,252	165,252	165,252	330,504
BRIP-Interstate	23,478	34,657	7,895	54,908	120,938	0	0	0
CAQ	39,553	40,547	41,561	42,595	164,256	170,380	170,380	340,760
FFL	300	0	0	0	300	0	0	0
FLEX	17,083	17,083	17,083	17,083	68,332	68,332	68,332	136,664
HSIP	24,528	25,394	26,276	27,176	103,374	108,704	108,704	217,408
LOC	66,577	13,558	6,984	9,466	96,585	25,547	8,653	34,200
MBP3-Interstate	0	0	125,000	125,000	250,000	250,000	0	250,000
NFP-Interstate	0	0	0	0	0	241,440	0	241,440
NHPP	121,609	114,828	108,699	102,682	447,818	337,471	328,720	992,991
NHPP–Interstate	223,660	192,269	220,882	179,592	816,403	1,126,233	360,723	1,486,956
Other	1,000	500	0	0	1,500	0	0	0
Private	47,000	0	0	0	47,000	0	0	0
RRX	619	730	85	0	1,434	3,495	640	4,135
sHSIP	8,141	9,665	8,765	0	26,571	0	0	0
SPK-NHPP	0	0	36,000	60,000	96,000	80,000	10,000	90,000
SPK-STP	29,176	20,346	19,094	20,619	89,235	0	0	0
STP	27,899	28,497	29,335	30,190	115,921	120,760	120,760	272,671
STU	85,174	86,877	88,615	90,387	351,053	361,548	361,548	730,124
SXF	2,410	8,728	0	0	11,138	0	0	0
TAP	7,572	3,332	0	0	10,904	0	0	0
TAU	7,932	8,097	8,266	8,438	32,733	33,752	33,752	67,504
Toll	0	0	0	0	0	0	0	0
TPK	0	21,050	0	0	21,050	0	0	0
<b>Highway</b>	<b>899,026</b>	<b>806,993</b>	<b>920,258</b>	<b>944,297</b>	<b>3,570,574</b>	<b>3,547,692</b>	<b>2,169,616</b>	<b>6,252,234</b>

Source: DVRPC, 2022

Note: The TIP fund categories are explained in Chapter 7; Codes and Abbreviations Overview,” beginning on page 101. 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; “Cost Summary by Funding Source in Pennsylvania (\$000),” on page 12.

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

Fund Type	FY2023	FY2024	FY2025	FY2026	4-Year Total (FY2023–2026)	2 <sup>nd</sup> 4 Years LFY 2027–2030	3 <sup>rd</sup> 4 Years LFY 2031–2034	Total LFYs 2027–2034
Transit Program								
1513	1,476	1,550	1,628	1,709	6,363	0	0	0
1514	374,182	357,820	362,056	361,633	1,455,691	1,598,344	1,810,785	3,409,129
1517	3	1	6	20	30	0	0	0
341	5,200	7,765	7,250	2,500	22,715	0	0	0
5307	138,937	154,204	155,504	150,377	599,022	452,943	509,792	962,735
5337	211,543	215,052	218,106	212,604	857,305	532,487	599,320	1,131,807
5339	6,432	6,685	6,891	7,149	27,157	36,752	41,363	78,115
ARPA	200	0	0	0	200	0	0	0
LOC	12,984	12,442	13,111	12,597	51,134	89,825	96,544	186,369
Other	348,102	139,436	198,139	199,997	885,674	826,458	813,459	1,639,917
PTAF 44	11,728	11,730	11,724	11,727	46,909	10,515	0	10,515
<b>Transit Subtotal</b>	<b>1,110,787</b>	<b>906,685</b>	<b>974,415</b>	<b>960,313</b>	<b>3,952,200</b>	<b>3,547,324</b>	<b>3,871,263</b>	<b>7,418,587</b>

Source: DVRPC, 2022

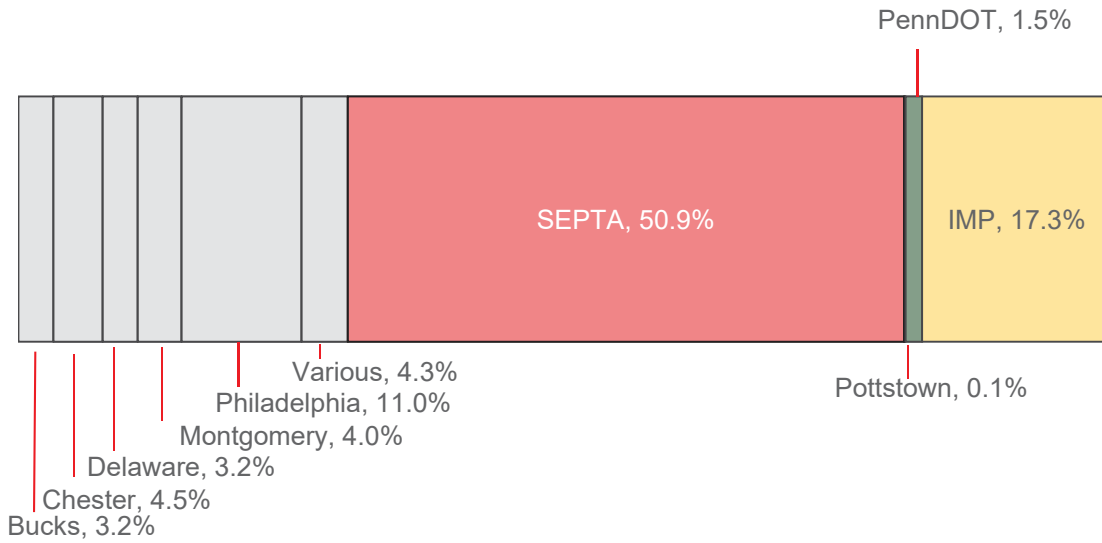
Note: The TIP fund categories are explained in Chapter 7; Codes and Abbreviations Overview,” beginning on page 101. The funds that are highlighted in green are state transportation funds; the funds highlighted in blue are FTA funds; the funds highlighted in purple are local/other funds. See Figure 2; “Cost Summary by Funding Source in Pennsylvania (\$000),” on page 12.

