



May 2026

UPDATE:



Appendix F
Financial Plan

APPENDIX F — Financial Plan

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Financial Plan Overview

The regional funding priorities and capital investments outlined in the *Update: Connections 2050* Financial Plan were developed through extensive collaboration with DVRPC's Regional Technical Committee (RTC) Financial Planning Subcommittee. DVRPC facilitated 31 meetings with the subcommittee, along with many more targeted conversations, between May 2022 and May 2025. Long-range planning staff worked closely with key partners—including county and municipal governments, PennDOT, NJDOT, SEPTA, NJ Transit, and DRPA/PATCO—to identify transportation infrastructure investments necessary to be made over the life of the Plan to achieve the regional vision by 2050.

The financial plan consists of five steps:

1. **Needs Assessment**—Establish infrastructure and service requirements needed to achieve the region's transportation vision and goals.
2. **Revenue Forecast**—Project future funding levels to determine how much revenue will be available for transportation projects.
3. **Funding Allocation**—Distribute funds across project types in alignment with regional priorities and needs.
4. **Project Evaluation and Selection**—Compare the benefits and costs of candidate projects and select those that will have the most impact.
5. **Fiscal Constraint and Funding Options**—Demonstrate that the Plan does not call for expenditures beyond reasonably anticipated revenues and identify ways to fill

any gaps in funding (see *Appendix E—Funding Sources and Future Funding Outlook* for content on this topic).

There are four separate financial plans: one for multimodal roadway projects and one for transit projects in each of the Pennsylvania and New Jersey subregions. Funding for each of these financial plans comes from different federal, state, and local sources. Each contains four funding periods that align with both the 2025 Pennsylvania and 2026 New Jersey TIPs (see Table F-1). In Pennsylvania, the first funding period comprises years two to four of the four-year federal fiscal year (FFY) FFY 2025 TIP and years five to six of the Twelve-Year Program (TYP). The second period corresponds with the last six years of the statewide TYP. In New Jersey, the first funding period aligns with the first four years of the FFY 2026 TIP. The second funding period corresponds with the remainder of the statewide 10-year plan. Per federal conformity requirements, 10 years is the maximum length allowable for any single Plan funding period.

Table F-1: *Update: Connections 2050* Funding Periods

Funding Period	Pennsylvania	New Jersey
1	2026–2030 (5)	2026–2029 (4)
2	2031–2036 (6)	2030–2035 (6)
3	2037–2045 (9)	2036–2045 (10)
4	2046–2050 (5)	2046–2050 (5)

Source: DVRPC, 2025.

The financial plan closely aligns with two other federally mandated programs:

1. The Transportation Improvement Program (TIP) ⁴¹ is a regionally agreed-upon list of priority multimodal transportation projects planned for the next four years that intend to use federal funding, along with all non-federally funded projects that are regionally significant for air quality conformity, with estimated costs and scopes.
2. The Congestion Management Process (CMP) ⁴² provides information about the performance of the regional transportation network, identifies and prioritizes congested locations in the region, and recommends operational, travel demand, and multimodal alternatives to widening or new capacity roadways to enhance reliability and mobility for people and goods. Regulations require that any project adding single-occupancy vehicle (SOV) capacity must be consistent with the CMP to be eligible for federal funding. SOV capacity-adding projects must include supplemental strategy commitments to get the most long-term value from the investment.

Following a performance-based approach, these programs help improve transportation, reduce congestion and related wasted travel time, enhance safety, and ensure efficient use of public resources.

⁴¹ Delaware Valley Regional Planning Commission, *Transportation Improvement Program (TIP)*, DVRPC, www.dvrpc.org/tip/.

Needs Assessment

The first step in the financial plan development is to conduct a needs assessment to estimate the level of investment necessary to achieve the regional vision and goals outlined in *Update: Connections 2050*. Regionally, the assessment identified approximately \$162.9 billion in transportation improvements needed over the life of the Plan (see Table F-2).

The majority of these investments preserve and maintain the existing transportation system, while also advancing regional goals for safety, mobility, and multimodal access. This estimate does not yet fully account for the costs of achieving Vision Zero, reducing the transportation sector's air quality impacts, or preparing infrastructure for the effects of extreme weather. The scale of investment needed varies across the region. In the Pennsylvania subregion, where infrastructure tends to be older and more extensive, the estimated need is \$54.7 billion for roadways and \$68.0 billion for transit. In the New Jersey subregion, the estimated need is \$25.7 billion for roadways and \$14.4 billion for transit.

⁴² Delaware Valley Regional Planning Commission, *Congestion Management DVRPC*, www.dvrpc.org/congestionmanagement/.

Table F-2: Total DVRPC Transportation Needs (2026–2050)

Mode	LRP Category / Subcategory	Pennsylvania	New Jersey
Roadway	Pavement Preservation & Modernization	\$ 14.3 B	\$ 8.4 B
	Bridge Preservation	\$ 17.1 B	\$ 4.7 B
	Substantive Safety	\$ 2.0 B	\$0.4 B
	Mobility Operational Improvements	\$ 7.5 B	\$ 4.8 B
	Roadway System Expansion	\$ 2.0 B	\$ 1.1 B
	Green Transportation	\$ 11.8 B	\$ 6.3 B
Roadway Subtotal		\$ 54.7 B	\$ 25.7 B
Transit	Transit Preservation & Modernization	\$ 37.7 B	\$ 5.1 B
	Transit Operational Improvements	\$ 7.4 B	\$ 0.4 B
	Transit System Expansion	\$ 15.0 B	\$ 8.6 B
	Transit Other	\$ 7.8 B	\$ 0.3 B
Transit Subtotal		\$ 68.0 B	\$ 14.4 B
Subregional Total		\$ 122.7 B	\$ 40.1 B
Regional Total		\$ 162.9 B	

*All figures are in billions of Year-of-expenditure (YOE) dollars. Discrepancies in totals may occur due to rounding.
Source: DVRPC, 2024.*

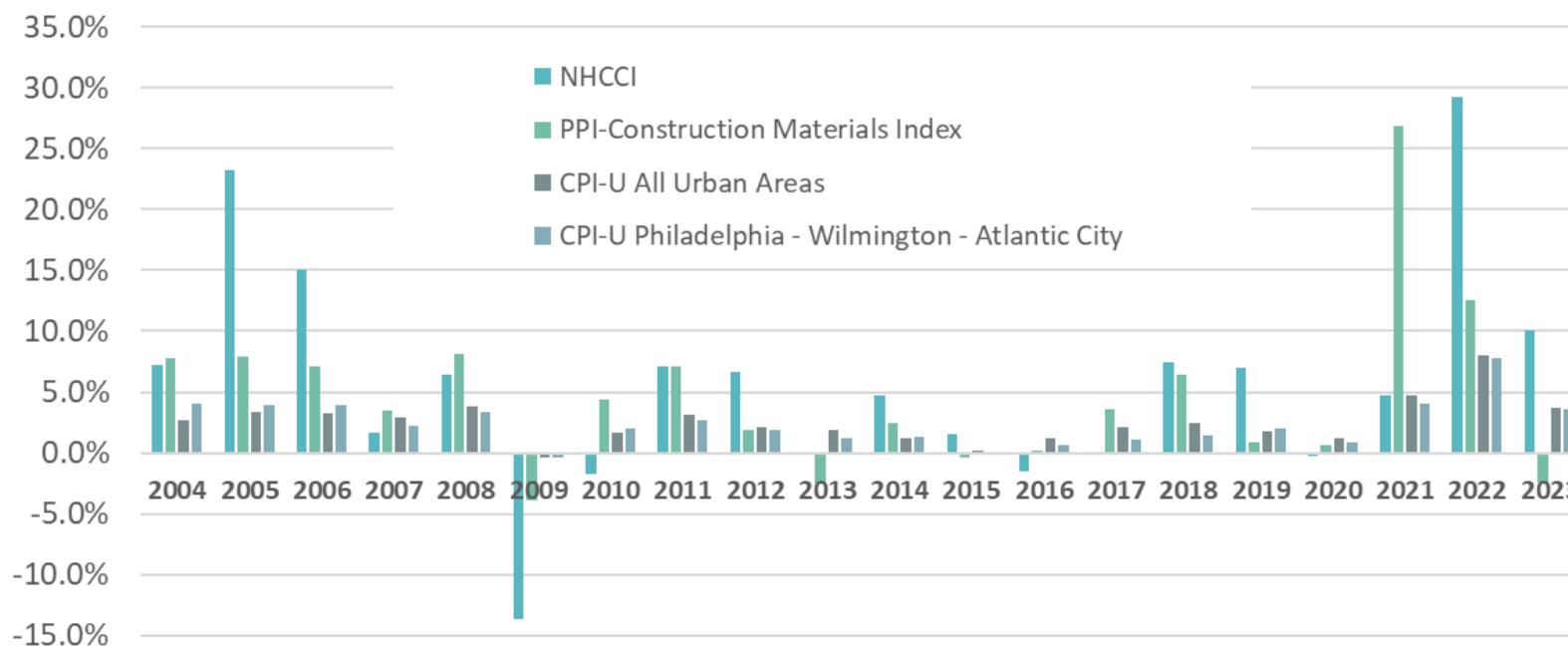
Federal regulations require that cost estimates for future transportation projects be expressed in year-of-expenditure (YOE) dollars, which account for inflation expected between the present day and the year a project is scheduled for construction. Because inflation in the construction industry tends to be more volatile than in the broader economy, DVRPC monitors several inflation indices to inform its estimates. These include:

- The National Highway Construction Cost Index (NHCCI)
- The Producer Price Index (PPI) for Construction Materials
- The Consumer Price Index for All Urban Areas (CPI-U)

- CPI-U for the Philadelphia -Wilmington-Atlantic City Region

Since the 2021 adoption of *Connections 2050*, these indices have increased by an average of 25 percent (see Figure F-1). To reflect this change, DVRPC applied an inflation rate of 5.5 percent per year from 2021 to 2025 to update earlier cost estimates to 2025 dollars. For future projections beyond 2026, *Update: Connections 2050* applies a 3 percent annual inflation rate to bring project costs into year-of-expenditure (YOE) dollars. This figure is consistent with assumptions used by both Pennsylvania and New Jersey Departments of Transportation

Figure F-1: Annual Inflation Comparison



Sources: U.S. Federal Highway Administration; U.S. Bureau of Labor Statistics; Federal Reserve Bank of Saint Louis (FRED) 2024.

Roadway Need

Separate needs assessments are conducted for roadway and transit infrastructure for Pennsylvania and New Jersey. Roadway infrastructure includes all auto-accessible roads and bridges controlled or managed by state, county, local, and private entities. Greater Philadelphia's road network includes more than 20,000 miles of public roads—connecting communities across nine counties and supporting one of the nation's busiest freight corridors. Table F-3 outlines the existing road assets in the region, which informs additional needs, especially for preservation. The comprehensive needs assessment draws on asset management systems to identify the following necessary investments:

- Achieve and maintain a state of good repair (SGR) for existing infrastructure
- Enhance bicycle and pedestrian facilities
- Implement safety and operational improvements through physical and technological upgrades
- Make limited investments in new infrastructure

The roadway need—covering road, bicycle, and pedestrian infrastructure—is grouped into six primary categories:

- R1. Pavement Preservation and Modernization
- R2. Bridge Preservation
- R3. Substantive Safety

- R4. Mobility Operational Improvements
- R5. Roadway System Expansion
- R6. Green Transportation

Many projects in the Plan involve multiple types of improvements and span more than one category. This section describes each category of roadway spending, subcategories that provide more detail and help with project evaluation, the types of projects it includes, and provides example projects that fall under each category.

Table F-3: Existing Road Assets in Greater Philadelphia

Infrastructure	Owner	Pennsylvania Subregion	New Jersey Subregion
Roads (linear miles)	State DOT	3,553	524
	Other State/Federal Agency	169	159
	Turnpike/Toll Authority	94	100
	County/Local/Municipal	11,616	7,300
Bridges	State-Maintained Bridges, >8 feet	1,942	594
	State-Maintained Deck Area (millions of square feet)	26.0	6.7
	Locally Maintained Bridges, >20 feet	983	427
	Locally Maintained Deck Area (millions of square feet)	3.1	1.1
Bike and Pedestrian (miles)	Sidewalks (various owners)	12,279	7,409
	Bike Route (signed, without pavement markings)	184	–
	Sharrows	30	–
	Bike Lane	433	246
	Buffered/Protected Bike Lane	17	–
	Circuit Trails	268	87

CCTV Cameras	State DOT	454	110
	Turnpike/Toll Authority	22	260
	County/Local/Municipal	1,000	270
Dynamic Message Sign (DMS)	State DOT	197	64
	Turnpike/Toll Authority	43	63
	County/Local/Municipal	–	17
Traffic Signals	State DOT	3	635
	County/Local/Municipal	5,769	866
Safety Service Patrols	State DOT	15	11
	Turnpike/Toll Authority	4	10

Sources: DVRPC, PennDOT, NJDOT, Pennsylvania Turnpike Commission (PTC), New Jersey Turnpike Authority (NJTA), South Jersey Transportation Authority (SJTA), DRPA, Burlington County Bridge Commission, Mercer Co., Burlington Co., Camden Co., Gloucester Co., 2025.

R1. Pavement Preservation and Modernization

R1 Pavement Preservation and Modernization expenditures maintain existing roadway pavement infrastructure in an SGR. This category includes projects that maintain, resurface, or reconstruct Interstate, state, and federal-aid eligible local roadways. It also covers safety upgrades and essential infrastructure elements such as signs, lighting, drainage, and pedestrian facilities, ensuring roads across all levels meet current standards. Pavement preservation needs are represented in three subcategories (R1.01 to R1.03) for each state subregion.

Interstate Roadway Preservation & Modernization [R1.01]

Projects that improve or reconstruct regional Interstate facilities, including preventive maintenance, resurfacing, and reconstruction. Funding for these projects in Pennsylvania comes from the Interstate Management Program (IMP).

Non-Interstate Roadway Preservation & Modernization

[R1.02] Projects that improve or reconstruct all non-Interstate, state-maintained facilities in the region, including preventative maintenance, resurfacing, and reconstruction. This category includes, but is not limited to, modernization of existing roadways to bring them to current safety

standards, as well as preservation of existing bike and pedestrian facilities.

Local Federal Aid Roadways [R1.03] Preventative maintenance, resurfacing, and reconstruction for local federal aid roads. This category includes, but is not limited to, modernization of existing roadways to bring them to current safety standards, as well as preservation of existing bike and pedestrian facilities.

In the Pennsylvania subregion, the R1 need originates from PennDOT's Deighton Pavement Model based on data collected in the Pavement Asset Management System (PAMS). The model forecasts future pavement project needs using current condition data. PAMS contains data on over 4,270 segment miles of roadway in the Pennsylvania subregion. Using PennDOT's Overall Pavement Index (OPI) metric, approximately 12.8 percent of all segment miles of Interstate pavement are in deficient condition. A total of 17.6 percent of non-Interstate NHS and 25.8 percent of non-NHS roads are in deficient condition.⁴³ DVRPC estimates the cost to achieve and maintain an SGR for pavement in the Pennsylvania subregion is approximately \$14.3 billion (YOE) over the life of the Plan (see Table F-4).

⁴³ Pennsylvania Department of Transportation (PennDOT), *2023 Performance Measures Annual Report – Pavements*, 2023. Available at:

www.penndot.pa.gov/ProjectAndPrograms/Planning/Pages/PennDOT-Performance-Measures.aspx.

Table F-4: Pennsylvania Subregion Pavement Preservation & Modernization Needs (R1)

R1	Pavement Preservation & Modernization Subcategory	2026–2030	2031–2036	2037–2045	2046–2050	Total
R1.01	Interstate Roadway Preservation & Modernization	\$106.1	\$401.4	\$304.6	\$449.7	\$1,261.9
R1.02	Non-Interstate Roadway Preservation & Modernization	\$1,993.3	\$2,239.2	\$5,238.2	\$3,268.5	\$12,739.1
R1.03	Local Federal Aid Roadways	\$47.3	\$67.0	\$125.4	\$85.5	\$325.2
R1	Total	\$2,146.6	\$2,707.6	\$5,668.2	\$3,803.7	\$14,326.1

*All figures are in millions of YOE dollars. Discrepancies in totals may occur due to rounding.
Source: DVRPC, 2024.*

In the New Jersey subregion, the R1 need originates from NJDOT through its Pavement Management System (PMS). NJDOT uses data from the PMS to forecast future pavement project needs using the Deighton pavement model, which tracks the condition of each roadway lane mile to identify maintenance and replacement needs to bring the existing network to an SGR. NJDOT has set a goal of 80 percent of lane miles in good or fair

condition for maintaining an SGR for the state highway system (what NJDOT maintains, which is a larger network than the NHS). NJDOT maintains approximately 1,751 segment miles of roadway within the DVRPC region. Of these, approximately eight percent are currently in poor condition.⁴⁴ DVRPC estimates the cost to achieve and maintain an SGR for pavement in the New Jersey subregion is approximately \$8.4 billion (YOE) over the life of the Plan (see Table F-5).

⁴⁴ Delaware Valley Regional Planning Commission (DVRPC), *Tracking Progress 2023*, accessed January 24, 2025,

Table F-5: New Jersey Subregion Pavement Preservation & Modernization Needs (R1)

R1	Pavement Preservation & Modernization	2026–2029	2030–2035	2036–2045	2046–2050	Total
R1.01	Interstate Roadway Preservation & Modernization	\$277.4	\$482.3	\$1,018.3	\$635.5	\$2,413.4
R1.02	Non-Interstate Roadway Preservation & Modernization	\$655.2	\$1,139.3	\$2,405.4	\$1,501.3	\$5,701.3
R1.03	Local Federal Aid Roadways	\$36.6	\$63.5	\$134.2	\$83.7	\$318.1
R1	Total	\$969.2	\$1,684.8	\$3,557.9	\$1,585.0	\$8,432.7

*All figures are in millions of YOE dollars. Discrepancies in totals may occur due to rounding.
Source: DVRPC, 2024.*

R2. Bridge Preservation

Bridge preservation expenditures maintain existing regional bridge infrastructure in an SGR. This category includes maintenance, rehabilitation, replacement, or removal of Interstate, state, and federal-aid eligible local bridges, as well as dams. Projects may address structural components, safety features, or pedestrian access, and can also involve full bridge removal where replacement is not planned. Bridge preservation needs are represented in four subcategories (R2.01 to R2.04) for each state subregion.

Interstate Bridge Preservation [R2.01] Projects that improve or reconstruct regional Interstate bridge facilities, including maintenance, rehabilitation, and replacement of Interstate bridge facilities. Maintenance can include scouring, washing, or

replacement of expansion joints, rocker bearings, or underpinnings. Rehabilitation includes, but is not limited to, fixing or replacing one or more of the three main bridge components (the deck, the superstructure, or the substructure), and can include painting metal bridges and deck overlays. Funding for these projects in Pennsylvania comes from the IMP and regional and statewide funding in New Jersey.

Non-Interstate Bridge Preservation [R2.02] Projects that improve or reconstruct non-Interstate state-maintained regional bridge facilities, including maintenance, rehabilitation, and replacement. This category includes, but is not limited to, preservation of existing bike and pedestrian facilities on non-Interstate bridges. Reconstruction requires that bridges be brought up to modern design standards..

Bridge Removal [R2.03] Projects that will remove bridges that will not be replaced. These are air-quality significant projects that also carry long-term funding implications, as federal funds can never be used to build a bridge at that location again if it has been used to fund the bridge in the past.

Local Bridges [R2.04] Projects that improve or reconstruct county and local bridge facilities, including maintenance, rehabilitation, and replacement, as well as dam rehabilitation and reconstruction. Includes, but is not limited to, preservation of existing bike and pedestrian facilities on local federal aid bridges.

In Pennsylvania, PennDOT developed a model called BridgeCare that applies Lowest Life-Cycle Cost (LLCC) logic, incorporating deterioration rates, treatment options, and related costs and outcomes. DVRPC used this model to identify bridge investments needed to maintain acceptable SGR in the Pennsylvania subregion through the Plan’s horizon. Following PennDOT’s guidance, DVRPC applied a 30 percent construction cost escalation factor to reflect higher regional project costs. Even so, LLCC-based estimates were significantly lower than in the last Plan update (\$25.7 billion). DVRPC now estimates \$17.1 billion (YOE) is needed to achieve and maintain SGR for bridges in the Pennsylvania subregion (see Table F-6).

Table F-6: Pennsylvania Subregion Bridge Preservation Needs (R2)

R2	Bridge Preservation	2026–2030	2031–2036	2037–2045	2046–2050	Total
R2.01	Interstate Bridge Preservation	\$2,060.8	\$904.3	\$1,997.1	\$381.3	\$5,341.6
R2.02	Non-Interstate Bridge Preservation	\$1,664.2	\$3,341.2	\$4033.9	\$2,319.9	\$11,359.2
R2.03	Bridge Removal	\$3.6	–	–	–	\$3.6
R2.04	Federal-Aid Eligible Local Bridges	\$59.1	\$69.6	\$64.0	\$152.9	\$345.6
R2	Total	\$2,040.6	\$2,306.1	\$5,363.5	\$3,354.0	\$17,050.0

*All figures are in millions of YOE dollars. Discrepancies in totals may occur due to rounding.
Source: DVRPC, 2024.*

For New Jersey, DVRPC developed a methodology using NJDOT Bridge Management System data to analyze future bridge conditions by accounting for normal deterioration, as well as determining when and what kind of bridge project interventions will be needed to maintain bridges in an SGR following an LLCC

approach. The analysis included projected needs for county and local bridges that are eligible for federal aid. DVRPC identified approximately \$4.7 billion (YOE) in bridge investment that is needed to maintain an acceptable SGR in the New Jersey subregion over the life of the Plan (see Table F-7).

Table F-7: New Jersey Subregion Bridge Preservation Needs (R2)

R2	Bridge Preservation	2026–2029	2030–2035	2036–2045	2046–2050	Total
R2.01	Interstate Bridge Preservation	\$64.6	\$112.3	\$237.2	\$148.0	\$562.1
R2.02	Non-Interstate Bridge Preservation	\$366.1	\$636.6	\$1,344.0	\$838.8	\$3,185.4
R2.03	Bridge Removal	–	–	–	–	–
R2.04	Federal-aid Eligible Local Bridges	\$107.7	\$187.2	\$395.3	\$246.7	\$936.9
R2	Total	\$473.8	\$823.8	\$1,739.3	\$1,085.5	\$4,684.4

*All figures are in millions of YOE dollars. Discrepancies in totals may occur due to rounding.
Source: DVRPC, 2024.*

R3. Substantive Safety

A key transportation goal in the vision for Greater Philadelphia is a transportation system that is and feels safe and secure for all, including achieving a Vision Zero goal of no fatalities or serious injuries on the region's transportation network by 2050.

Strategies such as using the safe system approach to design all transportation projects and enhancing security for all users are furthered through expenditures in the R3 Substantive Safety project category. This category includes projects and programs that reduce serious crashes through proven safety countermeasures, such as road diets, roundabouts, signal upgrades, rail crossing separations, and emergency response tools. Focus areas include safer infrastructure, speed management, crash reduction, and enhanced support for traffic incident management (TIM) and responder safety. Substantive safety needs are represented in two subcategories (R3.01 to R3.02) for each state subregion:

Substantive Safety Infrastructure [R3.01] Projects that go beyond adherence to design standards and nominal safety standards in a way that will improve the safety performance of a roadway and reduce roadway fatalities and serious injuries. Includes but is not limited to Highway Safety Improvement Program (HSIP) projects; FHWA Proven Safety Countermeasures improving speed management, roadway departures, intersections, crosscutting, and safety enhancements to existing bicycle and pedestrian facilities;

grade-separated rail crossings; and portions of Complete Streets projects that include road diets and other safety countermeasures.

Incident Management [R3.02] Includes capital and operating funds for safety service patrols, local TIM task forces, emergency communication networks, security, and other tools related to responder safety.

The substantive safety need is based on investment estimates for infrastructure improvements using FHWA Proven Safety Countermeasures, DVRPC's Draft Regional High Injury Network, and NJDOT rural roadway data. DVRPC estimated the costs to build select countermeasures at 40 percent of intersections on the RHIN, focusing on locations with two or more people killed or suspected of being seriously injured (KSI) and those with crashes involving a bicyclist or pedestrian. In Pennsylvania, it accounts for the cost of implementing Philadelphia's *Vision Zero Plan*. The incident management need is derived from DVRPC's Office of Transportation Operations Management and its regular updates to the *Transportation System Management and Operations Plan*. In total, DVRPC established a desired R3 investment level of \$2 billion (YOE) in Pennsylvania and \$437.9 million (YOE) in New Jersey (see Tables F-8 and F-9).

Table F-8: Pennsylvania Subregion Substantive Safety Needs (R3)

R3	Substantive Safety Subcategory	2026–2030	2031–2036	2037–2045	2046–2050	Total
R3.01	Substantive Safety Infrastructure	\$453.0	\$440.1	\$399.8	\$325.6	\$1,618.6
R3.02	Incident Management	\$38.0	\$63.1	\$158.4	\$122.0	\$381.4
R3	Total	\$491.0	\$503.1	\$558.3	\$447.6	\$2,000.0

All figures are in millions of YOE dollars. Discrepancies in totals may occur due to rounding.
Source: DVRPC, 2024.

Table F-9: New Jersey Subregion Substantive Safety Needs (R3)

R3	Substantive Safety Subcategory	2026–2029	2030–2035	2036–2045	2046–2050	Total
R3.01	Substantive Safety Infrastructure	\$51.8	\$80.0	\$50.7	\$31.6	\$214.2
R3.02	Incident Management	\$31.4	\$44.8	\$90.0	\$57.6	\$223.8
R3	Total	\$83.2	\$124.8	\$140.7	\$89.2	\$437.9

All figures are in millions of YOE dollars. Discrepancies in totals may occur due to rounding.
Source: DVRPC, 2024.

R4. Mobility Operational Improvements

The Financial Plan outlines expenditures for operational improvements to enhance the performance and efficiency of the existing transportation network. This category includes physical and technological projects that improve traffic flow, access, and system efficiency without adding major roadway capacity through signal upgrades, intersection redesigns, gridded local

roads, real-time traffic management systems, bringing facilities up to modern design standards, such as adding or widening shoulders or removing exit only lane drops at off-ramps on limited access facilities, and new technologies like connected vehicles and electric vehicle (EV) servicing equipment. Mobility Operational Improvements are represented in four subcategories (R4.01 to R4.04) for each state subregion.

Access Improvements [R4.01] Projects that provide new gridded road segments with three lanes across or fewer and intersections spaced no more than every 600 feet. Each project is reviewed for inclusion in the air quality conformity determination and consistency with the CMP.

Intersection Improvements [R4.02] Projects that include intersection improvements; new turning lanes; interchange improvements, including the addition of new lanes to existing movements, or ramps with a maximum length of ½ mile; roadway realignments; channelization; access management; and diverging diamond and single-point urban intersection treatments. Each project is reviewed for inclusion in the air quality conformity determination and consistency with the CMP.

Transportation Systems Management and Operations (TSMO) [R4.03] Capital and operating costs for maintaining and restoring the performance of an existing transportation system before extra capacity is needed. Strategies and investments include but are not limited to traffic signal management and coordination, Intelligent Transportation Systems infrastructure (ITS), active traffic management systems (ATM), as well as

Integrated Corridor Management (ICM). Funds will support DOT, county, and local operations. Each project is reviewed for inclusion in the air quality conformity determination and consistency with the CMP.

Vehicle Technology [R4.04] Deployment of infrastructure for connected and automated vehicles and EV-charging equipment, existing fleet diesel conversions or replacements with electric vehicles (EVs), establishment of an interconnected network to facilitate data collection, access, and reliability, and building out mobility hubs for intermodal transfers. EV investments include funding from the National Electric Vehicle Infrastructure (NEVI) Formula Program.

Regional needs and associated cost estimates are derived from DVRPC's Office of Transportation Operations Management and its regular updates to the *Transportation Operations Master Plan*.⁴⁵ DVRPC estimates the cost to build operational improvement infrastructure over the next 25 years is \$7.5 billion (YOE) in Pennsylvania and \$4.8 billion (YOE) in New Jersey (see Tables F-10 and F-11).

⁴⁵ *Transportation Operations Master Plan*, Delaware Valley Regional Planning Commission, August 2009, www.dvrpc.org/products/09049/.

Table F-10: Pennsylvania Subregion Mobility Operational Improvement Needs (R4)

R4	Mobility Operational Improvements	2026–2030	2031–2036	2037–2045	2046–2050	Total
R4.01	Access Improvements	–	–	–	–	–
R4.02	Intersection Improvements	\$369.3	\$490.6	\$1,929.3	\$1,472.1	\$4,261.3
R4.03	TSMO	\$290.7	\$568.2	\$386.3	\$458.8	\$1,704.0
R4.04	Vehicle Technology	\$342.8	\$409.5	\$535.9	\$230.4	\$1,518.6
R4	Total	\$1,002.7	\$1,468.3	\$2,851.6	\$2,161.3	\$7,483.8

All figures are in millions of YOE dollars. Discrepancies in totals may occur due to rounding.

Source: DVRPC, 2024.

Table F-11: New Jersey Subregion Mobility Operational Improvement Needs (R4)

R4	Mobility Operational Improvements	2026–2029	2030–2035	2036–2045	2046–2050	Total
R4.01	Access Improvements	–	–	\$68.6	–	\$68.6
R4.02	Intersection Improvements	\$282.8	\$450.7	\$1,068.0	\$1,333.0	\$3,134.5
R4.03	TSMO	\$119.2	\$180.4	\$371.6	\$241.9	\$913.1
R4.04	Vehicle Technology	\$125.7	\$168.1	\$260.4	\$94.8	\$649.0
R4	Total	\$527.6	\$799.1	\$1,768.6	\$1,669.8	\$4,765.2

All figures are in millions of YOE dollars. Discrepancies in totals may occur due to rounding.

Source: DVRPC, 2024.

R5. Roadway System Expansion

Roadway system expansion projects are those that add capacity by widening or extending existing facilities to provide additional through lanes or building new facilities to accommodate higher traffic volumes. This includes major and minor expansions, new interchanges, and capacity enhancements funded through competitive or discretionary programs, including some with freight or multimodal emphasis. Roadway expansion projects in the Plan are focused on bottleneck removal, correcting design flaws, filling in missing movements, or supporting economic development so the region can continue to grow and prosper in the future. All projects in this category, regardless of cost, are listed in the Plan to maintain a regionally agreed-upon 4 percent cap on expenditures for these types of projects. Projects in this category must also be consistent with the region's CMP before they are eligible to use federal funding.

Roadway system expansion needs are represented in three subcategories (R5.01 to R5.03) for each state subregion.

Major Road Network Expansion [R5.01] Capacity-adding projects at or over the \$40 million MRP threshold that make changes to the road network, which makes them significant for air quality conformity analysis. These include but are not limited to, widening, extending, or building new roadway facilities; arterial-to-expressway and other conversions that increase the effective carrying capacity of existing facilities; or creation of new interchanges or movements between facilities to handle higher traffic volumes, reduce congestion, and/or improve traffic flow between highways and arterial roads. Projects that are

considered half expansion, half operational improvement for funding purposes include flex lanes; part-time shoulder use; and completing missing movements at existing, partial interchanges.

Minor Road Network Expansion [R5.02] Capacity-adding projects that do not rise to the level of an MRP but that change the road network, making them significant for air quality conformity analysis. They are subject to project evaluation criteria screening and analysis adopted in October 2023, and are counted in the cap on system expansion investments. These include but are not limited to short widenings or extensions to existing roads, or new small-scale connector roads; with a total project cost of less than \$40 million in 2025 dollars.

Additionally Funded Road Network Expansion [R5.03]

Capacity-adding projects awarded to the region through competitive or other non-formula funding sources, such as PennDOT's Multimodal Fund, NJDOT's Local Freight Impact Fund, or turnpike authority toll-funded projects. They often—but not exclusively—focus on goods movement or multimodal improvements. Since these investment decisions are made outside of regional control and do not use formula funds, these projects are not analyzed with the region's evaluation criteria, subject to fiscal constraint, or counted against the cap on system expansion investments. While they must be included in the Air Quality Conformity analysis, they are not included in the Needs Assessment, nor are the funds used to pay for them counted in the Plan's reasonably anticipated revenue forecast. See www.dvrpc.org/AirQuality/Conformity/ for a complete list of projects included in conformity analysis.

The Roadway System Expansion Need was established using *Connections 2050* MRPs and TIP projects and converted into YOE dollars based on the years in the current Plan update.

DVRPC established a need of \$2.0 billion in Pennsylvania and \$1.1 billion in New Jersey (YOE), see Tables F-12 and F-13.

Table F-12: Pennsylvania Subregion Roadway System Expansion Needs (R5)

R5	Roadway System Expansion	2026–2030	2031–2036	2037–2045	2046–2050	Total
R5.01	Major Road Network Expansion	\$372.7	\$538.1	\$600.5	\$72.9	\$1,584.3
R5.02	Minor Road Network Expansion	\$86.7	\$32.9	\$316.5	\$22.3	\$458.3
R5.03	Additionally Funded Road Network Expansion	–	–	–	–	–
R5	Total	\$459.4	\$571.0	\$917.0	\$95.2	\$2,042.6

*All figures are in millions of YOE dollars. Discrepancies in totals may occur due to rounding.
Source: DVRPC, 2024.*

Table F-13: New Jersey Subregion Roadway System Expansion Needs (R5)

R5	Roadway System Expansion	2026–2029	2030–2035	2036–2045	2046–2050	Total
R5.01	Major Road Network Expansion	\$241.4	\$543.5	\$84.0	\$98.3	\$967.3
R5.02	Minor Road Network Expansion	\$20.2	\$35.0	\$21.5	\$12.1	\$88.8
R5.03	Additionally Funded Road Network Expansion	–	–	–	–	–
R5	Total	\$261.6	\$578.6	\$105.5	\$110.4	\$1,056.1

*All figures are in millions of YOE dollars. Discrepancies in totals may occur due to rounding.
Source: DVRPC, 2024.*

R6. Green Transportation

Green Transportation covers projects that support environmentally friendly, low-polluting, and multimodal transportation options. These improvements include the expansion and modernization of bicycle and pedestrian networks, resurfacing of off-road trail infrastructure, and strategies to reconnect communities divided by legacy transportation facilities by capping over highways to create new community open space. Also included are obligations and requirements that must be fully funded, such as environmental mitigation and resiliency projects, travel demand management, rail and transit-supportive roadway improvements, and regional planning efforts to reduce reliance on single-occupancy vehicles. These initiatives enhance mobility options, reduce environmental impact, and promote mobility access across the region. Desired investments for Green Transportation projects are represented in seven subcategories (R6.01 to R6.07) for each state subregion:

Bicycle and Pedestrian Network Expansion [R6.01]

Includes bicycle lanes, protected bicycle lanes, sidepaths, trails, sidewalks, bicycle and pedestrian bridges, overpasses or tunnels, project engineering, curb ramps, and other ADA improvements. This category also accounts for new bike/pedestrian facilities built as part of Complete Streets projects. Bike and pedestrian facilities are FHWA Proven Safety Countermeasures, but are listed here to highlight expansion investment needs. Preservation, modernization, and safety improvements for existing on-road bike and pedestrian facilities are captured in categories R1, R2, and R3.

Off-Road Trail Resurfacing & Reconstruction [R6.02]

Resurfacing and reconstruction of existing trails.

Community Connections [R6.03] Expressway-to-boulevard conversions and highway capping that convert airspace into green space or parcels, and other smaller-scale approaches to reconnect communities. These projects aim to reconnect communities to neighboring areas, cultural landmarks, or environmental resources that were previously disrupted or made inaccessible by transportation infrastructure.

Environmental Mitigation & Resiliency [R6.04] Streetscaping improvements that include enhancing tree canopy, installing green stormwater infrastructure (GSI), landscaping, cooling features, and air pollution-mitigation strategies; non-project-specific needs like wetland mitigation and cultural resource preservation; and environmental remediation and testing associated with underground storage tanks, lead-based paint, asbestos, soil and groundwater, and air quality (these are sometimes included as part of project costs in other funding categories). Specific funding programs include, but are not limited to, CMAQ project engineering, Air Quality Action Program, CARBON, and PROTECT.

Travel Demand Management [R6.05] Carpool and vanpool programs, telecommuting, variable work hours, and other policies that provide alternatives to SOVs. Funding for transportation management associations (TMAs), marketing for the Mobility Alternatives Program (MAP), Assisting Commuters After COVID, and Share-A-Ride. Some of these programs require a local match, which is not reflected in the Needs Assessment.

Rail Improvements [R6.06] Roadway funds dedicated for rail improvements to both the freight and passenger rail network, including new park-and-ride facilities at existing stations, as well as rubber-tire transit investments, including shelters, wayfinding, real-time information, passenger amenities, and street repaving and marking to support bus operations.

Regional Programs [R6.07] Local and regional planning and studies, regional GIS support, the regional travel demand model, and other miscellaneous items, such as equipment purchases and maintenance, and storage facilities. This project category is for DVRPC work program items or pass-through funds for county work programs.

To inform the “Green Transportation” needs, several separate analyses were conducted for the various subcategories. The Bicycle Network Expansion portion of R6.01 estimates costs based on constructing the top 50 percent of regional priority corridors identified through the Bicycle Level of Traffic Stress (LTS) Connectivity Analysis.⁴⁶ Staff estimated project costs using recent funding benchmarks and determined the annual investment needed to complete the remaining 385 miles of Circuit Trails that are currently in progress, pipeline, or planned for completion by 2040. Pedestrian Network Expansion needs were estimated by proposing sidewalk construction on one side of 25 percent of currently unserved street segments in the region’s most densely developed communities and local centers, where future growth is expected. Additional priority was given to

filling all sidewalk gaps within a half-mile radius of Regional Rail stations and high-frequency bus stops to support reliable transportation choices for all travelers, and improve first- and last-mile connections.

The needs assessment for R6.02 (Off-Road Trail Resurfacing & Reconstruction) is based on an estimated typical cost of \$500,000 per mile (in current dollars) for mill and overlay of a standard 10-foot-wide asphalt trail, informed by data from county partners. Assuming a 20-year useful life for trail surfaces, as advised by DVRPC’s Office of Project Implementation, costs were allocated evenly across the plan period to maintain a consistent investment rate of approximately \$10 million per year, ensuring full system renewal every 20 years.

Needs for R6.03 (Community Connections) were estimated by using existing proposed MRPs, such as highway caps and road diets, as a proxy for other investments. DVRPC’s analysis identified candidate roadway corridors that have at least two lanes in each direction, lower peak-hour traffic volumes, are at least a quarter mile long, and are located in areas with compact development and local activity centers. Staff assumed 20 percent of those corridors could be implemented cost-effectively as part of routine resurfacing projects, while the remaining 80 percent would require stand-alone investments.

DVRPC used the previous Plan’s funded and unfunded MRP list, as well as current and historical TIP spending levels, to

⁴⁶ Delaware Valley Regional Planning Commission, *Bicycle Level of Traffic Stress (LTS) and Connectivity Analysis* (web map), DVRPC, October 2021, www.dvrpc.org/webmaps/bike-lts/.

determine investment needs for subcategories R6.04–R6.07 over the life of the Plan. In total, DVRPC established a desired investment of \$11.8 billion in Pennsylvania and \$6.3 billion in New Jersey (YOE), see Tables F-14 and F-15.

Table F-14: Pennsylvania Subregion Green Transportation Needs (R6)

R6	Green Transportation	2026–2030	2031–2036	2037–2045	2046–2050	Total
R6.01	Bicycle and Pedestrian Network Expansion	\$1,487.6	\$2,100.3	\$3,595.2	\$2,272.2	\$9,455.3
R6.02	Off-Road Trail Resurfacing & Reconstruction	\$41.3	\$58.2	\$109.0	\$74.5	\$283.0
R6.03	Community Connections	\$64.7	\$353.7	\$10.5	\$7.2	\$436.0
R6.04	Environmental Mitigation & Resiliency	\$42.7	\$60.3	\$112.9	\$77.1	\$293.0
R6.05	Travel Demand Management	\$7.1	\$10.0	\$18.7	\$12.8	\$48.5
R6.06	Rail Improvements	\$6.1	\$8.6	\$16.2	\$11.1	\$42.0
R6.07	Regional Programs	\$184.8	\$260.9	\$488.5	\$333.8	\$1,267.9
R6	Total	\$1,834.2	\$2,852.0	\$4,350.9	\$2,788.5	\$11,825.7

*All figures are in millions of YOE dollars. Discrepancies in totals may occur due to rounding.
Source: DVRPC, 2024.*

Table F-15: New Jersey Subregion Green Transportation Needs (R6)

R6	Green Transportation	2026–2029	2030–2035	2036–2045	2046–2050	Total
R6.01	Bicycle and Pedestrian Network Expansion	\$399.6	\$555.9	\$850.6	\$475.7	\$2,281.8
R6.02	Off-Road Trail Resurfacing & Reconstruction	\$12.7	\$17.6	\$33.4	\$23.2	\$86.9
R6.03	Community Connections	\$1.7	\$2.4	\$4.5	\$3.1	\$11.7
R6.04	Environmental Mitigation & Resiliency	\$79.2	\$137.7	\$290.6	\$181.4	\$688.8
R6.05	Travel Demand Management	\$15.8	\$40.2	\$84.8	\$52.9	\$193.6
R6.06	Rail Improvements	\$23.1	\$40.2	\$84.8	\$52.9	\$200.9
R6.07	Regional Programs	\$328.7	\$571.5	\$1,206.6	\$753.1	\$2,859.9
R6	Total	\$860.6	\$1,365.3	\$2,555.3	\$1,542.3	\$6,323.5

All figures are in millions of YOE dollars. Discrepancies in totals may occur due to rounding.
Source: DVRPC, 2024.