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

Program	FY2023	FY2024	FY2025	FY2026	4-Year Total (FY2023–2026)	2 <sup>nd</sup> 4 Years LFY 2027–2030	3 <sup>rd</sup> 4 Years LFY 2031–2034	Total LFYs 2027–2034
Grand Total Cost: Four-Year Highway and Transit Program								
Highway	899,026	806,993	920,258	944,297	3,570,574	3,547,692	2,169,616	6,252,234
Transit	1,110,787	906,685	974,415	960,313	3,952,200	3,547,324	3,871,263	7,418,587
<b>DVRPC Total</b>	<b>2,009,813</b>	<b>1,713,678</b>	<b>1,894,673</b>	<b>1,904,610</b>	<b>7,522,774</b>	<b>7,095,016</b>	<b>6,040,879</b>	<b>13,670,821</b>

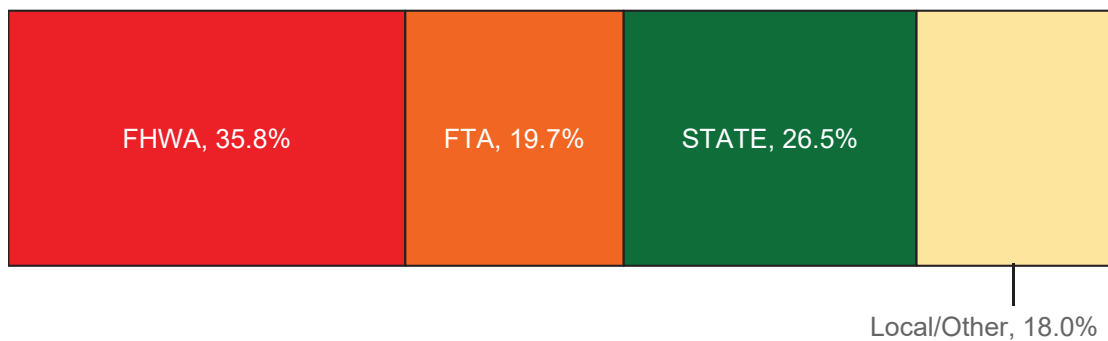
Source: DVRPC, 2022

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



Source: DVRPC, 2022

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



Source: DVRPC, 2022

## Funding to the Region

The IIJA/BIL is the new federal legislation that Congress passed on November 5, 2021 and the President signed into law on November 15, 2021. The \$1.2 trillion IIJA/BIL reauthorizes the nation's surface transportation and drinking water and wastewater legislation, and includes an additional \$550 billion in funding for new programs in transportation, energy transmission, resilience, broadband, and others, approximately half of which goes to the U.S. Department of Transportation over the next five years, FY22-FY26. The bill focuses 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 IIJA/BIL expands eligibility and changes some policy requirements in legacy programs, and establishes several new formula-funded and discretionary programs.

### Formula Funds

The IIJA/BIL includes a five-year, \$351 billion authorization of highway and bridge programs nationally, while transit programs will receive \$91 billion. There is also \$110 billion in new spending from the General Fund for highway and bridges, primarily for a special bridge investment program (BRIP), electric vehicle charging, and several discretionary programs. Another \$118 billion is transferred from the General Fund to ensure the solvency of the Highway Trust Fund. Under the new legislation, several new Highway Trust Fund formula programs have been authorized. There is a new program for bridges (BOF) where 15% of the funds are reserved for bridges not on the federal-aid system, and locally owned bridges not on the federal-aid system are eligible for a 100% federal share. Another new General Fund program is for Electric Vehicle Charging, 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. At the time of this writing, the DVRPC region is still awaiting guidance from PennDOT on two other new programs created by the IIJA/BIL, the Carbon Reduction Program to reduce transportation emissions, and the Promoting Resilient Operations for Transformative, Efficient and Cost-saving Transportation (PROTECT) Formula Program to improve resiliency of infrastructure.

The legislation also expands and amends several existing core federal funding programs. The Surface Transportation Block Grant Programs (STBG), known as STP and STU (Urban) in the Draft FY2023 TIP, include funding set aside for the Transportation Alternatives Set-Aside (TASA) that has increased to 10% of the overall STBG authorization. The set-aside for bridges not on the federal aid system has increased. The Highway Safety Improvement Program (HSIP) has been amended in the new legislation to restore 10% flexibility for non-infrastructure activities and behavioral projects. The program was also amended to include additional eligible improvements that enhance pedestrian safety. The DVRPC region is set to receive more HSIP funding than in past TIPs, with the annual funding amounts increasing to \$24.528 million in FY23, \$25.394 million in FY24, \$26.276 million in FY25 and \$27.176 million in FY26 and beyond. The National Highway Performance Program (NHPP), National Highway Freight Program (NHFP), and Congestion Management and Air Quality Program (CMAQ) have all been continued in the new legislation with some new eligibility and increased funding levels.