Transit Need

Transit infrastructure consists of facilities that are maintained and operated by the region's local transit service providers. Several facilities used by the region's transit service providers are not listed here because they are leased without maintenance responsibilities. Both Southeastern Pennsylvania Transit Authority (SEPTA) and NJ Transit lease rail track from Amtrak and various regional freight rail operators. Philadelphia's 30th

Street Station is another example of a facility maintained by Amtrak that is used by both SEPTA and NJ TRANSIT. There is also rail infrastructure that the region's transit operators own and have maintenance responsibility for, but the line is not in active service. Examples include SEPTA's Chester Trunk Line from Chester City to West Chester, Pennsylvania; and NJ Transit's Vineland Secondary Route. Table F-16 outlines the existing transit infrastructure in Greater Philadelphia, which informs additional needs, especially for preservation.

Table F-16: Existing Transit Assets in Greater Philadelphia

Infrastructure	SEPTA	NJ Transit	PATCO	PART
Rail Track Miles	397.4	117.4	35.3	–
• Elevated Track Miles	30.8	–	–	–
• Tunnel Track Miles	58.4	–	2.4	–
Interlockings	90	33	14	–
Bridges	341	58	26	–
At-Grade Crossings	182	99	–	–
Power Substations and Switching Stations	77	–	11	–
Rail Stations and Bus Terminals	342	28	13	1
• Regional/Commuter Rail Stations	154	7	–	–
• Heavy Rail Stations	52	–	13	–

Infrastructure	SEPTA	NJ Transit	PATCO	PART
• Trolley/Light Rail Stations	75	20	–	–
• Bus Terminals or Loops	62	1	–	–
Buses	1,390	275	–	8
Paratransit Vehicles	459	N/A	0	2
Heavy Rail Vehicles	343	–	120	–
Light Rail Vehicles	182	20	–	–
Regional/Commuter Rail Multiple Unit Vehicles	347	42	–	–
Trackless Trolleys	38	–	–	–
Locomotives	8	12	–	–
Push Pull Cars	53	20	–	–
Maintenance Vehicles	936	N/A	63	2
Regional/Commuter Rail Vehicle Storage Yards	14	3	1	–
Bus Storage and Maintenance Shops	23	3	3	1

Includes four stations in Delaware and two stations in New Jersey, and 42 stations that are leased from Amtrak.

Sources: SEPTA, NJ Transit, PATCO, and Pottstown Area Rapid Transit (PART), 2025.

The transit Needs Assessment presents infrastructure and service investments into four major categories. This section outlines each transit expenditure category and details the types of projects included within them.

T1. Transit Preservation and Modernization

The Transit Preservation and Modernization category identifies expenditures that improve or repair existing transit assets; replace or rehabilitate transit vehicles, guideway systems, storage, or maintenance facilities or equipment; or renovate transit stations, including to meet ADA requirements. This category involves the replacement of transit bridges, as well as set-aside program funding to address future infrastructure and vehicle needs as they arise. Transit preservation needs are represented in three subcategories (T1.01 to T1.03) for each state subregion:

Transit Infrastructure [T1.01] Greater Philadelphia’s existing transit network is among the oldest in the nation and includes over 550 miles of existing track, accounting for segments with two or more tracks running in parallel. Transit infrastructure needs include major regional rail infrastructure preservation, track rehabilitation, and resurfacing. Or replacement; catenary and substation rehabilitation or replacement; signal and communications rehabilitation or replacement; and rail bridge and elevated structure improvements.

Transit Vehicles [T1.02] Over 2,850 transit passenger vehicles are currently in operation in Greater Philadelphia. Transit vehicle needs include major regional revenue vehicle replacements;

minor vehicle purchases; routine vehicle overhaul; vehicle storage and maintenance facilities and equipment; and utility vehicles.

Transit Facilities [T1.03] This subcategory covers Greater Philadelphia’s existing inventory of more than 380 rail stations and bus terminals, including regional rail stations, heavy rail stations, trolley or light rail stations, and bus terminals or loops. Transit facility needs include major regional station renovation, minor station rehabilitation, parking and passenger amenities, and maintenance facilities.

T1 needs were developed in close coordination with SEPTA, using its asset management system to determine regular maintenance cycles, such as how often infrastructure needs to be rehabilitated, restored, or replaced. Much of SEPTA’s guideway infrastructure is approaching the end of its 50-year life expectancy, fueling replacement needs. SEPTA has one of the oldest rail fleets in the country, and most of SEPTA’s rail fleet will require replacement over the life of the Plan. Vehicles comprise nearly 40 percent of SEPTA’s SGR backlog. Vehicle replacement and overhauls are the highest priority for SEPTA’s Capital Program, and these needs represent a programmatic approach to infrastructure renewal. Stations are the second leading cost in SEPTA’s backlog of SGR projects.

With the *NJT2030 Strategic Plan*, NJ Transit initiated its first-ever systemwide assessment of facilities to build a comprehensive maintenance, repair, and modernization plan. T1 needs are developed in coordination with NJ Transit and DRPA/PATCO, relying on their most recent capital budgets and

Transit Asset Management Plans (TAMPs) as well as the FY2026 TIP for New Jersey. DVRPC estimates the cost to preserve and modernize transit infrastructure in the region is \$37.7 billion (YOE) in Pennsylvania and \$5.1 billion (YOE) in New Jersey (see Tables F-17 and F-18).

T2. Transit Operational Improvements

Transit Operational improvements reflect the need to improve the functionality of the existing system. This category covers projects that advance transit capacity or operations, such as adding guideways or sidings to existing passenger rail lines or upgrading a traditional bus route with bus rapid transit service. It also includes traffic signal prioritization for transit at roadway intersections, as well as improvements to transit operations centers, facilities, and other assets. Technology enables transportation operations centers to relay accurate, up-to-date travel information to the public, and is a main focus for transit agencies in both state subregions. Deploying technology can also save agencies money by automating functions like transit fare collection.

T2 needs are identified through coordination with the capital budgets and planning documents of regional transit agencies, including SEPTA, DRPA/PATCO, PART, and NJ Transit. Projects currently programmed in the existing Transportation Improvement Programs (TIPs), the *Connections 2050* Long-Range Plan, and each agency's long-term planning efforts—such as TAMPs—were consolidated to estimate the operational improvements required to support and advance the region's

transportation vision. DVRPC estimates the cost of transit operational improvements to be \$7.4 billion (YOE) in Pennsylvania and \$0.4 billion (YOE) in New Jersey (see Tables F-17 and F-18).

T3. Transit System Expansion

This category includes new stations, parking, or other facilities on existing lines (including station parking needs), extension of existing lines, new rail and Bus Rapid Transit (BRT) routes, or new ferry service that the region would like to pursue. T3 needs are based on Pennsylvania and New Jersey transit agency capital programs, plus funded and unfunded, aspirational MRPs from the region's previous Long-Range Plan. DVRPC estimates the cost of transit system expansion to be \$15.0 billion (YOE) in Pennsylvania and \$8.6 billion (YOE) in New Jersey (see Tables F-17 and F-18).

T4. Transit Other

This category includes lease agreements, environmental remediation, debt service, and other mandatory expenditures. Needs in this category must be fully funded within the Plan. T4 needs are developed by analyzing expenditures from existing TIPs for relevant projects. An annual cost was established based on current spending levels and then adjusted for inflation over each Plan period. DVRPC estimates the YOE cost of transit system expansion to be approximately \$7.8 billion in Pennsylvania and \$0.3 billion in New Jersey, see Tables F-17 and F-18.

Table F-17: Pennsylvania Subregion Transit Investment Needs (T1–T4)

Cat ID	Transit Category	2026–2030	2031–2036	2037–2045	2046–2050	Total
T1	Transit Preservation & Modernization	\$25,019.9	\$4,269.2	\$6,896.2	\$1,557.6	\$37,742.9
T2	Transit Operational Improvements	\$643.1	\$569.6	\$4,268.8	\$1,920.7	\$7,402.2
T3	Transit System Expansion	\$311.0	\$284.4	\$8,917.1	\$5,511.6	\$15,024.1
T4	Transit Other	\$753.7	\$1,504.9	\$3,457.8	\$2,122.7	\$7,839.1
Transit Total		\$26,727.7	\$6,628.1	\$23,540.0	\$11,112.6	\$68,008.3

*All figures are in millions of YOE dollars. Discrepancies in totals may occur due to rounding.
Source: DVRPC, 2024.*

Table F-18: New Jersey Subregion Transit Investment Needs (T1–T4)

Cat ID	Transit Category	2026–2029	2030–2035	2036–2045	2046–2050	Total
T1	Transit Preservation & Modernization	\$879.6	\$1,145.5	\$1,291.7	\$1,811.3	\$5,128.1
T2	Transit Operational Improvements	\$47.5	\$119.5	\$69.7	\$188.9	\$425.7
T3	Transit System Expansion	\$24.0	\$51.7	\$5,184.9	\$3,295.6	\$8,556.2
T4	Transit Other	\$53.6	\$62.1	\$78.8	\$98.2	\$292.7
Transit Total		\$1,004.7	\$1,378.8	\$6,625.1	\$5,394.0	\$14,402.6

*All figures are in millions of YOE dollars. Discrepancies in totals may occur due to rounding.
Source: DVRPC, 2024.*

Barriers to Transit Expansion

Accessible, frequent, and reliable transit service is essential to achieving the Plan's goals of reducing vehicle dependence and providing safe, multimodal transportation options for all. While there is a clear need for expanded transit infrastructure both nationally and within the region, securing adequate funding remains a major obstacle. The region faces several challenges that hinder transit system expansion.

1. Maintenance and State-of-Good Repair Needs

The foremost challenge is the overwhelming need to preserve and maintain existing transit infrastructure. Many metropolitan areas, including the Greater Philadelphia region, rely on aging systems that require extensive maintenance and modernization. These costs need to be addressed before expansion can even be considered. The high cost of bringing legacy infrastructure into a state-of-good repair limits the opportunity for system growth.

2. Insufficient State and Local Capital and Operating Funding

Even when expansion projects are planned, securing funding for both construction and ongoing operations is difficult. The Federal Transit Administration's New Starts program is highly competitive and typically covers only about 40 percent of a project's capital cost. The remaining 60 percent must come from state and local sources and the New Starts program requires a demonstration that the transit agency can support the additional operating expenses. Neither Pennsylvania nor New Jersey has a dedicated funding source to support such

investments. Meeting the Plan's transit goals will require a transformational shift in how transit is funded at all levels of government. **3. Regulatory and Procedural Hurdles**

Over the past several decades, changes in federal authorization processes have made transit project development more complex, time-consuming, and expensive. Requirements under the National Environmental Policy Act (NEPA), for example, often necessitate extensive environmental reviews that can delay projects for years.

4. Land Acquisition and Construction Challenges

Acquiring land for new transit infrastructure can be particularly difficult in dense urban areas. Negotiations with property owners, legal disputes, and the relocation of businesses or residents can add significant time and cost to projects. In addition, national trends such as supply chain disruptions, inflation in material and labor costs, and a shortage of skilled construction workers further complicate and delay project delivery.

Addressing these challenges will require not only increased funding but also policy reforms to streamline processes and remove barriers to efficient transit expansion.

Revenue Forecast

The second step in the financial plan is estimating reasonably anticipated revenue to the region through the last year of the Plan. DVRPC identified all federal, state, and local revenue sources for capital project expenditures that the region can reasonably expect to receive through the year 2050.

Preparation of this financial plan's revenue estimate included a review of historical data and trends, which serve as general guidance on how much funding the region can expect to receive in the future. Sources of this information include:

- the current and previous STIPs;
- state DOTs and transit agencies; and
- FHWA planning guidance and federal authorization levels from IIJA and previous transportation legislation.

DVRPC develops the Plan's revenue forecast at the federal, state, and local levels, and considers other potential sources of financing like bonds and the Transportation Infrastructure Finance and Innovation Act (TIFIA).

Funding Sources

As required by federal regulation, DVRPC estimates future transportation funding levels to ensure that the Region's Long-

Range Plan is fiscally constrained. To do this, DVRPC projects the growth of federal funding through each successive six-year federal transportation authorization, extending to the year 2050.

For federal roadway funding, DVRPC first estimates future national funding levels, then projects allocations to Pennsylvania and New Jersey, and finally estimates how much of each state's share will be directed to the Greater Philadelphia region.

For federal transit funding, DVRPC estimates a portion of total federal funds will continue to be allocated directly to the region's urban areas, based on historical trends and program formulas.

Pennsylvania: Roadway Funding Sources

In Pennsylvania, road funding comes from four main sources:

- **Formula Funds** (the largest share)
These are allocated to each Metropolitan Planning Organization (MPO) and rural planning organization, including DVRPC. Beginning with the FFY 2023 Transportation Improvement Program (TIP), National Highway Performance Program (NHPP), and Surface Transportation Program (STP) funds are distributed based on a formula that accounts for ⁴⁷:
 - 40 percent bridge deck area in poor condition (bridges over 20 feet), and
 - 60 percent pavement condition data.

⁴⁷ This formula reflects the principles of Pennsylvania's TAMP and accounts for cost variations between different maintenance treatments—for example, surface milling

versus full-depth reconstruction, or repairing low-volume roads versus limited-access highways.

1. Interstate Management Program (IMP)

IMP funding supports preservation projects on the Interstate system across the Commonwealth. Although managed at the state level, projects located within Greater Philadelphia make this a second key funding source for the region.

2. Discretionary State Line Items

These funds are allocated through state-level decisions based on need and are often used to advance large projects that cannot be fully funded through formula distributions. They also include revenues from ongoing competitive state programs, where the region can expect to continue receiving a significant share.

3. Other Competitive and One-Time Sources

These include funds from competitive federal or state grants, or additional funds dedicated to specific projects by local governments or toll authorities. While important for specific projects, they are considered one-time or limited awards and are not expected to provide consistent, long-term funding. These sources are treated as additional revenue for the region.

New Jersey: Programmatic and Formula Funding

In New Jersey, NJDOT manages state-owned facilities through its Statewide Capital Program. Federal formula funds are distributed to each of the state's three MPOs, including DVRPC, to maintain county and local roads.

DVRPC estimates the region's long-term share of state and federal funding based on historic distribution patterns. Federal transit funds are allocated directly to the state's urban areas. In

the short term, DVRPC relies on actual funding levels in the State Transportation Improvement Program (STIP). For longer-term projections, estimates are informed by trends:

- Population, employment, and vehicle miles traveled (VMT)
- Transit ridership
- Infrastructure condition
- Relative growth in rail and bus service compared to other regions

These criteria differ across federal funding programs, so the future funding levels for the region depend in part on how Greater Philadelphia performs relative to national trends.

Funding Assumptions in *Update: Connections 2050*

Based on guidance from PennDOT and discussions with NJDOT and regional planning partners, *Update: Connections 2050* assumes that federal funding will remain flat through 2036, aligning with the current Pennsylvania TYP. Starting in 2037, DVRPC anticipates a transition away from the existing gas tax to a new federal transportation funding mechanism.

At that time, the forecast assumes a one-time 10 percent increase in federal funding, followed by annual growth of 3 percent, compounded with each subsequent six-year authorization through 2050. This projection reflects the expected need to modernize transportation funding mechanisms at the federal level.

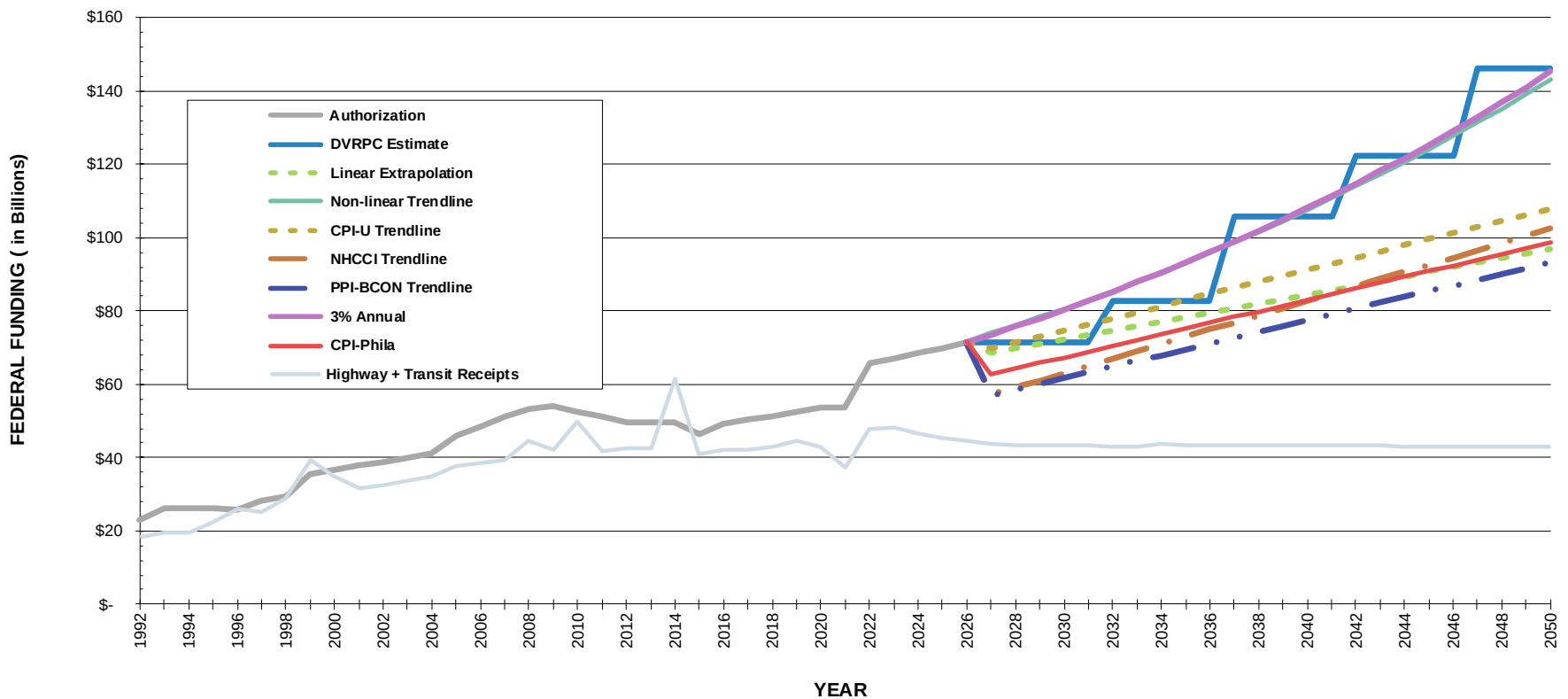
Figure F-2 illustrates actual and projected funding levels from 1992 through 2050, using various analytical methods. The stepped blue line represents DVRPC's forecast, showing flat funding through 2036, followed by steady 3 percent annual growth thereafter.

DVRPC estimates annual state contributions for both roadway and transit investments, then projects the portion likely to be allocated to Greater Philadelphia. Based on guidance from

PennDOT and planning partners, *Update: Connections 2050* assumes that state funding levels in both Pennsylvania and New Jersey will remain flat through the first two periods of the Plan, which coincide with both states' TIP. State funding for 2037–2050, with only 3 percent annual increase to account for inflation.

For more details on revenue sources and funding gaps, see *Appendix E—Funding Sources and Future Funding Outlook*.

Figure F-2: Historic and Projected Federal Transportation Funding (Nationwide)



Sources: U.S. Bureau of Labor Statistics; Federal Reserve Bank; Federal Highway Administration; DVRPC, 2024.

Table F-19: Anticipated Funding by Source and Mode (2026–2050)

	Funding Source	PA Subregion	NJ Subregion	Total
Roadway	Federal	\$ 25.3 B	\$ 9.6 B	\$ 35.0 B
	State	\$ 5.3 B	\$ 6.9 B	\$ 12.2 B
	Local	\$ 1.4 B	\$ 0.0 B	\$ 1.4 B
	Subtotal	\$ 32.1 B	\$ 16.5 B	\$ 48.6 B
Transit	Federal	\$ 11.0 B	\$ 3.6 B	\$ 14.6 B
	New-Start / Small-Start	\$ 0.2 B	\$ 0.0 B	\$ 0.2 B
	State	\$ 11.3 B	\$ 3.0 B	\$ 14.3 B
	Local	\$ 0.5 B	\$.3 B	\$ 0.8 B
	Subtotal	\$ 23.0 B	\$ 6.8 B	\$ 29.8 B
DVRPC Total		\$ 55.1 B	\$ 23.3 B	\$ 78.4 B

All figures in billions of YOE dollars. Figures may not add up due to rounding.