### Discretionary Funds

The IIJA/BIL also continues several Discretionary Grant Programs and creates a number of new ones. The existing Infrastructure for Rebuilding America (INFRA) program for Nationally Significant Freight and Highway Projects has increased from \$900 million to \$1 billion per year. There are several new programs, including:

- The Bridge Investment Program has \$600 million allocated in FY22 and grows to \$700 million in FY26;
- The Congestion Relief Program is set at \$50 million per year;
- Charging and Fueling Infrastructure Grants start at \$300 million in FY22 and increase to \$700 million in FY26;
- The Rural Surface Transportation Grant Program starts at \$300 million in FY22 and increases to \$500 million in FY26;
- PROTECT Grants start at \$250 million in FY22 and increase to \$300 million in FY26;
- Reduction of Truck Emissions at Port Facilities sets-aside \$50 million per year; and
- The Healthy Streets Program has \$100 million set-aside each year.

### **IIJA Impact on Pennsylvania Funding**

Over the life of the IIJA/BIL, the annual increase to the Pennsylvania Highway and Bridge Formula Funding is expected to be \$2.3 billion (additional):

- FY22: \$378 million (additional)
- FY23: \$421 million (additional)
- FY24: \$465 million (additional)
- FY25: \$511 million (additional)
- FY26: \$557 million (additional)

Pennsylvania’s share of highway and bridge funding is anticipated to be approximately \$13 billion over the five years of the legislation. On an average annual basis, this is about 40% more than the State’s Federal-aid highway formula funding under the FAST Act’s continuing resolutions. 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 (FY22), this represents about a 41% increase over 2021 FAST Act formula transit funding levels. In addition, Pennsylvania can compete for the \$12.5 billion Bridge Investment Program for economically significant bridges and \$15 billion of national funding in the law dedicated to megaprojects that will deliver substantial economic benefits to communities. States may also apply federal aid dollars towards climate resilience and safety projects.

In addition, the new Bridge Investment Program formula funding provides approximately \$327 million per year and totals \$1.6 billion over the five-year period of the IIJA/BIL. The total increase in highway and bridge funding is around \$4 billion over the five years. 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 is going to have to raise approximately \$1 billion in matching funds.

Due to time constraints with the Draft FY2023 TIP update, as well as the lack of full-year appropriations or guidance for the new Carbon Reduction and PROTECT formula fund programs, at the time of Financial Guidance distribution, all funds for these new programs were held in a statewide line item until further guidance is provided from FHWA. Any necessary updates to the program will take place after adoption in October 2022.

## Regional Impact of the IIJA

Funding for the DVRPC Regional Highway Program and Transit Program in the Draft FY2023 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 \$1.8 billion in Highway and Bridge funding is available to the region over the four years of the Draft FY2023 TIP. That is a \$486 million (37%) increase when compared to the Financial Guidance for the FY2021 TIP. There is an additional \$200 million (550%) increase in funding for bridge improvement projects. The region is receiving over \$30 million in additional funding for safety projects, and a \$24 million (150%) increase for bicycle and pedestrian projects, when compared to the previous TIP's Financial Guidance. In the Draft FY2023 TIP, \$20 million (\$16 million State 183/\$4 million local match) will be set aside for a new round of the Municipal Bridge Retro-reimbursement program and \$50 million (100% federal BOF funding) will be set aside for a new competitive off-system bridge program. After the TASA set-aside, 55% of the funds are sub-allocated by population. The amount coming to the DVRPC region directly for TAU funding in the Draft FY2023 TIP is \$7.932 million in FY23, \$8.097 million in FY24, \$8.266 million in FY25, and \$8.438 million in FY26 and beyond.

According to PennDOT Financial Guidance, which establishes base funding levels for the highway and transit programs, the DVRPC region receives over 25 percent (\$1,795,004,000) of the \$7.08 billion in federal and state resources from the formula highway funds distributed to MPOs and RPOs in the state over the four-year TIP, and 62 percent (\$2,449,552,000) of the \$3.95 billion in federal and state (Asset Improvement) resources for the Transit Program. Overall, 38.4 percent (\$4,244,556,000) of the \$11.03 billion in (highway and transit) federal and state resources for non-interstate funding over the four years (FY2023 to FY2026) of the STIP is allocated to the DVRPC region. For details, see PennDOT's Financial Guidance in Appendix B of this document, which reflects the region's core funding programs. These guidance numbers vary from actual total programming levels for the DVRPC Draft 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. Also note that the Financial Guidance for Transit funding has not been updated to reflect the increase due to the passage of the IIJA/BIL.

Prior to the passage of the IIJA/BIL, the region was faced with the decision to delay, push out, or remove over \$750 million of funding from existing projects in the FY2021 Twelve Year Program in order to achieve fiscal constraint of the TIP. This would have been on top of the \$1.1 billion of construction funding for existing projects that was delayed during the FY2021 TIP update. After the passage of the IIJA/BIL, all current existing projects are funded, no cuts had to be made, and projects are able to advance sooner. Twelve new highway funded projects, at an estimated cost of \$91.5 million, and 36 new bridge projects, at an estimated cost of \$256.3 million, were added to the Draft FY2023 TIP. Projects that had funding pushed out to the LRP during the FY2021 TIP update are able to advance back into the twelve-year program at a level of \$303.8 million.