Source: DVRPC, 2024.

Table F-20: Anticipated Funding by Mode and Plan Period (2026–2050)

Subregion	Mode	2026–2030	2031–2036	2037–2045	2046–2050	Total
Pennsylvania	Roadway	\$ 5.1 B	\$ 6.8 B	\$ 12.0 B	\$ 8.2 B	\$ 32.1 B
	Transit	\$ 3.2 B	\$ 3.8 B	\$ 9.4 B	\$ 6.4 B	\$ 22.8 B
	New-Start/Core Capacity	\$ 0.2 B	\$ 0.0 B	\$ 0.0 B	\$ 0.0 B	\$ 0.2 B
	Subregion Total	\$ 8.5 B	\$ 10.6 B	\$ 21.4 B	\$ 14.6 B	\$ 55.1 B
		2026–2029	2030–2035	2036–2045	2046–2050	Total
New Jersey	Roadway	\$ 2.4 B	\$ 3.5 B	\$ 6.3 B	\$ 4.3 B	\$ 16.5 B
	Transit	\$ 0.9 B	\$ 1.7 B	\$ 2.6 B	\$ 1.8 B	\$ 6.8 B
	New-Start/Core Capacity	\$ 0.0 B	\$ 0.0 B	\$ 0.0 B	\$ 0.0 B	\$ 0.0 B
	Subregion Total	\$ 3.3 B	\$ 5.1 B	\$ 8.8 B	\$ 6.1 B	\$ 23.3 B
Regional Total		\$ 11.8 B	\$ 15.7 B	\$ 30.2 B	\$ 20.8 B	\$ 78.4 B

*\$200 million in New Starts funds are Core Capacity funds to be allocated to Operational Improvements for Trolley Modernization in Pennsylvania.

All figures in billions of YOE dollars. Figures may not add up due to rounding.

Source: DVRPC, 2024

Funding Allocation

After forecasting revenue, the next step is to allocate the anticipated funding to broad project categories before assigning it to specific transportation projects. Funding is allocated across roadway and transit categories based on a combination of comparative need and alignment with the Plan’s vision, goals, and policy direction. In addition, current programmed expenditures from the region’s four-year Transportation Improvement Programs (TIPs) and the Ten-Year Statewide Transportation Improvement Program (STIP) in New Jersey and TYP in Pennsylvania are considered. These near- and mid-term documents are fully aligned with the Long-Range Plan and contain detailed information about the hundreds of smaller-scale projects that are incorporated into the Plan but are not individually listed here for brevity.

The Plan prioritizes investment in the following order:

1. Safety
2. Preservation and maintenance needs
3. Operational improvements
4. Bicycle and pedestrian expansion
5. Network expansion projects

This prioritization follows national policy guidance and reflects the LLCC approach promoted by the U.S. Department of Transportation, PennDOT, and NJDOT. The overarching goal is to achieve Vision Zero and maintain an SGR for the region’s existing roadway and transit systems.

The Plan must also fully fund the “Other” category for transit and the Environmental Mitigation and Resiliency (R6.04), Travel Demand Management (R6.05), and Regional Programs (6.07) under the “Green Transportation” roadway program. These categories include bond repayments, environmental mitigation and remediation, funding for transportation management associations, and other required financial commitments.

Despite prioritizing preservation, the region’s anticipated revenues fall short. Even if all projected funding through 2050 were allocated solely to maintaining the existing transportation system, it would still not be enough to meet identified needs. As a result, there would be insufficient resources to address critical improvements related to safety, congestion management, multimodal mobility, or bicycle and pedestrian network expansion.

Table F-21 identifies the target allocations and resulting revenue for each funding category. Funding within each category is allocated to MRPs, which are listed in the Plan, with a portion set aside for smaller-scale projects that will be identified in the current and future TIPs.

Table F-21: Funding Allocation to Project Categories

Mode	Category	Pennsylvania		New Jersey	
		Target Allocation	Allocated Revenue	Target Allocation	Allocated Revenue
Roadway	R1. Pavement Preservation & Modernization	25.6%	\$8.2 B	35.0%	\$5.8 B
	R2. Bridge Preservation	44.5%	\$14.3 B	19.0%	\$3.1 B
	R3. Substantive Safety	5.9%	\$1.9 B	2.0%	\$0.3 B
	R4. Mobility Operational Improvements	10.0%	\$3.2 B	14.0%	\$2.3 B
	R5. Roadway System Expansion	4.0%	\$1.3 B	4.0%	\$0.7 B
	R6. Green Transportation	10.0%	\$3.2 B	26.0%	\$4.3 B
Roadway Subtotal		100%	\$32.1 B	100%	\$16.5 B
Transit	T1. Transit Preservation & Modernization	56.0%	\$12.9 B	75.0%	\$5.1 B
	T2. Transit Operational Improvements	6.7%	\$1.5 B	8.3%	\$0.6 B
	T3. Transit System Expansion	3.3%	\$0.8 B	12.5%	\$0.8 B
	T4. Transit Other	34.1%	\$7.8 B	4.3%	\$0.3 B
Transit Subtotal		100.0%	\$23.0 B	100.0%	\$6.8 B
Subregional Totals		\$55.1 B		\$23.3 B	
Regional Totals		\$78.4 B			

*All figures in billions of YOE dollars. Figures may not add up due to rounding.
Source: DVRPC, 2025.*

Project Evaluation & Selection

The Federal Highway Administration (FHWA) requires a formal project evaluation process to guide the selection of projects included in both the Transportation Improvement Program (TIP) and the Long-Range Plan. Given the constraints on available funding, it is essential to select projects judiciously—grounded in quantitative assessment—to ensure that investments support the vision, principles, and goals identified in the region’s Long-Range Plan.

DVRPC’s *Plan-TIP Project Evaluation Criteria*, adopted in October 2023, serves as a key tool for making data-informed investment decisions. It is applied to evaluate candidate transportation projects for the TIP, as well as most Major Regional Projects (MRPs) in the Plan that do not yet have construction funding in the 10-year Statewide Transportation Improvement Program (STIP) (New Jersey) or TYP (Pennsylvania) or design funding in the first four years of either state’s TIP.

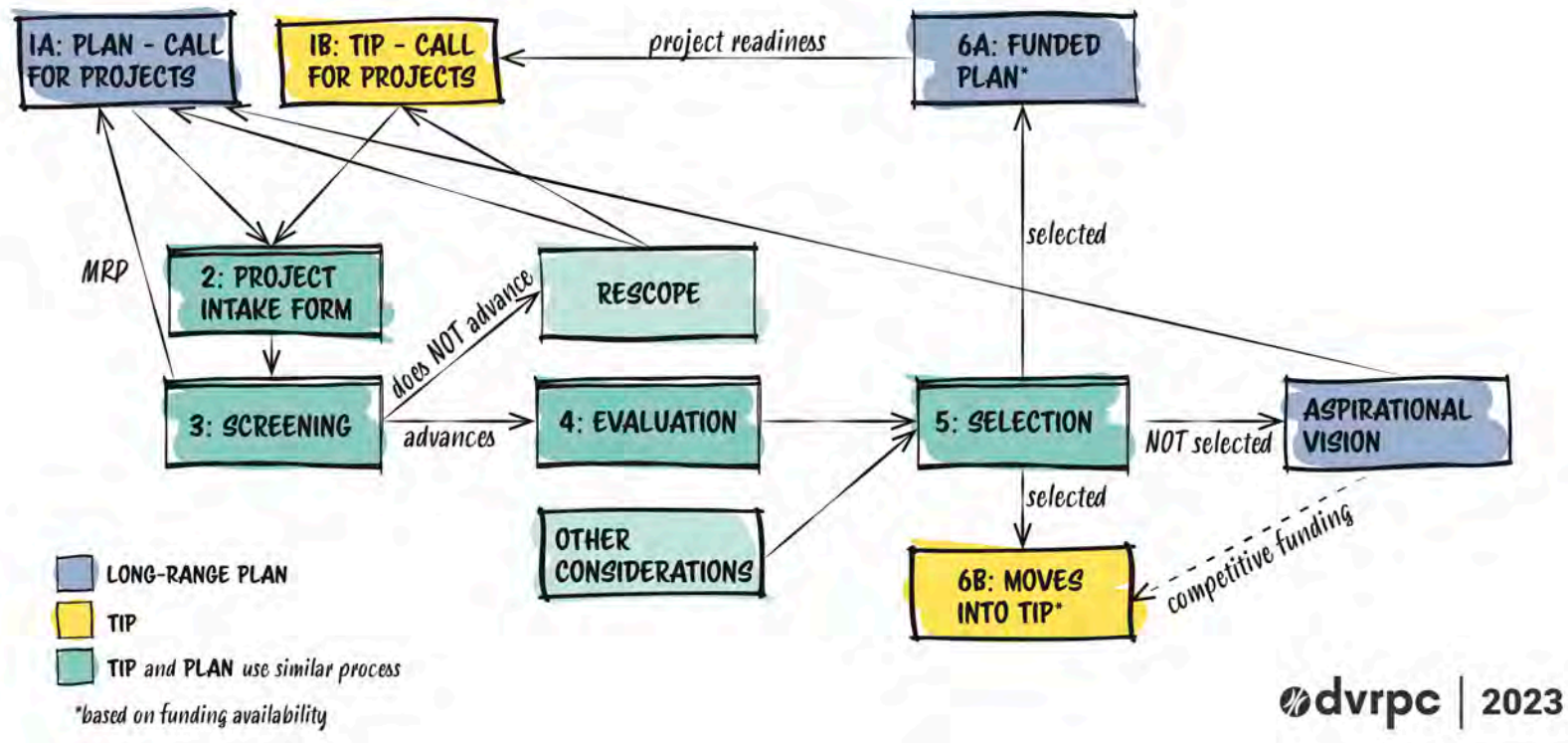
At a minimum, this process satisfies FHWA’s requirement to use a structured evaluation methodology when selecting projects for programming. Beyond compliance, the criteria support regional decision-making by helping to ensure that transportation investments:

- Align with the vision and goals of the Long-Range Plan for Greater Philadelphia
- Support federal Transportation Performance Management (TPM) targets:
 - PM-1: Roadway safety
 - PM-2: Bridge and pavement condition
 - PM-3: System performance
 - Transit safety and asset management

In short, the project evaluation process ensures that regional transportation investments align with shared goals, available resources, and performance outcomes. The evaluation criteria are one component of DVRPC’s broader project identification and selection process for both the TIP and the Long-Range Plan (see Figure F-3).

The project evaluation process begins with a call for projects, issued to DVRPC’s planning partners. Project sponsors are asked to complete a project intake form that collects the data necessary for evaluation.

Figure F-3: DVRPC Project Identification, Evaluation, and Selection Process



The initial step involves screening each submission for consistency with the Long-Range Plan’s vision and goals. This step also ensures that any MRPs are included and funded in the Plan before they can be considered for inclusion in the TIP. Projects that do not meet the screening criteria may be excluded from further evaluation and will not appear in the Plan or TIP.

MRPs that pass the screening are then evaluated using the *Plan-TIP Project Evaluation Criteria*. The evaluation results are considered alongside a range of additional factors:

- Geographic balance
- Regional and local priorities
- Stakeholder support

- Funding eligibility
- Performance-based planning and asset management
- Project readiness
- Ability to leverage other public or private investments

Project selection is further constrained by the federal requirement for fiscal constraint, which mandates that neither the Long-Range Plan nor the TIP can program more spending than is reasonably expected in available revenue.

Project selection is facilitated by DVRPC staff, with final decisions made by planning partners representing DVRPC's governing Board. Projects recommended by the Financial Planning Subcommittee and approved by the Board are included in the funded project list. Projects that cannot be accommodated within fiscal constraint are typically shown in the Plan as aspirational, unfunded projects. These may advance to the funded portion of the Plan or TIP if additional or competitive funding becomes available.

Congestion Management Process (CMP)

The CMP is a performance-based tool that provides critical data and analysis to inform investment decisions. The CMP is a federally required systematic approach to identify where congestion exists, what's causing it, and which multimodal, travel demand management, or operational strategies may offer the most cost-effective and responsible solutions. These findings are used to prioritize projects and strategies in the Plan.

Federal regulations require that non-capacity-adding strategies be evaluated and considered before adding any new SOV capacity. Where capacity expansion is deemed necessary, supplemental strategies must be included to maximize long-term value from the investment. See *Appendix A – Planning Process & Administration*, for additional information on federal CMP requirements.

The CMP is developed in coordination with the CMP Advisory Committee, ensuring broad input and alignment with regional needs. It is updated and adopted prior to the development of the Financial Plan and directly informs project identification and prioritization within the Plan.

Aligning CMP with Plan Goals

The CMP is structured to reinforce the goals of the Long-Range Plan through a series of performance-based and policy-driven measures known as CMP Objective Measures. These include:

- Increasing mobility and reliability
- Enhancing integration across modes and expanding transit access in areas of greatest need
- Modernizing and maintaining the existing transportation network
- Advancing Vision Zero and improving safety
- Supporting efficient freight and goods movement

- Strengthening transportation security and emergency preparedness
- Aligning with other regional planning goals such as:
 - Investing in centers and areas of growth
 - Prioritizing infrastructure in less environmentally sensitive areas
 - Directing resources to Title VI communities

CMP Key Findings

The *2023 CMP for Greater Philadelphia* incorporates performance data and other CMP Objective Measures to:

- Identify and prioritize congested locations
- Analyze contributing factors to congestion
- Recommend targeted strategies to address it
- Evaluate the effectiveness of implemented strategies over time

A primary output of the CMP is the identification of congested locations that require strategic attention. The 2023 CMP identifies four key types of congestion-related challenges:

1. **Congested Corridors and Subcorridor Areas** — Areas with recurring congestion that impact regional mobility.
2. **Focus Roadway Corridor Facilities** — Strategic corridors that require a mix of operational, multimodal, and demand-management strategies.

3. **Focus Intersection and Limited Access Roadway Bottlenecks** — High-impact bottlenecks where targeted interventions can yield significant system performance improvements.
4. **Bus Route Reliability Locations** — Segments where transit vehicles experience significant delays or variability in travel time.

These locations are prioritized for further study and consideration for future investment, whether through the TIP, competitive grant opportunities, or inclusion in the fiscally constrained Long-Range Plan.

Congested Corridor and Subcorridor Areas

The DVRPC region is segmented into CMP Congested Corridor and Subcorridor Areas to help prioritize locations for investment and support the development of targeted strategies to mitigate congestion. Since the region is too large to assess every roadway and intersection individually, this framework allows for analysis at a more manageable regional scale. Using Focus Roadway Corridor Facilities, Bottlenecks, and CMP Objective Measures, the CMP identifies 37 broader corridor areas experiencing higher levels of congestion and unreliability—20 in the Pennsylvania subregion (further divided into 68 subcorridors) and 17 in the New Jersey subregion (further divided into 63 subcorridors). For example, corridor area 5 (U.S. 1) in Pennsylvania consists of nine subcorridor areas beginning in western Chester County and ending at the Pennsylvania-New Jersey border. Similarly, corridor area 6 (U.S. 130) in New Jersey includes 12 subcorridor areas stretching from Gloucester

County to the Mercer–Middlesex County boundary. In addition to current congestion areas, the CMP also identifies emerging regionally significant growth corridors where congestion is not yet severe but may become a concern due to existing land use and travel trends. These corridors and subcorridors are depicted in the Focus Roadway Corridor Facilities, Bottlenecks, and Transit Reliability Mapping (see Figures F-4 through F-6).

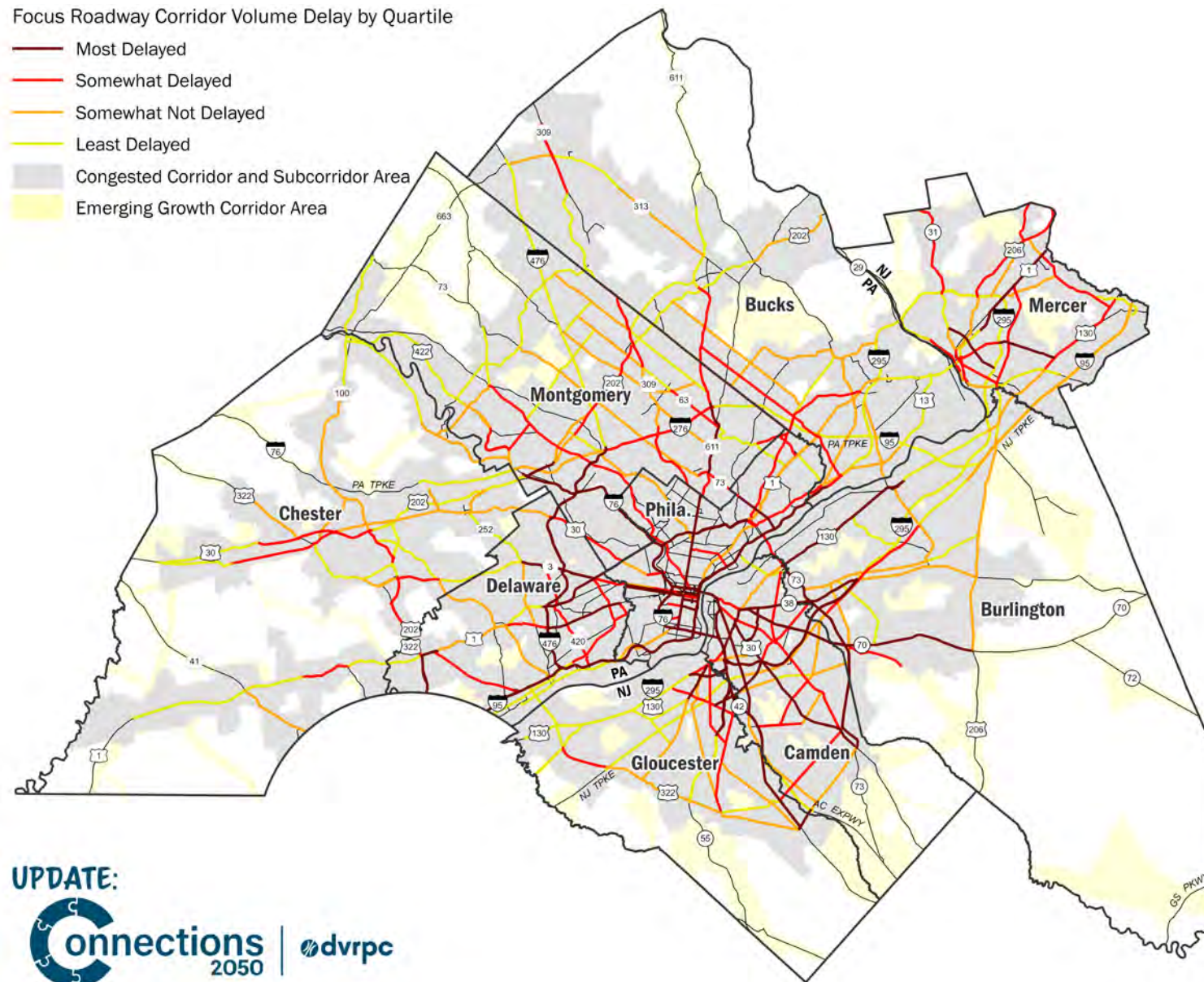
CMP Objective Measures are used to identify Priority Congested Corridor and Subcorridor Areas to guide investment decisions. These priority areas feed into the *Plan-TIP Project Evaluation Criteria*, adopted in October 2023. This approach helps direct resources to projects that support the Plan’s goals, including increasing mobility and reliability, integrating modes and improving access, modernizing infrastructure, advancing Vision Zero to eliminate fatalities and serious injuries by 2050, enhancing freight connections, strengthening cybersecurity, and ensuring investments align with other key regional planning priorities.

Focus Roadway Corridor Facilities

Analyzing congestion at the roadway corridor facility level, rather than by individual roadway segments, provides a clearer understanding of why some corridors perform better than others and allows for more consistent tracking of congestion over time. Focus Roadway Corridor Facilities are identified in areas with high congestion based on metrics such as the Travel Time Index (TTI), Planning Time Index (PTI), and other performance measures. These facilities are located within CMP-designated

congested corridors, subcorridors, and emerging growth corridor areas. In total, there are 336 Focus Roadway Corridor Facilities in the DVRPC region—205 in Pennsylvania and 131 in New Jersey (see Figure F-4). These facilities help prioritize congested locations and support the development of targeted congestion management strategies. Facility limits are defined based on transitions between corridor and subcorridor areas, major interchanges, and key arterial roadways. While ramps are generally excluded due to limited traffic volume data, certain mainline merge roadways with available volume data—such as the connections from I-476 to I-95 in Delaware County or NJ 42 to I-295 in Camden County—are included to capture significant congestion impacts.