## Statewide Interstate Management Program and Asset Management

More funding statewide is being directed to the Interstate Management Program (IMP), just like the previous FY2021 TIP. Prior to the FY2021 TIP, IMP funding had been stagnant for over 10 years, since being established at \$370 million annually. For comparison, the IMP is currently averaging \$1.361 billion a 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 FHWA, convinced PennDOT and their Planning Partners to agree to increase the IMP funding over time to reach \$1 billion by FY27. Agreement to focus on the Interstates was decided by PennDOT and their 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 Draft FY2023 program is going to the MPOs/RPOs.

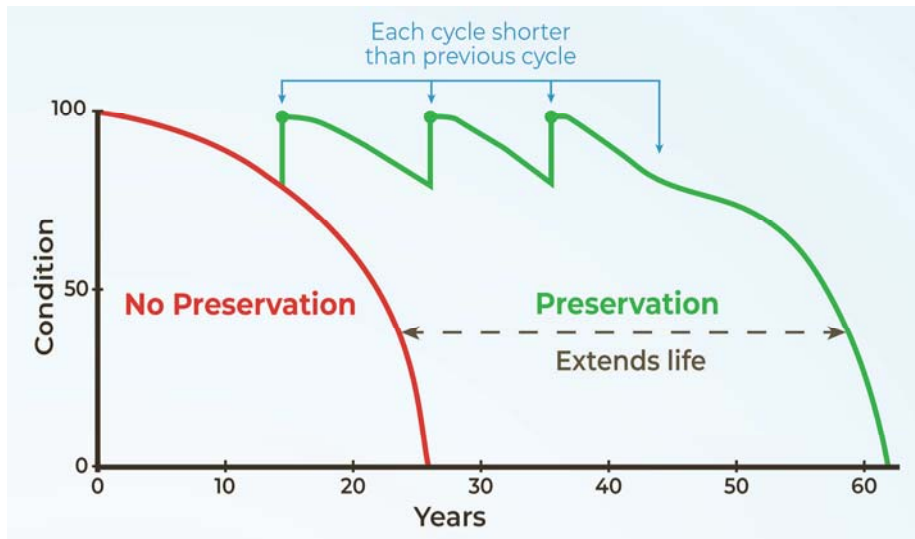
Continuing on with focusing on a more performance-based approach to selecting projects under the Draft program, the distribution of regional funding, known as formula funding, continues to include a more performance-based approach and focusing on what is called lowest-life-cycle cost (LLCC). States are 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; lowest-life-cycle cost 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 3: Lowest-Life Cycle Cost. The theory is that a series of well-timed preservation activities extends the life of the asset, maintains the asset at a higher performance level for longer, and lowers the total cost per year.

Financial Guidance formulas for core transportation funds distributed statewide remain the same as in the FY2021 TIP. The National Highway Performance Program (NHPP) and Surface Transportation Block Grant Program (STP) funding distribution is based on 40% of the funding through a formula attributable to bridge condition data (for bridges greater than 20 feet), and 60% of the funding through a formula attributable to highway condition data. There is also an “Asset Management Factor” or AMF included in the formulas which 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 takes into account the different level 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 poor rated bridge deck area versus the deck area of all bridges in a region, in order to move away from the worst-first approach to programming. The AMF is a factor in the formulas. STP funding for bridges does not include the AMF. This approach was selected to transition the change from a worst-first way of selecting projects to a more performance-based approach, as PennDOT and its Planning Partners recognized it will take a few years to see what the impacts are and if the “needle” is moved in the correct and anticipated direction. 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.

Regarding funding for the Statewide Interstate Management Program (IMP), which is managed statewide, PennDOT’s Financial Guidance (Appendix B) indicates that \$5,444,393,000 would be distributed (statewide) to projects in the IMP, over the four years FY23 to FY26, for an average of \$1,361,098,000 per year. Included in the \$5,444,393,000 funding for the IMP is \$234,432,000 of National Highway Freight Program (NHFP) funding in the four-year STIP. For projects programmed during the FY23 to FY26 time period, \$1,304,661,000, or 23.9 percent of IMP funds, have been distributed to the DVRPC region. This includes \$250,000,000 in Major Bridge Public Private Partnership (MBP3) funds being distributed to the DVRPC region over the FY23-FY26 time frame for MPMS #115805 - I-95 Bridge Rehab: Island Ave-Phila Navy Yard. This new project addresses a roughly five-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. This is a significant increase from the \$859.335 million that was funded through the IMP during the FY2021 S/TIP.



Figure 3: Lowest-Life Cycle Cost



Source: PennDOT, 2020

### SEPTA Capital Financing

The transit portion of the Draft DVRPC FY2023 TIP for Pennsylvania includes \$2.5 Billion of capital financing designated by fund code "OTH" or "Other" for SEPTA. The financing, which will be utilized as needed, may take the form of Taxable or Tax-Exempt Revenue bonds.

On February 24, 2022, the SEPTA Board approved the Authority to issue bonds in an amount not to exceed \$800 million to support SEPTA's capital program. This approval 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 Authority expects to proceed with an initial bond issuance of \$550 million to fund various capital projects, including 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.

For the Draft FY2023 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 Rural Planning Organizations (RPOs). The financial guidance establishes highway and transit 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 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.

The Draft DVRPC FY2023 TIP for Pennsylvania makes information available for project costs beyond the formal federally required four-year (FY23–FY26) constrained period of the TIP. Project phases appear in these later fiscal years (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 (FY27–FY34) do not technically have available or committed funding and cannot be federally authorized since they fall outside of the four-year TIP period per federal regulation. However, in order to demonstrate a longer planning and programming horizon, to provide more realistic expectations and timeframes in which to expect advancement of TIP projects with more realistic costs, and to indicate a certain level of commitment to those projects by the region, the Draft FY2023 TIP does show a financially constrained 12-year program from FY23–FY34, using assumptions of funding levels that are currently available.

The Interstate Management Program (IMP), as part of the Pennsylvania STIP, was created to proactively address the maintenance and reconstruction of the state’s aging Interstate infrastructure. An average of \$1.36 billion per year (FY23–FY26) will be used statewide, utilizing all federal National Highway Performance Program Funds that these miles/bridges represent, plus the appropriate state match. Those funds have been removed from what was previously allocated to the various regions throughout the state but which are now pooled under the IMP. These funds are allocated statewide to specific projects. DVRPC has 34 IMP projects in the region, totaling over \$1.3 billion, which are included in the IMP over the four years FY23–FY26. 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. More funding is being directed to the Interstate Management Program than in the past. The level of funding for the IMP had been stagnant for over 10 years since the IMP was established at \$370 million annually. Up until the FY2019 STIP, investment in the IMP was approximately \$500 million per year, using \$370 million of IMP funds that were set aside, plus funds from the Secretary’s SPIKE discretionary funds. That amount of funding was not keeping up with the need. Identified need for the Commonwealth’s Interstates was \$1.2 Billion per year, and federal performance measures, as well as the Statewide Transportation Asset Management Program (TAMP) required by FHWA convinced PennDOT and their Planning Partners to increase the IMP funding over time to eventually reach \$1 billion in FY27 of the FY2021 STIP, for the IMP. During the previous STIP, the IMP grew by an additional \$150 million in FY21, plus an additional \$50 million for the following six years to reach a total of \$1 billion per year. This funding allotment to the IMP has continued under the financial guidance of the Draft FY2023 program. An additional \$272 million is being added to IMP due to the IIJA/BIL. The majority of the additional funding from the IIJA/BIL has been distributed directly to the MPOs/RPOs.

Federal regulations also require transit operators that receive federal funds for new capital facilities to prepare a Transit Financial Capacity Analysis, showing the agency is capable of maintaining its existing operations, as well as taking on the new capital projects and new services.

SEPTA certifies annually to its financial capacity as part of the FTA Certifications and Assurances. In addition, the FTA conducts triennial reviews of SEPTA’s compliance in 21 different areas, including Financial Management and Capacity. The final report for the 2021 Triennial Review for SEPTA identified several deficiencies, but they have since been addressed by SEPTA. SEPTA is in a good/fundable standing with FTA requirements for Financial Management and Financial Capacity. This documentation is on file with the transit operator, as well as with the FTA. SEPTA’s updated Financial Capacity Analysis is included in this document (see Appendix B).

## Project Selection and Evaluation Process

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. As a result, competition between projects for inclusion in the TIP clearly exists. In the DVRPC region, the TIP project selection process is consensus based, in combination with a universal TIP-LRP Project Benefit Evaluation Criteria that incorporates performance-based measures for new projects.

The FY2023 PA TIP update process included a series of weekly subcommittee meetings that were held from August 2021 to December 2021. These meetings included city and county partners, PennDOT, PART, SEPTA, and DRPA/PATCO staff, as well as federal partners in attendance to review projects for the draft TIP, identify the highest priority projects, vet concerns, and negotiate final programming. Project managers and stakeholder subcommittee members provided updated project costs and schedules to inform programming. New candidate projects were evaluated by using performance-based planning measures and the TIP-LRP Project Benefit Evaluation Criteria.

### PA TIP Subcommittee Meetings

- The following is an example list of agenda items presented to the committee:
- State Transportation Commission Public Survey Analysis
- Long Range Plan (LRP) Presentation
- Congestion Mitigation & Air Quality Modeling System (CMAQ) Presentation
- Equity Analysis Including Bridge and Pavement Condition Maps with Census Data
- General & Procedural and Financial Guidance
- New Project Evaluation Summary
- MOU Review

The DVRPC Board adopted the TIP-LRP Project Benefit Evaluation Criteria on July 25, 2019. The full version of the universal Project Benefit Evaluation Criteria that has been established for the TIP is found in Appendix D and is summarized below in the order of the criterion with the highest percentage/regional priority to the criterion with the lowest percentage/regional priority. DVRPC staff anticipate beginning the process to update the evaluation criteria in the summer/fall of 2022.