Figure F-4: Focus Roadway Corridor Facilities



Source: DVRPC
analysis of 2017,
2021, and 2022
INRIX data, 2024

The Most Congested Focus Roadway Facilities are identified by selecting the top two corridors in each county with the highest peak-hour vehicle and volume delays, using both travel time and planning time metrics. In some cases, a single facility ranked in the top two for both delay measures, which reduced the total number of facilities identified for that county. The 2023 CMP analysis identifies 41 such facilities—23 in the Pennsylvania

subregion and 18 in the New Jersey subregion (see Table F-22). These facilities are listed in ascending order by county and roadway name. The number of identified facilities is intentionally limited to ensure resources are directed toward locations experiencing the most severe congestion and to reflect realistic funding constraints. Several of these corridors are already included in programmed projects in the Pennsylvania and New Jersey TIPs and the Long-Range Plan.

Table F-22: Most Congested Focus Roadway Corridor Facilities

MAP ID	Roadway	Limits	Municipality	County
Pennsylvania				
24	I-95	PA 132 (Street Road) to PA 63	Bensalem	Bucks
89	PA 132 (Street Road)	I-95 to U.S. 1	Bensalem, Bristol	Bucks
145	PA 413	U.S. 1 Bus (Lincoln Highway) to PA 332	Langhorne, Langhorne Manor, Middletown	Bucks
173	PA 532/PA 213	PA 132 (Street Road) to U.S. 1	Lower Southampton, Langhorne, Middletown	Bucks
25	I-95	PA 63 (Woodhaven Road) to Academy Road	Bensalem, North Delaware	Bucks, Philadelphia
116	PA 100	U.S. 30 Bypass to U.S. 202	West Goshen, West Whiteland	Chester
138	PA 23	PA 724 to U.S. 422	East Pikeland, Phoenixville, Schuylkill	Chester, Montgomery
54	U.S. 30 Business	U.S. 30 Bypass to PA 82 (Coatesville)	Caln, Coatesville, Downingtown, East Caln	Chester

MAP ID	Roadway	Limits	Municipality	County
56	U.S. 30 Bypass	PA 100 to U.S. 30 Business	East Caln, West Whiteland	Chester
57	U.S. 30 Bypass	U.S. 30 Business to Reeceville Road	Caln, East Caln	Chester
64	U.S. 32/U.S. 202	U.S. 1 to PA 3	Various	Chester
118	Baltimore Avenue	U.S. 13 to Bishop Avenue	Clifton Heights, Lansdowne, Upper Darby, Yeadon	Delaware
119	Baltimore Pike	Bishop Avenue to I-476	Nether Providence, Springfield	Delaware
31	I-95	I-476 to U.S. 322	Chester City, Chester, Ridley	Delaware
32	I-95	U.S. 322 to PA-DE State Line	Lower Chichester, Upper Chichester	Delaware
157	Lansdowne Ave	U.S. 13 to PA 3	Darby, Lansdowne, Upper Darby, Yeadon	Delaware
19	I-76	U.S. 1 (City Avenue to I-476)	Lower Merion, West Conshohocken	Montgomery
20	I-76	I-476 to I-76	Upper Merion, West Conshohocken	Montgomery
40	U.S. 1 (City Avenue)	U.S. 30 (Girard Avenue to I-76)	Lower Merion, West Park	Montgomery, Philadelphia
117	I-676 (Vine Street Expressway)	I-76 to I-95	Central Philadelphia	Philadelphia
19	I-76	I-676 (Vine Street Expressway) to U.S. 30 (Girard Avenue)	University-Southwest, West Park	Philadelphia
18	I-76	U.S. 30 (Girard Avenue to U.S. 1 (City Avenue)	West Park	Philadelphia
78	Market Street	I-95 (Penn's Landing) to PA 611 (Broad Street)	Central Philadelphia	Philadelphia
New Jersey				

MAP ID	Roadway	Limits	Municipality	County
300	I-295	NJ 70 (Exit 34) to NJ 38 (Exit 40)	Cherry Hill, Mount Laurel	Burlington
369	NJ 70	NJ 73 to U.S. 206	Evesham, Medford, Southampton	Burlington
372	NJ 73	NJTPK (Exit 4) to NJ 70	Evesham, Mount Laurel	Burlington
371	NJ 73	U.S. 130 to NJTPK (Exit 4)	Various	Burlington
341	I-295	NJ 42 (Exit 26) to NJ 70 (Exit 34)	Various	Camden
328	I-76	NJ-PA State Line to I-295	Bellmawr, Gloucester, Mount Ephraim	Camden
312	NJ 168 (Black Horse Pike)	I-295 to NJ 42	Bellmawr, Gloucester, Runnemede	Camden
426	CR 544	NJ 41 to CR 534	Deptford	Gloucester
307	I-295	U.S. 130 to NJ 42 (Exit 26)	Various	Gloucester
311	NJ 42	AC Expressway to I-295	Various	Gloucester
360	NJ 45	U.S. 130 to Kings HWY	Various	Gloucester
358	NJ 55	NJ 42 to NJ 47	Deptford	Gloucester
428	U.S. 322/CR 536	CR 536/CR 654 (Main Street) to AC Expressway	Winslow, Monroe	Gloucester
407	CR 622 (Olden Avenue)	I-295 to NJ31	Trenton, Hamilton, Ewing	Mercer
351	NJ 33	I-295 to U.S. 130	Hamilton, Robbinsville	Mercer
349	NJ 35	U.S. 1 to CR 622 (Olden Avenue)	Trenton	Mercer
318	U.S. 1	Alexander Road to CR 629	West Windsor	Mercer
317	U.S. 1	I-295 to Alexander Road	Lawrence, West Windsor	Mercer

Source: DVRPC, 2024.

Focus Intersection and Limited Access Roadway Bottlenecks

Some Focus Roadway Corridor Facilities may not show significant overall congestion, but individual intersections or interchanges along these corridors may experience reduced mobility, resulting in localized bottlenecks. The intersection bottleneck analysis focuses on arterials and other non-limited-access roadways, typically at signalized intersections, as well as limited-access roadway bottlenecks at critical on- and off-ramps or locations with lane reductions, such as drops from three to two lanes.

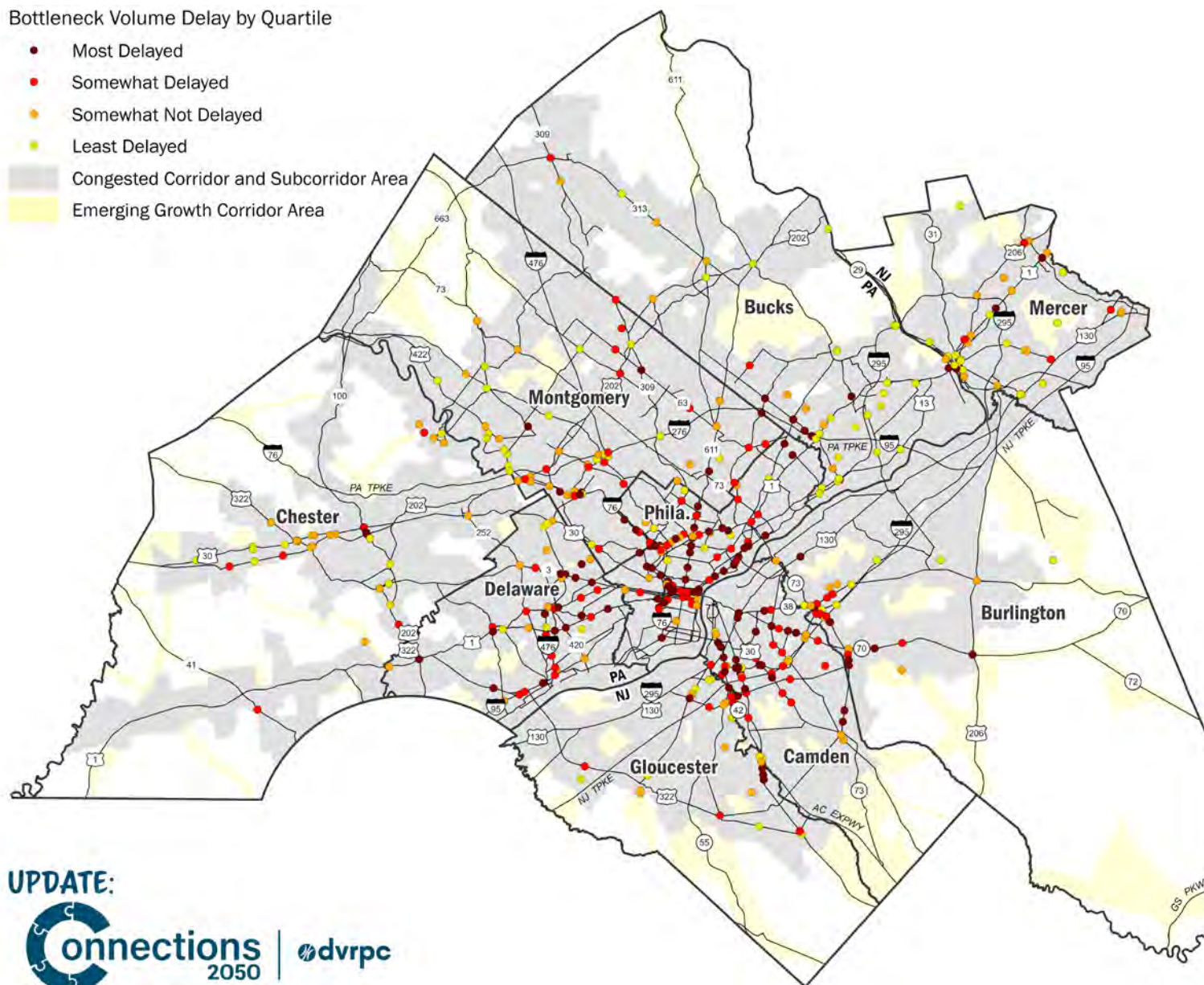
Focus Intersection Bottlenecks are identified where at least one approach segment to an intersection has a peak-hour Travel Time Index (TTI) greater than 1.50 or a Planning Time Index (PTI) greater than 3.00, along with high peak-hour vehicle and volume delays. Intersections with multiple delayed approaches received additional weight in the analysis. For each bottleneck, peak-hour vehicle and volume delays are summarized across all approaching segments that intersect with the bottleneck, as well as any trailing segments with a TTI of 1.40 or higher, continuing until another bottleneck is encountered. In total, 299 Focus

Intersection Bottlenecks were identified: 181 in Pennsylvania and 118 in New Jersey.

Focus Limited Access Roadway Bottlenecks occur in areas such as on-ramps where merging vehicles slow mainline traffic, or near off-ramps where queues back up to the mainline due to signal delays at the ramp terminus. For these bottlenecks, peak travel time vehicle and volume delays are summarized for the bottleneck segment and adjacent upstream segments with a TTI of 1.40 or greater, extending until another bottleneck is encountered. A total of 145 Focus Limited Access Bottlenecks were identified: 102 in the Pennsylvania subregion and 43 in the New Jersey subregion.

Figure F-5 maps both Focus Intersection and Limited Access Roadway Bottlenecks, symbolized by volume delay quartiles for each subregion. Brown represents the most severe delays and yellow the least. Each mapped bottleneck is labeled and can be cross-referenced with the corresponding table to view detailed delay and ranking information.

Figure F-5: Focus Intersection and Limited Access Roadway Bottlenecks



Source: DVRPC
analysis of 2021
INRIX data,
2024.

The Most Congested Focus Intersection Bottlenecks are identified using the highest peak hour vehicle and volume delays, performed separately for each county in the region. Some county bottlenecks were in the top two for both delay

measures, which reduced the total number of bottlenecks in a county. The *2023 CMP* analysis identified 33 Most Congested Focus Roadway Facilities, with 19 in the Pennsylvania subregion and 14 in the New Jersey subregion (see Table F-23).

Table F-23: Focus Intersection Bottlenecks

MAP ID	Limits	Municipality	County
Pennsylvania			
20	PA 132 (Street Road) at Old Lincoln Highway	Bensalem Township	Bucks
8	PA 132 (Street Road) at PA 532 (Bustleton Pike)	Lower Southampton Township	Bucks
10	PA 232 (Huntingdon Pike) at County Line Road	Upper Southampton Township	Bucks
15	PA 413 (Pine Street) at PA 213 (Maple Avenue)	Langhorne Borough	Bucks
39	PA 100 at Howard Road	West Whiteland Township	Chester
37	PA 100 at U.S. 30 Bypass WB Off Ramp	West Whiteland Township	Chester
59	PA 41 at Baltimore Pike	Avondale Borough	Chester
36	US 30 Bus (Lincoln Highway) at PA 82 (1st Avenue)	Coatesville City	Chester
77	Springfield Road at Bishop Avenue	Springfield Township	Delaware
80	U.S. 1 (State Road) at Springfield Road	Springfield Township	Delaware
89	U.S. 322 (Conchester Highway) at Bethel Ave/Cherry Tree Road	Upper Chichester Township	Delaware
12	PA 23 (Front Street) at Matsonford Road/Fayette Street	West Conshohocken Borough	Montgomery
13	PA 363 (Trooper Road) at Ridge Pike	Lower Providence Township	Montgomery
10	PA 611 (Old York Road) at Washington Lane	Abington Township	Montgomery

12	Philmont Avenue at Pine Road	Lower Moreland Township	Montgomery
15	U.S. 1 (City Avenue) at PA 23 (Conshohocken State Road)	Lower Merion Township, West Park	Montgomery, Philadelphia
15	U.S. 1 (City Avenue) at Presidential Boulevard	Lower Merion Township, West Park	Montgomery, Philadelphia
15	Allegheny Avenue at Kensington Avenue	North Philadelphia	Philadelphia
13	PA 532 (Bustleton Avenue) at Byberry Road	Upper Far Northeast Philadelphia	Philadelphia
New Jersey			
375	U.S. 206 at NJ 70	Southampton Township	Burlington
310	NJ 70 at Elmwood Road	Evesham Township	Burlington
388	NJ 73 at Church Road/Ramblewood Parkway	Mount Laurel Township	Burlington
308	NJ 73 at Waverly Avenue/Willow Road	Maple Shade Township	Burlington
402	NJ 168 (Black Horse Pike) at NJ 41 (Clements Bridge Road)	Runnemede Borough	Camden
369	NJ 73 at CR 675 (Cooper Road)	Voorhees Township	Camden
340	NJ 70 at Chelton Parkway/West Gate Drive	Cherry Hill Township	Camden
396	NJ 45 (Broad Street) at CR 534 (Cooper Street)	Woodbury City	Gloucester
411	NJ 42 (Black Horse Pike) at CR 651 (Greentree Road)	Washington Township	Gloucester
408	NJ 42 (Black Horse Pike) at CR 639 (Ganttown Road)	Washington Township	Gloucester
361	U.S. 1 Bus (Brunswick Pike) at Allen Lane	Lawrence Township	Mercer
318	NJ 33 at CR 526 (Robbinsville Edinburg Road)	Robbinsville Township	Mercer
360	U.S. 1 (Brunswick Pike) at CR 546 (Franklins Corner Road)	Lawrence Township	Mercer
364	U.S. 1 (Brunswick Pike) at CR 571 (Washington Road)	West Windsor Township	Mercer

Source: DVRPC, 2023.

Transit Bus Reliability

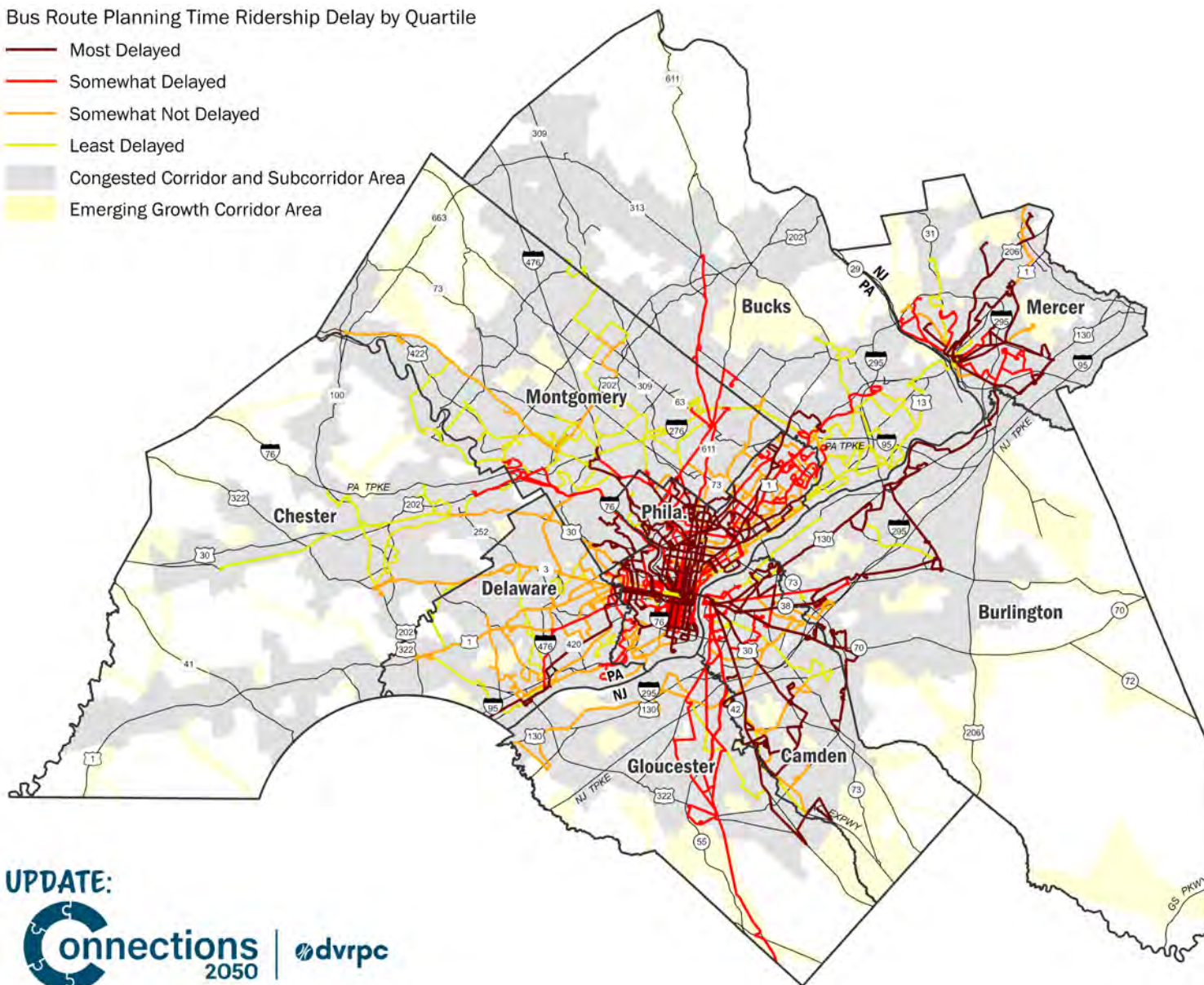
The CMP SEPTA NJ Transit Bus Reliability analysis evaluates transit reliability using peak planning time vehicle delay and ridership delay measures for SEPTA and NJ Transit bus routes. Planning time delay measures the 95th percentile delay for one vehicle. High planning time delays may be due to unforeseen circumstances such as crashes, disabled vehicles, or parked cars in bus lanes. Delays were divided by the facility length and ranked separately for SEPTA and NJ Transit from most to least in delay, for both measures. Delays are normalized by route length and ranked separately for each system, with mapping and color-coded tables showing quartile-based severity (see Figure

F-6). The study includes 158 major transit routes (125 for SEPTA and 33 for NJ Transit), with exclusions for lower-ridership or out-of-region services. Routes with the worst delays were mostly in dense urban areas like Philadelphia and Camden County. The analysis also integrates CMP Objective Measures to guide investment decisions and prioritize congested corridors, ensuring the most unreliable routes are considered in future planning and mitigation strategies. Unreliable transit routes that are within the CMP Congested Corridor, Subcorridor, and Emerging Growth Corridor Areas are given more weight for managing reliability and congestion than routes not in these areas.