### Benefit Criteria

- Safety (27 percent): project implements FHWA-proven safety countermeasures or other safety strategies with specific crash reduction factors; addresses identified high-crash locations and crashes in communities of concern, including high concentrations of low income, racial and ethnic minority, and disabled populations; or implements safety-critical transit projects that help meet safety performance measures identified by a Public Transportation Agency Safety Plan (PTASP);
- Facility/Asset Condition and Maintenance (22 percent): project brings a facility or asset into a state of good repair (SGR), extends the useful life of a facility, or provides reduced operating/maintenance costs;
- Equity (12 percent): location in census tracts with high Indicators of Potential Disadvantage (IPD) communities, including population assessment within the census tract; no score for projects that increase vehicle speeds above 30 miles per hour (mph) or traffic volumes in tracts with above-average or well-above-average IPD scores;
- Centers and the Economy (12 percent): location within a quarter-mile of a Planning or Freight Center; or within a high, medium-high, or medium transit score area; provides a connection between two or more Centers; location in a municipality that meets Economic Development

Administration funding eligibility requirements; location within a half-mile of a major regional visitor attraction; or project is part of a major-county-identified economic development project;

- Reliability and Congestion (11 percent): location in a CMP congested corridor; implements a CMP strategy appropriate for that corridor; location on a road with a high Planning Time Index (PTI); or transit facility with a low on-time performance;
- Multimodal Use (9 percent): total number of person trips (driver trips + passenger trips + transit trips + bike trips + pedestrian trips) and daily trucks using the facility or asset; and overall benefit to multimodal trip making;
- The Environment (7 percent): project expected to deliver high air quality benefits (per FHWA guidance) or incorporates environmentally friendly design principles.

It is important to note that the Benefit Evaluation Criteria analysis is only one consideration in the ultimate project selection process. Other considerations are local and regional priorities, asset management system rankings, public input, political support, geographic distribution, fund eligibility, project readiness, leveraging investments, and working to ensure a variety of project types. These key factors are the building blocks to consensus-based TIP project selection.

Another important consideration is the evaluation of Title VI and Environmental Justice (EJ) through quantitative and qualitative analyses and mapping. In 2001, DVRPC developed a technical assessment to identify populations of concern that may be directly and disparately impacted by the Commission's plans, programs, and planning processes. This assessment, called Indicators of Potential Disadvantage, was significantly revised in 2010 and 2018. In this FY2023 TIP update, DVRPC performed a more robust EJ and Equity analysis approach than in previous TIP updates, based on the "South Central Pennsylvania Environmental Justice Unified Process and Methodology Guide." This guide outlines strategies to accomplish the core elements of an EJ analysis. The core elements that the guide prescribes are:

- Identify EJ populations (Low Income, Racial Minority, and Ethnic Minority).
- Assess conditions and identify needs.
- Evaluate burdens and benefits.
- Identify and address potential disproportionate and adverse impacts, which will inform future planning efforts.

The IPD analysis is utilized in a variety of DVRPC plans and programs, including the TIP, and is available online at [www.dvrpc.org/webmaps/IPD](http://www.dvrpc.org/webmaps/IPD). For more information about DVRPC's Title VI Compliance Program and Public Involvement opportunities, please visit [www.dvrpc.org/GetInvolved/TitleVI](http://www.dvrpc.org/GetInvolved/TitleVI) and [www.dvrpc.org/GetInvolved/PublicParticipation](http://www.dvrpc.org/GetInvolved/PublicParticipation).

New and existing projects in the TIP are consistent with, and have been drawn from, DVRPC's Long-Range Plan—[Connections 2050](#). Only new candidate projects in the TIP have been evaluated through the universal Project Benefit Evaluation Criteria. Transit agencies screen projects internally before submitting them for more 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. For more details about PennDOT Connects, please visit <https://www.penndot.gov/ProjectAndPrograms/Planning/Pages/PennDOT-Connects.aspx>.

Only new candidate projects in the TIP have been evaluated with the universal Project Benefit Evaluation Criteria. Due to the IIJA/BIL it was decided that \$303.8 million of funding that had been pushed out to the

LRP in the FY2021 TIP update would be brought back into the twelve-year program as well as adding 12 new highway funded projects, at an estimated cost of \$91.5 million and 36 new bridge projects, at an estimated cost of \$256.3 million.

A total of 266 highway and bridge projects were carried over from the FY2021 TIP. An additional 98 highway and bridge projects that were on the FY2021 TIP have been let or are expected to obligate funds before the effective date of the FY2023 TIP, which is October 1, 2022. This information was provided in working meetings of the Pennsylvania TIP Subcommittee, verifying the accuracy of milestones recorded in the Multimodal Project Management System (MPMS).

### **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 their own land use decisions. As part of the development of Connections 2050, the region's Long-Range Plan, DVRPC organized these communities throughout the region into four community types, including: Core Cities (Trenton and Camden in the New Jersey state subregion, and Philadelphia and Chester in the Pennsylvania state subregion); Developed Communities, which represent the region's older boroughs and townships; Growing Suburbs, which are experiencing or are forecast to experience significant additional growth; and Rural Areas, where preservation and limited development are key.

Additionally, the Long-Range Plan identifies over 130 Plan Centers. These are areas with a high degree of existing development and which have been identified as appropriate for future development. The TIP, serving as one of the Long-Range Plan implementation tools, funds a variety of projects that address the transportation needs of all Plan Centers. All Pennsylvania TIP projects listed in the Draft FY2023 TIP for Pennsylvania identify the respective Plan Center for that project. A more complete discussion and illustration of Plan Centers can be found in the Connections 2050 Process and Analysis Manual, hosted on the DVRPC website at [www.dvrpc.org/plan](http://www.dvrpc.org/plan).