Figure F-6: SEPTA and NJ Transit Bus Reliability

Bus Route Planning Time Ridership Delay by Quartile

- Most Delayed
- Somewhat Delayed
- Somewhat Not Delayed
- Least Delayed
- Congested Corridor and Subcorridor Area
- Emerging Growth Corridor Area



Sources:
DVRPC, 2024;
NJ Transit;
SEPTA; INRIX,
2021

CMP Strategies

In addition to identifying congested locations that require strategic attention, the CMP provides a toolbox of 125 congestion management strategies. These strategies are organized into five key areas: TSMO and Intelligent Transportation Systems (ITS); Travel Demand Management (TDM); Public Transportation Improvements; Land Use and Transportation Integration; and Roadway Capacity Enhancement. Drawing on the congested locations analysis and CMP Objective Measures, the CMP tailors multimodal strategy recommendations to each identified location. These recommendations aim to improve mobility and reliability, enhance safety, and support a context-sensitive approach that integrates land use and transportation planning.

Specific strategy recommendations for each congested location are available through the *CMP Corridor and Subcorridor Area Viewer*.⁴⁸ For each location, a small number of “very appropriate” strategies are prioritized based on contextual suitability. “Secondary” strategies may also be relevant and should be considered once priority actions are addressed. “Appropriate everywhere” strategies are generally lower in priority but can be applied across the system, regardless of whether a location is identified as congested. The CMP also evaluates the effectiveness of implemented strategies and uses those findings to refine and inform future recommendations.

⁴⁸ The CMP Corridor and Subcorridor Area Viewer can be found at <https://www.dvrpc.org/congestionmanagement/>.

Port and Rail Freight Improvements

In the last five years, several major port facilities and rail operators in the DVRPC region have undertaken infrastructure improvements to enhance cargo capacity, intermodal connectivity, and regional competitiveness. PhilaPort has undergone significant modernization efforts, including the deepening of the Delaware River channel to 45 feet, expansion of the Packer Avenue Marine Terminal, and acquisition of new EVs for land operations. The planned SouthPort Marine Terminal Complex continues to move forward with the first new berth expected to be delivered by 2027. At the Tioga Marine Terminal, preliminary plans are proposed to bring additional rail capacity and enhance efficiency of the existing rail system at the site.

Across the river in New Jersey, the Gloucester Marine Terminal, operated by Holt Logistics, has invested in cold storage and temperature-controlled handling infrastructure to strengthen its role as a leading East Coast importer of perishable goods. The Paulsboro Marine Terminal, developed and operated by the South Jersey Port Corporation (SJPC), has completed bulk-handling upgrades and continues to position itself as a hub for steel and fuel-related cargo. The Camden terminals, also managed by SJPC, have focused on pier reinforcement and landside access improvements, including expanded gate capacity and resurfacing of intermodal staging areas.

The privately operated Keystone Trade Center in Bucks County is undergoing redevelopment to support expanded maritime and

rail freight activity, with planned upgrades to berth facilities, rail sidings, and utility infrastructure. In addition, Class III operators such as SMS Rail Lines have been investing in their networks and upgrading them to handle heavier loads and enhance safety. These projects collectively reflect a coordinated regional approach to port and rail investment, emphasizing multimodal access, environmental resilience, and support for high-value commodity flows.

PHL Airport

Philadelphia International Airport (PHL) functions as a cornerstone of the Greater Philadelphia region's multimodal freight network. The airport's position along I-95 and at the center of the Northeast Corridor makes it an attractive location to base cargo operations in the mid-Atlantic region.

Philadelphia International Airport (PHL) plays a critical role in Greater Philadelphia's freight network. As a global gateway located within the Northeast Corridor, PHL connects the region's industries to international markets and facilitates the movement of time-sensitive and high-value goods, such as pharmaceuticals produced by the region's growing life sciences sector.

To meet rising demand and improve freight capacity, PHL is undertaking the West Cargo Development project, which will add 136 acres of cargo handling space, nearly one million square feet of new terminal facilities, and up to 20 additional freighter parking positions. These investments aim to expand PHL's share of the region's cargo market. Complementary upgrades

include a \$40 million cargo aircraft parking apron, new taxiways, runway improvements, and utility and roadway realignments.

In addition, the planned Cool Port facility, a state-of-the-art warehouse originally slated to open in 2025, will enhance the airport's ability to handle perishable and temperature-sensitive goods and further position PHL as a competitive hub for specialized air cargo. Together, these improvements enhance multimodal freight mobility, strengthen supply chain resilience, and support long-term regional economic growth and multimodal freight mobility, strengthen supply chain resilience, and support long-term regional economic growth.

Interregional Transport

The DVRPC region is well-connected with peer cities and regions along the Northeast Corridor and beyond. These connections support residents' access to jobs, education, services, and recreation. Interregional public transportation is critical to a thriving region. Philadelphia's location along Amtrak's Northeast Corridor makes travel up and down the East Coast a viable option. The Federal Railroad Administration's (FRA) NEC Future 2035 Plan includes improvements to station accessibility, increased service frequency, faster travel times, and better integration with local commuter rail operations. Plans for the William H. Gray III 30th Street Station in Philadelphia are essential to enhancing connections from outside the region to destinations throughout the region, and vice versa. In addition to improving multimodal connectivity at William H. Gray Station, NJ Transit has capital improvement projects at the Walter Rand Transportation Center in Camden and the Trenton

Transportation Center, which will similarly facilitate connections across the region.

SEPTA and the City of Philadelphia share an interest in improving public transportation access to Philadelphia International Airport (PHL). Major capital investments to SEPTA's Airport Line—including additional track to separate it from freight rail in some sections—coupled with a proposed trolley extension to Eastwick Station, would enable more frequent service between PHL and Center City Philadelphia, strengthening regional connections.

Intercity bus service continues to require more consistent service and improved passenger facilities; a need made more pressing during a period of industry consolidation and transition among primarily private carriers. The City of Philadelphia is working to identify a permanent solution for an intercity bus terminal. Bus service between Reading, Pottstown, and Philadelphia, once provided by Amtrak, is now operated by private carriers. The Schuylkill River Passenger Rail Authority (SRPRA)—a joint effort among Berks, Chester, and Montgomery counties—is working to advance intercity rail service in this corridor. Expanding rail service frequencies west of Harrisburg to Pittsburgh would foster stronger economic connections across Pennsylvania, linking Philadelphia, Harrisburg, and Pittsburgh.

Major Regional Projects (MRPs)

The project evaluation process plays a critical role in determining which initiatives advance within the region's constrained financial resources. Among the many projects that are implemented in the region, certain high-impact, high-cost efforts stand out due to their scale and significance. These are classified as MRPs—a set of evaluated projects that are candidates for dedicated funding in the Plan. The following section describes MRPs in more detail and lists those included in the Plan.

MRPs are large-scale initiatives that have significant regional travel impacts or costs exceeding \$40 million. Most network expansion projects qualify as MRPs, as do major reconstruction efforts on the region's freeways and bridges. MRPs are discrete projects with defined start and end dates. They are not part of ongoing programs, such as the Transit Vehicle Overhaul Program or an annual bus purchase program. An MRP must be funded in the Plan before being programmed in the TIP.

In addition to expansion and reconstruction efforts, the Plan also includes major transit operational improvements like SEPTA's Trolley Modernization project, and large-scale bicycle and pedestrian projects such as the Circuit Trails network. For brevity, smaller-scale projects identified during the Needs Assessment are not listed individually in the Plan. Instead, funding categories within the Plan act as placeholders for these investments, which may be included explicitly in future Transportation Improvement Programs (TIPs).

Projects in the Plan are designated as one of the following:

- **Funded:** Prioritized by the Financial Planning Subcommittee and programmed within anticipated revenues (see Tables F-24–F-28).
- **Illustrative:** Infrastructure preservation and modernization projects on existing roadways and bridges that may advance, depending on timing for repair needs and funding availability (see Table F-29).
- **Unfunded:** Aspirational MRPs aligned with the Plan’s goals that could move forward if new funding becomes available (see Tables F-30 and F-31). Within the fiscally constrained portion of the Plan, \$35.9 billion worth of MRPs remain unfunded.

Funded MRPs

Several new investments were able to be fiscally constrained within the Plan’s funded list as part of *Update: Connections 2050*. Various trail and greenway segments of the Circuit Trail network (MRP IDs PAR078 and NJR005) are fully funded for completion in all counties.

In Pennsylvania, Vision Zero Safety Improvements (PAR076) covers almost all the need identified for all five counties, and the Philadelphia High-Quality Bike Network (PAR066) has over \$220 million in dedicated funding. Chester Pike Safety Improvements (PAR079) is a new project involving traffic calming, improved

pedestrian facilities, and intersection improvements. On the transit side, Keystone Corridor Improvements (PAT019) makes track and signal upgrades through three counties, and Trolley Modernization (PA024–028) is broken into five separate projects for increased transparency as it moves into construction.

In New Jersey, funding is largely consistent with the previous Plan. NJ 73 and Ramp G Bridge over U.S. 130 (PAX016) replaces a structurally deficient and functionally obsolete bridge in Camden County, and NJ 42 Reconstruction (NJR012) funds resurfacing, rehabilitation, and reconstruction, including ADA compliance in Gloucester County. On the transit side, River Line Light Rail Vehicles (NJT004) offer 20 new vehicles to serve Burlington, Camden & Mercer counties.

The following tables list funded MRPs, including details on scope, timing, cost, and breakdown of allocated funding by project category:

- Pennsylvania Roadway—Table F-24
- Pennsylvania Transit— Table F-25
- New Jersey Roadway— Table F-26
- New Jersey Transit— Table F-27
- Recently completed MRPs— Table F-28

Table F-24: Pennsylvania Roadway MRPs—Funded

MRP ID	Facility	Project Scope	Location	Plan Period *	Cost (Millions of \$YOE)	Project Categories
PAR001	U.S. 422 Reconstruction	Reconstruct and realign U.S. 422 from the Sanatoga Interchange to east of Stowe, including bridge and ramp improvements and Schuylkill River bridge reconstruction.	Chester, Montgomery	1–2	\$314.5	R1: 80%, R2: 20%
PAR002	U.S. 1 from Schoolhouse Road Reconstruction	Reconstruct from Schoolhouse Road to Maryland State Line.	Chester	1–2	\$437.5	R1: 80%, R2: 20%
PAR003	U.S. 1 at PA 352 and 452 Interchange	Reconstruction of PA 352 cloverleaf interchange, Media Bypass/ Baltimore Pike interchange, and PA 452 intersection, and eliminate lane drops.	Delaware	1–3	\$257.8	R2: 100%
PAR004	U.S. 1 from PA Turnpike Reconstruction	Reconstruct from I-276 / PA Turnpike to NJ state line, including widening from PA Turnpike to PA 413; interchange improvements.	Bucks	1–2	\$229.3	R1: 75%, R4: 2%, R5: 23%
PAR006	U.S. 30 / Coatesville-Downingtown Bypass (Western)	Reconstruct from PA 10 to just west of Reeceville Road; complete missing movements at PA 82, Airport Road, and Bus. 30 / PA 10 interchanges.	Chester	1–3	\$622.1	R1: 85%, R4: 8%, R5: 8%
PAR007	U.S. 322 Reconstruction and Widening	Reconstruct and widen from Clayton Park Drive to I-95.	Delaware	1–2	\$288.9	R1: 35%, R2: 15%, R4: 20%, R5: 30%

MRP ID	Facility	Project Scope	Location	Plan Period *	Cost (Millions of \$YOE)	Project Categories
PAR008	Henderson Road and South Gulph Road Widening	Widen Henderson Road from South Gulph Road to Shoemaker; Widen South Gulph Road from Crooked Lane to I-76 Gulph Mills intersection.	Montgomery	1–2	\$21.7	R1: 50%, R5: 50%
PAR009	PA 309 Connector Road	Construct new Road from Allentown Road to County Line Road; Improve PA 309 Interchange.	Bucks, Montgomery	1	\$75.2	R4: 20%, R5: 80%
PAR010	Ridge Pike Reconstruction and Widening	Reconstruct four-lane road from Crescent Avenue to I-276 PA Turnpike; widen to add center turn lane; reconstruct two bridges over Norfolk-Southern rail tracks.	Montgomery	1–2	\$33.3	R1: 55%, R2: 15%, R4: 30%
PAR011	I-95 North Philadelphia (Sector A) Reconstruction	Reconstruct from Race Street to State Road; Interchange improvements at Vine, Girard, Allegheny, Betsy Ross Bridge, and Cottman interchanges.	Philadelphia	1–2	\$1,852.1	R1: 7%, R2: 75%, R4: 18%
PAR013	I-95 South Philadelphia Reconstruction	Reconstruct and rehabilitate from I-676 to Broad Street.	Philadelphia	3–4	\$5,377.9	R1: 10%, R2: 90%
PAR016	I-95 / U.S. 322 / Highland Avenue Interchange	Realign I-95 and add new movements at interchange to 322, Bethel Road, and Highland Avenue.	Delaware	1–2	\$123.0	R1: 25%, R2: 25%, R4: 35%, R5: 15%

MRP ID	Facility	Project Scope	Location	Plan Period *	Cost (Millions of \$YOE)	Project Categories
PAR018	Concord Road Intersections	Intersection reconfigurations along Concord Road at Valleybrooke Road/ Foulk Road, Bethel Road/Engle Street, Bridgewater Road, and McDonald Boulevard/ Sunfield Drive.	Delaware	1–3	\$52.8	R4: 100%
PAR019	Bristol Road Extension	Extend from U.S. 202 to Park Avenue.	Bucks	1	\$39.8	R4: 50%, R5: 50%
PAR020	Belmont Avenue at I-76 Interchange	Widen Belmont Avenue to provide additional lanes, intersection improvements, and streetscape improvements; modify I-76 and railroad overpasses.	Montgomery	2–3	\$73.7	R4: 50%, R5: 50%
PAR021	U.S. 202 at US 1 Loop Road Completion	Complete southwestern loop.	Chester, Delaware	1	\$15.0	R3: 50%, R4: 50%
PAR024	I-476 Active Traffic Management	Part-time shoulder use and other operational strategies from PA 3 to I-95.	Delaware	1–2	\$48.5	R4: 50%, R5: 50%
PAR025	I-76 Integrated Corridor Management	Implement smart traffic technologies, safety improvements, and multimodal enhancements, including adaptive signals, ramp metering, and coordination with SEPTA.	Montgomery	1–3	\$688.4	R2: 8%, R4: 46%, R5: 46%

MRP ID	Facility	Project Scope	Location	Plan Period *	Cost (Millions of \$YOE)	Project Categories
PAR027	U.S. 30 / Coatesville-Downingtown Bypass (Eastern)	Reconstruct and implement part-time shoulder use or flex lanes from just west of Reeceville Road to Quarry Road, including six interchange projects.	Chester	1–4	\$1,047.3	R1: 44%, R2: 20%, R4: 11%, R5: 25%
PAR028	I-95 Active Traffic Management	Part-time shoulder use and other operational strategies southbound from Stewart Avenue to I-476 and northbound from U.S. 322 East to Stewart Avenue.	Delaware	2–4	\$52.9	R4: 50%, R5: 50%
PAR029	North Valley Road Bridge over Amtrak	Replace North Valley Road Bridge over Amtrak; realign to connect new bridge with Darby Boulevard.	Chester	1–2	\$32.8	R2: 100%
PAR031	PA 23 Trout Creek Bridge Replacement	Replace weight-restricted bridge on a new alignment; realign roadway between Moore Road and Vandenberg Road, provide two westbound lanes and one eastbound lane.	Montgomery	1–2	\$21.7	R2: 50%, R4: 25%, R5: 25%
PAR032	Penn's Landing Highway Cap	Access and community improvement via cap over I-95 and Columbus Boulevard from Chestnut Street to Walnut Street in Center City, and extension of South Street pedestrian bridge.	Philadelphia	1	\$66.8	R6: 100%
PAR033	I-95 Girard Point River Crossing (Phases 1 and 2)	Repair Girard Point Bridge and approaches; assess for potential tolling.	Philadelphia	1	\$150.8	R2: 100%

MRP ID	Facility	Project Scope	Location	Plan Period *	Cost (Millions of \$YOE)	Project Categories
PAR034	I-95 over Bartram Avenue / Conrail	Rehabilitate pavement and bridge over Bartram Avenue / Conrail.	Delaware	2-3	\$395.2	R2: 100%
PAR035	I-95 at Street Road Bridge	Replace bridge over I-95 and Northeast Corridor with a wider structure. Provide turning lanes on the bridge, widen I-95, and improve connection to U.S. 13.	Bucks	1-3	\$349.3	R2: 70%, R5: 30%
PAR036	PA 663 / John Fries Highway Reconstruction & Widening	Reconstruct and widen from PA 309 to PA Turnpike.	Bucks	2	\$6.0	R1: 75%, R5: 25%
PAR038	Sumneytown Pike Corridor and Intersection Improvements	Corridor and intersection improvements from PA 63 to PA 363.	Montgomery	2-3	\$38.3	R1: 25%, R4: 38%, R5: 38%
PAR040	Belmont Avenue over Schuylkill	Rehabilitate bridge over the Schuylkill River.	Montgomery, Philadelphia	1	\$53.3	R2: 100%
PAR041	Keystone Boulevard Extension	Extend Keystone Boulevard from its current terminus to Grosstown Road.	Montgomery	3-4	\$48.10	R5: 100%
PAR044	PA 63 / Welsh Road Bridges	Bridge replacements and minor widening between Blair Mill Road and Twining Road.	Montgomery	2-3	\$130.2	R2: 90%, R5: 10%
PAR047	Eakins Oval Reconfiguration	Reconfigure circulation paths and patterns around Eakins Oval and Benjamin Franklin Parkway.	Philadelphia	1	\$43.8	R3: 25%, R4: 75%

MRP ID	Facility	Project Scope	Location	Plan Period *	Cost (Millions of \$YOE)	Project Categories
PAR048	Reconnecting our Chinatown (Chinatown Stitch) (Phase 1)	New Cap over I-676 in Chinatown area of Philadelphia.	Philadelphia	3–4	\$202.4	R6: 100%
PAR049	30th Street Station Vehicle Circulation	Vehicle Circulation Improvements per the 30th Street District Plan, including street upgrades, JFK Boulevard realignment, and I-76 ramp reconfigurations.	Philadelphia	3–4	\$93.1	R4: 100%
PAR051	I-76 Pavement Preservation	Pavement preservation and guiderail upgrades on I-76 (Schuylkill Expressway) from U.S. 1 to I-676 (Vine Street Expressway) in Philadelphia.	Philadelphia	1–2	\$87.3	R1: 100%
PAR052	59th Street Bridge over Amtrak	Replacement of 59th Street bridge over AMTRAK in Philadelphia. Includes street lighting improvements, ADA compliance, railroad electric traction system modification, utility relocations, and related work.	Philadelphia	1–2	\$47.6	R2: 100%
PAR053	I-476 (Blue Route) Pavement Preservation	Pavement preservation and guiderail upgrades on SR 476 from the I-76 interchange to MacDade Boulevard interchange.	Delaware, Montgomery	1–2	\$86.2	R1: 100%
PAR054	Ridge Pike over Norfolk Southern and PA Turnpike	Combined replacement of Ridge Pike over Norfolk Southern and over I-276 PA Turnpike.	Montgomery	1	\$5.9	R2: 100%

MRP ID	Facility	Project Scope	Location	Plan Period *	Cost (Millions of \$YOE)	Project Categories
PAR056	Wanamaker Avenue Bridge over Darby Creek	Replacement of both the southbound and northbound bridge, which carries SR 420 over Darby Creek between Tinicum Township and Prospect Park Borough.	Delaware	1–2	\$34.5	R2: 100%
PAR060	PA 100 Northbound at Exton Station	Additional northbound lane between Pottstown Pike on-ramp and the U.S. 30 Exton Bypass; intersection improvements.	Chester	2–4	\$6.3	R4: 7%, R5: 93%
PAR063	PA 663 from Portzer to Hickory Multimodal Expansion	Widen to four lanes between Portzer Road and Hickory Drive, including turn lanes; construct an 8' wide bike/pedestrian pathway.	Bucks	1–2	\$6.3	R5: 90%, R6: 10%
PAR064	Market Street over Schuylkill and CSX	Rehabilitate bridges with bike and pedestrian improvements over Schuylkill River and CSX rail tracks.	Philadelphia	1–2	\$196.2	R2: 100%
PAR065	State Road Reconstruction	Full-depth pavement reconstruction for ~2.2 miles of SR 2002 (State Road) from the bridge crossing the Neshaminy Creek to SR 0413 (New Rodgers Road).	Bucks	1–2	\$36.3	R1: 75%, R2: 25%
PAR066	Philadelphia High-Quality Bike Network: Programmed	Construct a network of high-quality protected bike lanes, off-street facilities, and neighborhood bikeways.	Philadelphia	2–4	\$386.5	R6: 100%

MRP ID	Facility	Project Scope	Location	Plan Period *	Cost (Millions of \$YOE)	Project Categories
PAR070	Spring Garden Connector	Realignment, signal improvements, East Coast Greenway (ECG) and Circuit trail construction, safety improvements.	Philadelphia	1–2	\$52.1	R1: 35%, R3: 10%, R4: 35%, R6:20%
PAR071	PA 291 / Second Street / Industrial Highway Bike / Ped Complete Streets	PA 291 through Chester. Traffic calming, enhanced crosswalks, landscaping, new and altered traffic signals, and a separate facility for the ECG.	Delaware	2–3	\$34.6	R1: 25%, R3: 25%, R4: 25%, R6: 25%
PAR072	Spring Garden Bridges Over Amtrak	Rehabilitate bridges over the Schuylkill River and CSX rail tracks.	Philadelphia	1–2	\$57.2	R2: 100%
PAR073	70th, 71st, and 72nd Street Bridges over Amtrak	Rehabilitate 70th, 71st, and 72nd Street bridges over Amtrak rail facilities, and upgrades of adjacent intersections.	Philadelphia	1–3	\$76.4	R2: 100%
PAR074	U.S. 202 / PA 611 (Doylestown Bypass) Preventive Maintenance	Rehabilitate the Doylestown Bypass mainline and ramps, and repair 22 bridges, including several overhead crossings such as Swamp Road, Easton Road, and Butler Pike.	Bucks	3	\$123.6	R1: 20%, R2: 80%
PAR075	Roosevelt Boulevard Operational Improvements (Phase 1)	Intersection and roadway improvements along U.S. 1 (Roosevelt Boulevard) from Broad Street to Adams Avenue, and from Adams Avenue to Old Lincoln Highway.	Philadelphia	1–2	\$134.6	R4: 100%

MRP ID	Facility	Project Scope	Location	Plan Period *	Cost (Millions of \$YOE)	Project Categories
PAR076	Vision Zero Safety Improvements	Improve road safety with engineering enhancements, pending Regional Vision Zero and City of Philadelphia Vision Zero Plan updates.	All PA Counties	1–4	\$1,072.0	R3: 100%
PAR078	The Circuit (PA)	Remaining trail and greenway segments of the Circuit Trail network in the PA state subregion.	All PA Counties	2–4	\$588.4	R6: 100%
PAR079	Chester Pike Safety Improvements	Safety improvements along the U.S. 13 corridor, including calming, pedestrian facilities, intersection improvements, streetscaping, and potential lane reallocation.	Delaware	2–3	\$71.5	R1: 20%, R2: 50%, R4: 30%
PAR080	Market East Complete Streets	Complete Streets improvements on Market East (Juniper Street to 6 th Street) (bike/pedestrian/ transit).	Philadelphia	3	\$71.2	R1: 50%, R3: 50%
PAR083	JFK Boulevard and Market Street Bikeway	Permanent improvements to Market Street and JFK Boulevard, from 15 th to 20 th Streets, for separated bikeway and transit lanes.	Philadelphia	2	\$87.7	R6: 100%
PAR084	City Traffic Signal Modernization	Upgrade and interconnect the remainder of Philadelphia's electromechanical signals to improve circulation and connection to the City of Philadelphia's Transportation Operations Center.	Philadelphia	2	\$103.0	R4: 100%

Source: DVRPC, 2025. *See Table F-1 for Plan Period years.

Table F-25: Pennsylvania Transit MRPs—Funded

MRP ID	Facility	Project Scope	Location	Plan Period*	Cost (Millions of \$YOE)	Project Categories
PAT001	City Hall and 15th Street Stations	Rehabilitate City Hall Station on the Broad Street Line and 15th Street Station on the Market-Frankford Line (MFL) for full ADA compliance, improved safety and security, state of good repair (SGR), and reduced maintenance costs. The 15th Street Station rehab was completed in 2020.	Philadelphia	1	\$ 96.5	T1: 100%
PAT002	Amtrak Keystone Corridor Stations	Station enhancements, relocation, and construction at Coatesville, Parkesburg, and Downingtown.	Chester	1–2	\$130.0	T1: 100%
PAT006	SEPTA Key Program	Updated fare collection system, systemwide.	All PA Counties	1–2	\$211.8	T1: 100%
PAT007	Regional Rail Catenaries 30th Street Station Westbound	Catenary replacement from 30th Street Station westbound to K and Zoo interlocking and Powelton Yard.	Philadelphia	1	\$112.6	T1: 100%
PAT008	Regional Rail Vehicles	Replace aging Silverliner IV railcars to improve infrastructure, update vehicle specifications, and support the Reimagining Regional Rail initiative.	All PA Counties	1-3	\$626.6	T1: 100%
PAT009	Center City Concourse Improvements	Upgrade underground pedestrian tunnel network that connects major transit stations beneath Center City, Philadelphia.	Philadelphia	1	\$59.7	T1: 100%

MRP ID	Facility	Project Scope	Location	Plan Period*	Cost (Millions of \$YOE)	Project Categories
PAT013	Frazer Shop and Yard Upgrades	Expand train storage and improve access to the Paoli/Thorndale Line, reducing costs from non-revenue train movements.	Chester	1	\$ 11.7	T1: 100%
PAT014	Market Frankford Line (MFL) Vehicles	Replace Market-Frankford Line M-4 railcars, including vehicle design, production, signal upgrades, and facility improvements at 69th Street and Bridge Street yards.	Philadelphia, Delaware	1–2	\$1,419.8	T1: 100%
PAT015	SEPTA Transit Substations	Program for overhauls, plus replacements at Ellen, Market, Park, Broad, Loudon, Caster, and Ranstead.	Philadelphia	1–2	\$344.9	T1: 100%
PAT016	Paoli Intermodal Transportation Center	Upgrade Paoli Station with a new center high-level platform, elevators, ramps, ADA improvements, and supporting infrastructure changes to ensure multimodal access.	Chester	3–4	\$88.9	T3: 100%
PAT017	Zoo Interlocking Preservation	SGR improvements, including retaining wall construction and first and second phases of track work.	Philadelphia	1	\$ 68.4	T1: 100%
PAT019	Harrisburg Line Improvements	Track 2 upgrades and bidirectional signaling from Paoli to Overbrook.	Chester, Montgomery, Philadelphia	1	\$83.0	T2: 100%
PAT020	Eastwick Intermodal Station (Phase 2)	Construct new intermodal station and extend Route 36 Trolley.	Philadelphia	2–3	\$236.6	T1: 50%, T3: 50%
PAT023	Bus Revolution	Bus stop and transit priority enhancements.	All PA Counties	3	\$61.3	T2: 100%

MRP ID	Facility	Project Scope	Location	Plan Period*	Cost (Millions of \$YOE)	Project Categories
PAT024	Trolley Modernization: Infrastructure	New tracks, bridges, power systems, signal and communication upgrades, tunnel overhauls, and coordination with city and utility agencies.	Delaware, Philadelphia	1–2	\$1,040.3	T1: 100%
PAT025	Trolley Modernization: Vehicles	Acquire 130 new ADA-accessible trolleys and support their design, testing, operator training, and system integration.	Delaware, Philadelphia	1–2	\$945.7	T1: 100%
PAT026	Trolley Modernization: Facilities	Design and construction of a new trolley heavy maintenance facility and upgrade of existing facilities to support the new trolley fleet, improve reliability, and ensure ADA compliance.	Delaware, Philadelphia	1–2	\$1,700.0	T1: 100%
PAT027	Trolley Modernization: Operations	Redesign trolley routes, implement new schedules and operations, and train staff to support the modernized fleet and improve system efficiency.	Delaware, Philadelphia	1–2	\$1,000.0	T2: 100%
PAT028	Trolley Modernization: Expansion	Improve trolley access for Title VI communities through extensions to Overbrook, Eastwick, and Upper Darby, supporting regional job growth and economic development.	Delaware, Philadelphia	3	\$300.0	T3: 100%
PAT034	Intercity Bus Station	New Intercity bus station to replace Filbert Street Bus Terminal.	Philadelphia	2	\$89.4	T3: 100%
PAT040	Mainline-Schuylkill Bridges, Interlockings, and Duct Bank	Rehabilitate seven bridges and interlockings between Suburban Station and 30th Street Station.	All PA Counties	1–2	\$433.5	T1: 100%

MRP ID	Facility	Project Scope	Location	Plan Period*	Cost (Millions of \$YOE)	Project Categories
PAT041	Regional Rail Station Improvements (Near Term)	Reconfigure and upgrade Regional Rail stations at Marcus Hook, Willow Grove, Cornwells Heights, Jenkintown-Wyncote, and Villanova (Phase 2) to improve accessibility and service.	All PA Counties	1–2	\$309.9	T1: 100%
PAT042	Escalator / Elevator Improvement Program	ADA compliance of SEPTA stations by installing elevators and modernizing escalators.	All PA Counties	1–3	\$66.6	T1: 100%
PAT043	1234 Market Street Headquarters Improvements	Rehabilitate SEPTA’s headquarters with upgrades to electrical, HVAC, elevators, and life safety systems, along with space optimization to enhance efficiency and leasing potential.	Philadelphia	1–2	\$21.0	T1: 100%
PAT044	Zero Emission Bus (ZEB) Fleet Transition Facility Upgrades	Full transition to zero-emission buses, including battery electric and fuel cell models, contingent on securing necessary infrastructure funding.	All PA Counties	1–3	\$176.5	T1: 100%
PAT045	Railroad Interlocking Improvement Program (Phase 3–12)	Rebuild and reconfigure key Regional Rail interlockings to enhance operational efficiency, including locations such as 16th Street, Broad, Wayne, and Schuylkill.	All PA Counties	1–3	\$136.9	T1: 100%
PAT046	Regional Rail VHF Radio Upgrade	Replace and upgrade SEPTA’s aging Regional Rail radio system to improve portable coverage, close safety-critical gaps, and meet current AREMA and AAR standards.	All PA Counties	1	\$51.9	T1: 100%

MRP ID	Facility	Project Scope	Location	Plan Period*	Cost (Millions of \$YOE)	Project Categories
PAT047	Regional Railroad Signal Improvement Program	Modernize the Regional Rail signal system, including upgrades to improve operational reliability for the train control systems.	All PA Counties	1–2	\$60.8	T1: 100%
PAT048	NHSL Signal System Renewal	Modernize the Norristown High Speed Line (NHSL) signal system to improve reliability, address SGR needs, and incorporate advanced train control technology.	Delaware, Montgomery	1–2	\$108.3	T1: 100%
PAT049	Video Systems Refreshment Program	Replace and install upgraded mobile video systems across SEPTA's fleet, including inward-facing cameras on Regional Rail cars and crash-hardened recorders on buses.	All PA Counties	1–2	\$68.0	T1: 100%
PAT050	Critical Bridge Program	Rehabilitate or replace aging bridges across the system to maintain an SGR, including structures on the Fox Chase, Lansdale/Doylestown, Media/Elwyn, Manayunk/Norristown, and West Trenton Lines.	All PA Counties	3	\$166.1	T1: 100%
PAT051	NHSL Vehicle Replacement and Infrastructure	Replace vehicles and necessary infrastructure for the Norristown High Speed Line (NHSL).	Delaware, Montgomery	2–3	\$225.7	T1: 100%
PAT052	NHSL Station Accessibility Projects	Reconstruction of a key intersection and addition of a new connector road with a signal to improve traffic flow and reduce congestion near I-295 and NJ Turnpike Exit 6A.	Delaware, Montgomery	1–2	\$150.0	T1: 100%

MRP ID	Facility	Project Scope	Location	Plan Period*	Cost (Millions of \$YOE)	Project Categories
PAT058	Norristown Station Freight Bypass	Separate freight and passenger service through Norristown by constructing a dedicated freight track and rebuilding the Norristown Transportation Center with high platforms and full accessibility to enable reliable S Line operations.	Montgomery	2–3	\$170.5	T2: 100%
PAT068	Coatesville Turnback: Interlocking and Pocket Track	Construction of a turnback pocket track in Atglen to allow SEPTA trains to reverse off the main line west of Thorndale, improving operational flexibility on the Keystone Line.	Chester	3	\$86.8	T2: 100%
PAT071	Paoli / Thorndale Line Station Upgrades (Phase 1 to Villanova)	Upgrade of track, signals, overhead wire, and stations along the Amtrak-owned Paoli/Thorndale Line to improve reliability and accessibility, including construction of high platforms and full ADA access at 17 stations.	Delaware, Montgomery, Philadelphia	1	\$141.0	T1: 100%
PAT085	Broad Street Line (BSL) Vehicle Replacement and Infrastructure	Replace aging BSL railcars with modern trainsets and complete related signal and infrastructure upgrades to improve operational efficiency.	Philadelphia	2	\$173.6	T1: 100%
PAT086	Metro Station Enhancements	ADA compliance for BSL and MFL stations, including 11th Street, 34th Street, Bridgeport, Chinatown, Ellsworth-Federal, Erie, Fairmount, Hunting Park, Logan, Lombard-South, Snyder, Spring Garden, and Wyoming.	Philadelphia, Montgomery	1–3	\$753.8	T1: 100%
PAT087	Bus Purchase Program	Ongoing replacement of SEPTA's >1,000 buses, including the purchase of 247 hybrid diesel-electric buses	All PA Counties	1–3	\$2,200.4	T1: 100%

Source: DVRPC, 2025. *See Table F-1 for Plan Period years.

Table F-26: New Jersey Roadway MRPs—Funded

MRP ID	Facility	Project Scope	Location	Plan Period*	Cost (Millions of \$YOE)	Project Categories
NJR002	I-295 at NJ 38 Missing Moves	Add missing movements to the I-295 interchange at NJ 38.	Burlington	1–2	\$235.0	R4: 75%, R5: 25%
NJR003	I-295 Direct Connect through I-76 / NJ 42	Direct Connect I-295 through interchange at I-76/NJ 42.	Camden	1–2	\$371.2	R1: 31%, R4: 22%, R5: 47%
NJR004	U.S. 1 Alexander Road to Mapleton Road Widening	Widen from 6 to 8 lanes from Dinky Bridge to Scudders Mill Road; intersection improvements at Washington Road and Harrison Street.	Mercer	1	\$15.4	R4: 35%, R5: 65%
NJR005	The Circuit (NJ)	Complete 179 miles of the Circuit regional trail network in New Jersey.	All NJ Counties	1–3	\$508.2	R6: 100%
NJR006	U.S. 130 Realignment	Realign sections of U.S. 130 corridor from Campus Drive and Rising Sun Road, and redesign multiple intersections with new signals.	Burlington	1	\$1,031.4	R1: 50%, R4: 50%
NJR007	NJ 73 Intersection Improvements	Intersection and roadway improvements at Evesham Road (CR 544) and along NJ 73 from Dutch Road to Route 70.	Burlington	1–2	\$38.7	R4: 100%
NJR008	NJ 73 and Church Road Interchanges	Grade-separated interchanges at Church Road (CR 616) and Fellowship Road (CR 673).	Burlington	1–2	\$140.0	R4: 50%, R5: 50%

MRP ID	Facility	Project Scope	Location	Plan Period*	Cost (Millions of \$YOE)	Project Categories
NJR009	322 Bypass near Rowan University	Bypass of U.S. 322 and NJ 55 intersection; improvements at U.S. 322 and Joseph Bowe Boulevard, and corridor upgrades between Lehigh and Yale.	Gloucester	2–3	\$104.5	R4: 20%, R5: 75%, R6: 5%
NJR010	I-76 / 676 Bridges and Pavement	Replace bridge decks and superstructures along I-76/676 over Newton Creek, Nicholson Road, Conrail, Klemm Avenue, and related crossings.	Camden	1	\$317.6	R1: 50%, R2: 50%
NJR011	NJ 73 and Ramp G Bridge over U.S. 130	Replace the structurally deficient and functionally obsolete bridge.	Camden	1–2	\$61.4	R2: 100%
NJR012	NJ 42 Reconstruction	Resurface, rehabilitate, and reconstruct from Kennedy Avenue to Atlantic City Expressway, including ADA compliance.	Gloucester	1	\$25.0	R1: 100%
NJR013	Lincoln Avenue / Chambers Street (CR 626) Bridge	Replace the Lincoln Avenue Bridge over Amtrak Northeast Corridor (NEC) rail line, an inactive rail yard, and Assunpink Creek.	Mercer	1	\$71.0	R2: 100%
NJR014	NJ 64 Bridge over Amtrak	Replace the structurally deficient and functionally obsolete bridge.	Mercer	1	\$48.1	R2: 100%
NJR019	I-295 Capacity and Operations	Capacity and operational improvements from Sloan Avenue (CR 649) to Princeton Pike (CR 583).	Mercer	1–2	\$68.0	R4: 80%, R5: 20%
NJR020	NJ 30 Resurfacing	Resurface the pavement from Cooper Street to Grove Street.	Camden	1	\$57.6	R1: 100%

MRP ID	Facility	Project Scope	Location	Plan Period*	Cost (Millions of \$YOE)	Project Categories
NJR021	Trenton Amtrak Bridge Replacements	Replace East State Street and Monmouth Street Bridges with single span accelerated bridge construction systems. Remove Chestnut Avenue Bridge.	Mercer	1	\$13.0	R2: 100%
NJR022	U.S. 130 Bridge Replacement	Replace the structurally deficient bridge over main branch of Newton Creek.	Burlington	1	\$66.3	R2: 100%
NJR025	Clarksville Road (CR 638) Bridge over Amtrak	Replace bridge on Clarksville Road (CR 638) over Amtrak.	Mercer	1-2	\$ 52.6	R2: 100%

Source: DVRPC, 2025. *See Table F-1 for Plan Period years.

Table F-27: New Jersey Transit MRPs—Funded

MRP ID	Facility	Project Scope	Location	Plan Period*	Cost (Millions of \$YOE)	Project Categories
NJT002	Atlantic City Line Stations	Station enhancements at Atco, Cherry Hill, and Lindenwold stations	Camden	3	\$154.6	T1: 100%
NJT003	PATCO Heavy Rail Vehicles	Procure (120) heavy rail vehicles.	Camden	3	\$236.7	T1: 100%
NJT004	River Line Light Rail Vehicles	Procure (20) Light-Rail Vehicles.	Burlington, Camden, Mercer	3	\$309.3	T1: 100%
NJT005	Northeast Corridor Rail Vehicles	Replace (42) commuter rail vehicles.	Mercer	2–3	\$956.9	T1: 100%
NJT007	PATCO Interlocking and Track Rehabilitation (Phase II)	Rehabilitate Locust, Hall, Way, East/West Ferry, and East Crest Interlockings.	Camden	1	\$136.2	T1: 100%
NJT008	PATCO Station Platform Rehabilitation	Plan, design, and reconstruct PATCO station platforms, including concrete and steel repairs and replacement of platform structures.	Camden	1	\$32.5	T1: 100%

Source: DVRPC, 2025. *See Table F-1 for Plan Period years.

Several projects have been completed since the September 2021 adoption of the previous *Connections 2050* Plan or are expected to be completed by the beginning of FFY 2026 (see Table F-28).