### **Congestion Management Process**

The Congestion Management Process (CMP) is a systematic and ongoing process for managing roadway congestion throughout a region. It uses performance-based measures to analyze the regional multimodal transportation system to identify and prioritize congested locations. For DVRPC, these locations include focus roadway facility corridors, focus intersection bottlenecks, and corridor areas. The CMP analyzes potential causes of congestion, and develops a set of strategies to minimize it and improve the mobility of people and goods to get to their destination. These strategies include, but are not limited to, operational and Intelligent Transportation System improvements such as coordinating traffic signals; transportation demand management approaches like carpool/vanpool programs; and transit improvements such as constructing passenger intermodal centers or expanding parking lots. Where new roadway capacity is necessary, 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 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 update to help identify where the most appropriate congested locations and CMP 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.

The CMP evaluates all new or amended TIP projects proposed for federal funding, and, where Major SOV capacity is consistent, the CMP includes the required table of supplemental strategies to reduce travel demand and to get the most value from the investment. Project managers are encouraged to contact DVRPC to check whether project alternatives are consistent early in planning phases 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 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 completes its cycle by evaluating the effectiveness of transportation improvements and then starts updating the analysis again on an approximately four-year cycle. Further information about the CMP is available on DVRPC's website at [www.dvrpc.org/CongestionManagement/](http://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 the conduct of 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 Philadelphia-Camden-Trenton 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 interject its unique perspectives on regional plans and specific projects by 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 FY26 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 percent of program funds that may be used for eligible multimodal projects from a 10 percent cap to a 30 percent cap. In order 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 Freight Movement Plan" is anticipated to be published in 2022.

The FAST Act (continued under the IIJA/BIL) also 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, and approximately 460 miles in Pennsylvania.
- **Critical Rural Freight Corridors:** These are public roads not in an urbanized area, to be designated by the states, which 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 urbanized areas that provide access and connection to the PHFS and the Interstate with other ports, public transportation facilities, or other intermodal transportation facilities.

The Infrastructure for Rebuilding America (INFRA) discretionary grant program, established in 2017 under the FAST Act, 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 eligibilities for marine highway corridors functionally connected to NHFN and highway, bridge, or freight projects on the NHFN. In FY2021, the INFRA program awarded over \$905 million to help rebuild, repair, and revitalize infrastructure. Visit [www.transportation.gov/grants/infra-grants-program](http://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](http://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](http://www.dvrpc.org/freight).

Projects listed in Table 7: 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 National Highway System (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.

## 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. The projects are listed, along with their associated costs, in Table 8:.

## 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 the Congestion Mitigation and Air Quality Improvement Program (CMAQ) and the Transportation Alternatives Set-Aside Program (TASA), which includes the Safe Routes to School program.

### DVRPC Competitive CMAQ Program

The Congestion Mitigation and Air Quality (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, and 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 Regional Technical Committee 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](http://www.dvrpc.org/cmaq).

### Transportation Alternatives Set-Aside Program (TASA)

The IIJA/BIL's Surface Transportation Block Grant sets aside funding for the continuation of Transportation Alternatives Set-Aside Program (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 (REC 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 urbanized 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 apportions \$7,932,000 in TASA funds in FY23, \$8,097,000 in FY24, \$8,266,000 in FY25, and \$8,438,000 annually after FY25, directly to the DVRPC southeastern Pennsylvania region for use in selecting projects on a competitive basis. A recent competitive round of two years' worth of MPO funding occurred in the fall of 2021, with final project selections in the winter of 2022.

Even though the IIJA/BIL is only a five-year authorization, 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, the Statewide TASA program, administered by PennDOT, awarded approximately \$54.1 million for 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 Transportation Alternatives Set-Aside 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, Greater Philadelphia's 800-mile network of multiuse trails. The Circuit Trail system takes 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 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, visit [www.dvrpc.org/Trails/RegionalTrailsProgram](http://www.dvrpc.org/Trails/RegionalTrailsProgram) or [circuittrails.org](http://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. This funding includes:

- 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. The term “asset management” means a strategic and systematic process of operating, maintaining, and improving physical assets, with a focus on both engineering and economic analysis based upon quality information, to identify a structured sequence of maintenance, preservation, repair, rehabilitation, and replacement actions that will achieve and sustain a desired state of good repair over the lifecycle of the assets at minimum practicable cost.

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 of Pennsylvania and contributes significantly to providing a state of good repair. It should be noted that, in Pennsylvania, the existing and future transportation needs are much greater than what existing financial resources can provide. These needs go beyond traditional highway and bridge infrastructure. They also include multimodal public transit, aviation, rail, marine, ports, bicycle, and pedestrian assets. Table 6: shows the regional estimated total of state transportation funding not included in the Draft TIP.

**Table 6: State Transportation Funding Not Included in the TIP**

<b>Pennsylvania Transportation Funding Not Included in the TIP</b>					
<b>PLANNING PARTNER</b>	<b>SFY 22-23</b>	<b>SFY 23-24</b>	<b>SFY 24-25</b>	<b>SFY 25-26</b>	<b>SFY 26-27</b>
<b>DVRPC</b>	<b>\$305,173,495</b>	<b>\$307,784,830</b>	<b>\$309,783,168</b>	<b>\$311,800,650</b>	<b>\$313,826,783</b>

Table 7: 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		
US 202, Markley Street Southbound	16665	Montgomery
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, 79827, 79828, 79904, 79905, 79908, 79910, 79912, 103557, 103558, 103559, 103560, 103561, 103563, 115805, 116391	Philadelphia
Improves Distribution Patterns and Supply Chains and Modernizes Interchanges and Ramps		
Bridgewater Road Extension	79329	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, 2022

Table 8: Toll Authority Projects

Project	Schedule (Years)	Cost (in millions)
<b>Delaware River Joint Toll Bridge Commission</b>		
Trenton-Morrisville Toll Bridge Route 1 & PA Avenue Interchange Improvements Study	2023	\$0.256
Trenton-Morrisville Toll Bridge All Electronic Tolling	2023-2024	\$4.154
New Hope - Lambertville Toll Bridge All Electronic Tolling	2027-2030	\$5.281
Lower Trenton Toll Supported Bridge Cleaning & Painting	2023-2024	\$6.525
Washington Crossing Bridge Replacement	2023-2031	\$117.115
New Hope - Lambertville Toll-Supported Bridge Rehabilitation	2023-2024	\$7.057
Centre Bridge Stockton Toll Supported Bridge Rehabilitation	2024-2025	\$9.050
Uhlerstown - Frenchtown TSB Rehabilitation	2025-2026	\$7.342
Upper Black Eddy - Milford Toll-Supported Bridge Rehabilitation	2029-2030	\$10.879
Riegelsville TSB Rehabilitation	2028-2029	\$10.585
<b>DRPA/PATCO</b>		
Benjamin Franklin Bridge—Masonry Rehabilitation	2025-2026	\$20.0
Ben Franklin Bridge – Suspension Cable Dehumidification	2020-2025	\$45.0
Ben Franklin Bridge – Maintenance Painting and Steel repairs	2020-2025	\$150.0
Commodore Barry Bridge—Deleading and Repainting	2022-2026	\$100.0
Commodore Barry Bridge—Structural Rehabilitation, Phase II	2020-2022	\$17.0
Betsy Ross Bridge – Deleading and Repainting	2022-2026	\$80.0
Walt Whitman Bridge— Suspension Cable Dehumidification	2021-2026	\$35.0
Walt Whitman Bridge—Pier Rehabilitation	2022-2026	\$10.0
PATCO—PATCO Hall and Way Interlocking Rehabilitation	2020-2022	\$12.0
PATCO—PATCO Interlocking and Track Rehabilitation Phase II	2022-2026	\$21.1
PATCO—Install Elevators in Remaining PATCO Stations	2020-2022	\$26.0
PATCO—Embankment Restoration, Drainage Improvements, and Retaining Walls Rehabilitation	2021-2025	\$8.0
PATCO—Replace Electrical Cables in Subways & Subway Structure Rehabilitation	2021-2026	\$18.0

Source: DVRPC, 2022

Table 8: Toll Authority Projects (cont.)

Project	Schedule (Years)	Cost (in millions)
Pennsylvania Turnpike Commission		
I-76, Roadway and Bridge Reconstruction, SR 29 to Valley Forge, MP 320-324	Design Ends 2021 Construction ends 2029	\$305
I-76, Roadway and Bridge Reconstruction, SR 29 to Valley Forge, MP 324-326	Construction Ends 2025	\$118
I-76, Roadway and Bridge Reconstruction, Downingtown to SR 29, MP 312-316	Construction Ends 2026	\$196
I-76, Roadway and Bridge Reconstruction, Downingtown to SR 29, MP 316-319	Design Ongoing Construction TBD	\$100
I-76, Roadway and Bridge Reconstruction, Morgantown to Downingtown, MP 298-312, segment divided into three parts: <ul style="list-style-type: none"> <li>MP 298 to MP 302, MP 302 to MP 308</li> <li>MP 308 to MP 312: reconstruction/replacement of Milford Road Overpass at MP 309.19 completed October 2019</li> <li>Park Road Overpass at MP 310.36 to be completed Nov. 2022</li> </ul>	Design Ongoing Construction TBD	\$432
I-476, Roadway and Bridge Reconstruction, Lansdale to Quakertown MP A-31 to MP A-38 <ul style="list-style-type: none"> <li>Project completion date is scheduled for 6/18/2021</li> </ul>	Construction Complete	0
I-476, Roadway and Bridge Reconstruction, Lansdale to Quakertown, MP A-38 to MP A-44 <ul style="list-style-type: none"> <li>Project will be bid after the construction of MP A-31 to A-38 Total Reconstruction is complete.</li> </ul>	Construction Ends 2025	\$180
PA Turnpike/I-95 Interchange Project–Stage 1	Construction Complete	0
PA Turnpike/I-95 Interchange Project–Stage 2–New Falls Road Bridge Replacement	Construction Complete	0
PA Turnpike/I-95 Interchange Project–Stage 2–Section A (I-276 west of Neshaminy Toll Plaza)	Design Ongoing Construction TBD	\$135
PA Turnpike/I-95 Interchange Project–Stage 2–Section C (I-276 east of Neshaminy Toll Plaza)	Design Ongoing Construction TBD	\$100
PA Turnpike/I-95 Interchange Project–Stage 3–Build new Del River Bridge to carry both North & South I-95 with subsequent removal of existing bridge	Design Begins 2021 Construction TBD	\$750

Source: DVRPC, 2022

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