Table F-28: MRPs Completed Since Adoption of the *Connections 2050* Plan (2021)

MRP ID*	Facility	Project Scope	Location	Cost (millions of 2025 \$s)
Completed Pennsylvania Roadway				
229	PA 309 Sellersville Bypass Resurfacing	Resurface from Church Road to Tollgate Road.	Bucks	\$75.9
255	Route 332 bypass	Increase the capacity of the Route 332 bypass between Stony Hill Road and the I-295 Interchange in Lower Makefield Township, Bucks County.	Bucks	\$3.7
36	I-295 Scudder Falls Bridge Replacement	Complete replacement of the existing Scudder Falls Bridge over the Delaware River from the Route 332 interchange in Bucks County, PA, to the Bear Tavern Road interchange in Mercer County, NJ. Includes six lanes of through traffic (three in each direction), two auxiliary northbound lanes for entry/exit travel, one auxiliary southbound lane for entry/exit travel, and a separate, parallel bicycle and pedestrian facility. 4.4 miles total.	Bucks, Mercer	\$570.0
401	Delaware River Joint Toll Bridge Commission All Electronic Tolling - Multiple Bridges	Design and construction of all-electronic tolling at Trenton-Morrisville (U.S. 1	Bucks, Mercer	\$43.0
32	PA Turnpike Northeast Extension Reconstruction and Widening, MP A43–A44	Reconstruct and widen the PA Turnpike's Northeastern Extension (I-476) from north of Clump Road to just south of the Quakertown Interchange.	Bucks, Montgomery	\$45.0
34	County Line Road	Reconstruct and widen between U.S. 202 and Stump Road, and between Kulp Road and PA 611.	Bucks, Montgomery	\$24.2

MRP ID*	Facility	Project Scope	Location	Cost (millions of 2025 \$s)
168	AC Expressway Electronic Tolling and ITS Upgrades	Upgrade of toll collection through electronic tolling. Atlantic City Expressway MP 0.0–44, ACE Connector. (SJTA)	Camden, Gloucester	\$55.0
226	Ship Road and U.S. 30 Business Couplet	Convert the present location of Ship Road to northbound-only; construct a southbound leg, as well as a 10-foot-wide multimodal trail.	Chester	\$1.1
402	PA Turnpike Reconstruction and Widening, MP 324–326	Reconstruct and widen between the Valley Forge Road overpass and the Valley Forge Interchange.	Chester, Montgomery	\$125.0
236	District 6 Traffic Management Center	New Regional Traffic Management Center at PennDOT District 6 Headquarters.	Montgomery	\$53.6
240	Spring House	Widen for an additional through lane from Norristown Road to Sumneytown Pike.	Montgomery	\$1.2
244	Horsham Road Widening	Widen to two through lanes in each direction from Limekiln Pike to Davis Grove. Widen Limekiln Pike to two through-lanes at the intersection with Horsham Road.	Montgomery	\$5.2
102	U.S. 1 / Roosevelt Boulevard over Wayne Junction	Rehabilitate the bridge carrying Roosevelt Boulevard / U.S. 1 over Roberts Road, Wayne Avenue Station, Clarissa Street, Germantown Avenue, and North Gratz Street.	Philadelphia	\$119.1
Completed Pennsylvania Transit				
BE	Media / Sharon Hill Lines	Route 101 and 102 positive train control and right-of-way (ROW) Improvements.	Delaware	\$94.7
P	Media-Elwyn Line Extension	Extend from Elwyn to Wawa, PA.	Delaware	\$239.1

MRP ID*	Facility	Project Scope	Location	Cost (millions of 2025 \$s)
AI	Fern Rock Station Modifications	Safety improvements and station modifications.	Philadelphia	\$25.4
BY	Buses and Trolleys	Computer-aided radio dispatch signal and communication system upgrades and replacements.	Philadelphia	\$114.6
DB	Southwest Connection Regional Rail from 30th Street Station to Phil Interlocking	Signals, catenary, and ROW improvements from 30th Street Station to Phil Interlocking.	Philadelphia	\$88.0
Completed New Jersey Roadway				
208	U.S. 206 and CR 537 / Monmouth Road	Redesign intersection to add left and through-lanes for both approaches of CR 537 to U.S. 206.	Burlington	\$17.9
312	Rising Sun Road to Dunns Mill Road Connector	Construct a two-lane bypass road from Rising Sun Road to Dunns Mill Road, near the Route 130/Dunns Mill Road intersection.	Burlington	\$3.3
93	NJ 70 Corridor / Intersection Improvements	Operational and safety improvements from NJ 38 to NJ 73; Intersection improvements at Kingston Road and Covered Bridge Road.	Burlington, Camden	\$745.4
75	I-295 at NJ 42 Missing Moves, Bellmawr	Add missing movements to interchange at I-76/NJ 42 in Bellmawr.	Camden, Gloucester	\$180.0
246	U.S. 130	Reconstruct Route 130 bridge over Big Timber Creek.	Camden, Gloucester	\$47.3
263	U.S. 47	Reconstruct Route 47 bridge over Big Timber Creek.	Camden, Gloucester	\$41.0

MRP ID*	Facility	Project Scope	Location	Cost (millions of 2025 \$s)
305	Route 47, Grove Street to Route 130, Pavement	Resurface, rehabilitate, and reconstruct within the project limits. ADA compliance and correction of a culvert that causes a flooding condition.	Gloucester	\$89.0
310	CR 676 / Mantua Boulevard / Rowan Fossil Park Access Road Extension	New roadway as an extension of CR 676 in Mantua Township; through-lane to connect CR 553 to Rowan Fossil Park Access Road.	Gloucester	\$14.9
83	West Trenton Bypass	New service road connector from Bear Tavern Road to Decou Avenue/Parkway Avenue.	Mercer	\$11.9
138	Vaughn Drive Connector	Extend to CR 571 (Princeton Hightstown Road).	Mercer	\$34.1
311	Route 133 / Cranbury Station Road Interchange	Construct new interchange to facilitate access to distribution centers.	Mercer	\$7.4
Completed New Jersey Transit				
CF	Franklin Square Station	Scoping, preliminary design work, ADA compliance, structural, electrical, plumbing, communication, signal, and security elements needed to enhance the currently closed station to full operation.	Philadelphia (DRPA)	\$30.0

*Refers to MRP IDs from Connections 2050 Long-Range Plan, adopted in 2021.
Source: DVRPC, 2025.

Illustrative MRPs

Table F-29 contains illustrative projects as a sample of major regional reconstruction projects that need to be advanced over the life of *Update: Connections 2050*. Illustrative projects are not considered unfunded; rather, they will advance into the Plan and TIP depending on the timing of their repair needs and project readiness. Illustrative projects can be completed by drawing

from the balance of unallocated system preservation funds, though not all of them will be able to advance due to limited revenues. These are facilities that will likely need major investment during the life of the Plan, but it is difficult to determine the exact preservation needs and timing for them decades in advance. Illustrative projects and schedules listed here are derived from DVRPC analysis of PennDOT and NJDOT asset management modeling and data.

Table F-29: Illustrative Pavement and Bridge MRPs

MRP ID	Facility	Project Scope	Location	Plan Period*	Cost (Millions of \$2025)
Illustrative Pennsylvania Pavement					
PAI001	I-95 Reconstruction	Reconstruct I-95 from Tulip Street to Broadway Avenue.	Bucks	4	\$39.7
PAI002	U.S. 1 Reconstruction	Reconstruct from Rolling Hill Road to Springfield and from Cheyney Road to PA-352.	Delaware	2–3	\$113.7
PAI003	PA-152 Reconstruction	Reconstruct PA-152 from Easton Road to Susquehanna Road.	Montgomery	3	\$44.5
PAI005	Ridge Avenue Reconstruction	Reconstruct Allegheny Avenue to Northwestern Avenue.	Philadelphia	1–4	\$69.2
PAI006	Academy Road Reconstruction	Reconstruct from Torresdale Avenue to Knights Road.	Philadelphia	2–3	\$56.7
Illustrative Pennsylvania Bridges					

MRP ID	Facility	Project Scope	Location	Plan Period*	Cost (Millions of \$2025)
PAI007	I-95 Ramps E and F to Barry Bridge	Superstructure repair/rehabilitation, Barry Bridge Ramps.	Philadelphia	1	\$38.1
PAI009	SR 0100 over Schuylkill River and River Road	Superstructure repair/rehabilitation, 0.5 miles north of U.S. 422.	Montgomery	3	\$53.8
PAI010	I-76 (Schuylkill Expressway) over South Gulph Road, SEPTA, Creek, and Lane	Bridge replacement at Gulph Mills.	Montgomery	1	\$44.3
PAI011	I-76 (Schuylkill Expressway) over Schuylkill River Bank	Deck replacement from Arch Street to University Avenue.	Philadelphia	3	\$185.1
PAI012	Broad Street over Conrail, B&O Railroad, and Belt Line	Superstructure repair/rehabilitation, Broad Street over Conrail and B&O.	Philadelphia	4	\$44.2
PAI013	I-95 over Tacony Street and Bridge Street	Bridge replacement near Wakelin Street.	Philadelphia	1	\$45.0
PAI014	Ramp H NB onto Juniata Street, Almond Street, and Thomson Street	Superstructure repair/rehabilitation at Betsy Ross Bridge.	Philadelphia	3	\$49.7
PAI015	Roosevelt Boulevard Extension over Roberts Avenue, SEPTA, and CSX	Superstructure repair/rehabilitation at Wayne Junction Viaduct.	Philadelphia	3	\$171.1
PAI016	Strawberry Mansion Bridge over Schuylkill River	Bridge replacement.	Philadelphia	3	\$75.0
PAI017	Roosevelt Boulevard Northbound and Southbound over Schuylkill River, Roads and Railroad	Superstructure repair/rehabilitation, one mile south of City Line Avenue.	Philadelphia	2	\$121.7
Illustrative New Jersey Pavement					
NJI001	I-676 Reconstruction	Reconstruct from County Route 537 to U.S. 30.	Camden	3	\$63.5

MRP ID	Facility	Project Scope	Location	Plan Period*	Cost (Millions of \$2025)
NJI002	I-76 Reconstruction	Reconstruct from I-676 to I-295.	Camden	3	\$114.9
NJI003	I-676 Viaduct over Camden Streets Rehabilitation	Reconstruct I-676 City Streets Ramp to Kaighns Avenue.	Camden	1–4	\$ 99.2
New Jersey Bridges					
NJI004	East State Street (CR 601) over Bordentown Secondary	Reconstruct Bridge over Bordentown Secondary.	Camden	4	\$54.4
NJI005	U.S. 322 over Main Street	Reconstruct bridge over Main Street.	Gloucester	2	\$42.8
NJI006	I-295 over Big River Creek	Reconstruct bridges over Big River Creek.	Gloucester	2–4	\$77.7
NJI007	NJ 133 over NJ Turnpike	Reconstruct bridges over NJ Turnpike.	Mercer	2	\$80.9
NJI008	NJ 38 over NJ Turnpike Tollway Reconstruction	Reconstruct bridge over NJ Turnpike Tollway at NJ 38.	Burlington	4	\$65.4
NJI009	NJ 38 over I-295	Reconstruct bridge over I-95 at NJ 38.	Burlington	4	\$60.6
NJI010	I-295 SB over NJ Route 45 and Conrail	Reconstruct bridge at I-195 over NJ 45.	Burlington	1	\$41.2

Source: DVRPC, 2025.

*See Table F-1 for Plan Period years. Timing for illustrative projects based on asset management systems and subject to change.

Unfunded MRPs

These projects are consistent with the Update: Connections 2-2050 vision and goals but cannot be afforded within reasonably anticipated funding. These MRPs are categorized as Unfunded, though they remain aspirations to complete as more funding

becomes available. Project cost estimates are shown in current-year dollars until the project is programmed. Table F-30 lists Pennsylvania MRPs that are unfunded, including both roadway and transit. Table F-31 lists New Jersey MRPs that are unfunded.

Table F-30: Pennsylvania MRPS—Unfunded

MRP ID	Facility	Project Scope	Location	Cost (Millions of \$2025)	Project Categories
Unfunded Pennsylvania Roadway					
PAR005	U.S. 202 (Section 100) Active Traffic Management	Implementation of appropriate operational strategies, active traffic management, and/or select widening for congestion mitigation between West Chester and the Delaware state line.	Chester	\$186.1	R1: 70%, R5: 10%, R6: 20%
PAR012	U.S. 422 Mainline Widening	Reconstruct and widen from 4 to 6 Lanes from U.S. 202 to PA 363.	Montgomery	\$258.0	R1: 20%, R4: 30%, R5: 50%
PAR014	I-476 and I-76 Ramp Modifications	Ramp modifications.	Montgomery	\$14.5	R1: 45%, R2: 5%, R4: 50%
PAR015	I-76 at PA 23 Matsonford Road	Realign I-76 West off ramps into Conshohocken, closing Matsonford Road ramp, and creating new link at Woodmont Road.	Montgomery	\$14.5	R4: 50%, R5: 50%
PAR017	PA 113 Widening	Widen from U.S. 30 to Peck Road to remove bottleneck.	Chester	\$20.7	R5: 100%

MRP ID	Facility	Project Scope	Location	Cost (Millions of \$2025)	Project Categories
PAR022	Guthriesville Loop Road	Extend new road from Reeceville Road to Horseshoe Pike.	Chester	\$7.7	R5: 100%
PAR023	US 202 Dannehower Bridge	Construct a new half-diamond interchange at Lafayette Street and U.S. 202/Dannehower Bridge in Norristown.	Montgomery	\$235.4	R2: 50%, R4: 25%, R5: 25%
PAR026	U.S. 422 Active Traffic Management	Part-time shoulder use and other operational strategies from U.S. 202 to PA 29.	Chester, Montgomery	\$344.0	R4: 50%, R5: 50%
PAR030	Perkiomen Crossing	Provide additional bridge over Perkiomen Creek between Ridge Pike and Germantown Pike to connect with PA 29. Construct new connections and relocate intersections on both ends of the bridge.	Montgomery	\$77.3	R2: 75%, R4: 20%, R5: 5%
PAR037	U.S. 202 Operational Improvements	Improve operational efficiency of U.S. 202 Section 200 through West Goshen Township.	Chester	\$201.2	R1: 80%, R5: 20%
PAR039	Germantown Pike Reconstruction and Widening	Widen and make intersection improvements along the corridor, including updated signals and enhanced sidewalk and trail connections at Potshop Road, Sunset Avenue, Sandra Lane, and Whitehall Road.	Montgomery	\$21.0	R1: 30%, R2: 10%, R4: 10%, R5: 45%, R6: 5%
PAR042	Second Conshohocken Bridge	Bridge over Schuylkill River.	Montgomery	\$67.0	R5: 100%
PAR043	PA 100 at PA 73	Modify interchange into a single-point, urban-style interchange.	Montgomery	\$93.9	R4: 100%
PAR045	PA 611 / Easton Road Widening	Provide an additional travel lane in each direction north of Blair Mill Road to the county Line; modify the existing cross-section from 5 to 7 lanes.	Montgomery	\$56.1	R1: 20%, R2: 20%, R4: 30%, R5: 30%

MRP ID	Facility	Project Scope	Location	Cost (Millions of \$2025)	Project Categories
PAR046	Roosevelt Boulevard Reconstruction	Operational improvements from Broad Street to Bensalem Township.	Philadelphia	\$5,000.0	R3: 25%, R4: 75%
PAR050	U.S. 422 Corridor ITS	Implement ITS improvements along U.S. 422, Ridge Pike, PA 23, and PA 724.	Chester, Montgomery	\$126.2	R4: 100%
PAR055	I-76 Active Traffic Management	Part-time shoulder use and other operational strategies from U.S. 1 to I-676.	Philadelphia	\$63.7	R4: 50%, R5: 50%
PAR057	Township Line Road Widening	Widen between U.S. 422 and Cemetery Road, install shoulders and turn lanes (~4.3 miles).	Montgomery	\$49.6	R2: 30%, R4: 30%, R5: 40%
PAR058	Stanbridge Street Extension	Extend Stanbridge Street a 1/2-mile from State Hospital to Johnson Highway.	Montgomery	\$24.8	R2: 20%, R5: 80%
PAR059	Oak Drive Extension	Construct a new roadway from 113/Oak Drive to 63/Credit Union driveway (~0.7 miles).	Montgomery	\$14.9	R5: 100%
PAR061	PA 100 at King Street, High Street	Eliminate NB cloverleaf to High Street; College Drive extension to King Street.	Montgomery	\$18.6	R1: 15%, R2: 30%, R4: 30%, R5: 25%
PAR062	Market Street (Douglass Twp)	Construct a new connector road between Grosser Road and PA 73.	Montgomery	\$20.1	R1: 80%, R2: 10%, R5: 10%
PAR067	PA 113 Relocation (Lederach Bypass)	Relocate the roadway ~0.9 miles around Lederach Village (Whitaker Way to Landis Road).	Montgomery	\$12.4	R1: 40%, R2: 20%, R5: 40%
PAR068	PHL Cargo City Enhanced Connection to I-95	New slip ramp at Exit Ramp 10 and improved internal circulation, incorporating the East Coast Greenway.	Delaware	\$111.5	R4: 50%, R5: 50%

MRP ID	Facility	Project Scope	Location	Cost (Millions of \$2025)	Project Categories
PAR069	Trooper Road Widening	Widen to five lanes from U.S. 422 to Egypt Road (~1.5 miles).	Montgomery	\$43.4	R1: 30%, R4: 30%, R5: 40%
PAR077	Philadelphia High-Quality Bike Network: Need	Construct a network of high-quality protected bike lanes, off-street facilities, and neighborhood bikeways	Philadelphia	\$767.4	R6: 100%
PAR081	Nicetown Cap	Cap Over Roosevelt Boulevard highway cut from 16th Street to Old York Road.	Philadelphia	\$206.0	R6: 100%
PAR082	Avenue of the Arts Streetscape Improvements	Enhance corridor connectivity, safety, and wayfinding through intersection improvements and expanded pedestrian and bicycle infrastructure.	Philadelphia	\$106.0	R1: 50%, R3: 25%, R4: 25%
Unfunded Pennsylvania Transit					
PAT003	Exton Station Parking	Construct a multilevel parking garage.	Chester	\$40.4	T3: 100%
PAT004	Chestnut Hill East Line Bridges	Rehabilitate the Chestnut Hill East Line from Wayne Junction to Chestnut Hill East, including track, bridge, signal, and power upgrades, along with station ADA improvements.	Philadelphia	\$251.0	T1: 100%
PAT005	Chestnut Hill West Line Bridges	Rehabilitate the Chestnut Hill West Line from Lehigh Interlocking to Chestnut Hill West, including track, bridge, signal, and power upgrades, along with station ADA improvements.	Philadelphia	\$263.0	T1: 75%, T2: 25%
PAT010	Highland Avenue Station Relocation	Station will soon be closing; possible relocation to Engle/Townsend Street.	Delaware	\$36.2	T1: 100%
PAT011	West Chester Rail Service	Restore service by extending Media/Wawa Line to West Chester Borough.	Chester, Delaware	\$509.5	T3: 100%

MRP ID	Facility	Project Scope	Location	Cost (Millions of \$2025)	Project Categories
PAT012	30th Street-Mantua-Philadelphia Zoo Connector	New fixed-guideway shuttle service connecting 30th Street Station, the new 30th Street District development, Mantua neighborhood, and the Philadelphia Zoo.	Philadelphia	\$266.0	T3: 100%
PAT018	Frazer Station	New SEPTA station on the Keystone Corridor between Malvern and Exton.	Chester	\$153.5	T3: 100%
PAT021	West Market Station	New Station on the Market-Frankford Line.	Philadelphia	\$462.6	T3: 100%
PAT022	Pennridge Line Extension	Restore service from Lansdale to Perkasie.	Bucks, Montgomery	\$300.0	T3: 100%
PAT035	Lower Schuylkill Transit Connections	Transit connections to Bellwether District. Alignment is undetermined at this time.	Philadelphia	\$500.0	T3: 100%
PAT037	King of Prussia Rail	Rail line extension from Hughes Park to King of Prussia Mall.	Montgomery	\$2,188.5	T3: 100%
PAT038	BSL Extension	Transit extension from NRG Station to the Navy Yard.	Philadelphia	\$1,180.7	T3: 100%
PAT039	Regional Rail Station Parking	Parking improvements at various Regional Rail Stations.	All PA Counties	\$244.9	T3: 100%
PAT053	Trunk Line Infrastructure, Fern Rock Layover, and Stations (Melrose and Elkins Park)	Rehabilitate the Reading Main Line from 16th Street Junction to Carmel Interlocking, including track, bridge, signal, and power upgrades, station ADA improvements, and operational enhancements at Fern Rock.	All PA Counties	\$306.0	T1: 100%
PAT054	North Philadelphia Station	Reconstruct and consolidate North Philadelphia and North Broad stations into a new regional intermodal hub to improve connectivity across SEPTA, Amtrak, and NJ Transit services.	All PA Counties	\$1,000.0	T1: 100%

MRP ID	Facility	Project Scope	Location	Cost (Millions of \$2025)	Project Categories
PAT055	Airport Freight Separation and Eastwick Intermodal Station Phase 1	Construct a separate freight track through Eastwick Station to eliminate conflicts with SEPTA's Airport Line and enable more reliable service and high-level platform construction.	All PA Counties	\$200.0	T2: 100%
PAT056	Airport Double Track and Airport Tail Track	Double track a key two-mile segment of the Airport Line and construct a tail track near the terminals to improve capacity, reliability, and service frequency to Philadelphia International Airport.	All PA Counties	\$50.0	T2: 100%
PAT057	PHIL Flyover	Construct a SEPTA flyover near 54th Street in West Philadelphia to eliminate conflicts with Amtrak and increase capacity and reliability on the Wilmington/Newark and Airport lines.	All PA Counties	\$300.0	T2: 100%
PAT059	Norristown Line Stations and ROW Rehabilitation	Upgrade all Norristown Line stations with high platforms and accessible routes to improve speed and reliability; three are already in the CIP. Rehabilitate the full 14.6-mile line—track, bridges, signals, and power—for long-term performance.	Delaware, Montgomery	\$376.0	T1: 100%
PAT060	North Philadelphia Flyover	Construct a flyover south of 16th Street Junction to fully separate S-Line trains from SEPTA's Regional Rail trunk, reducing conflicts and improving reliability.	Philadelphia	\$320.0	T2: 100%
PAT061	Media/Wawa Line Station and ROW Rehabilitation	Rehabilitate the full 15.7-mile Media/Wawa Line with new track, signals, power, bridges, and drainage; construct high-level platforms at 12 stations and a grade-separated junction at Arsenal to improve reliability, ADA, and service frequency.	Delaware	\$484.0	T1: 100%
PAT062	Wawa Double Track	Extend double track from Elwyn to Lenni Yard to support frequent service on the Media/Wawa Line,	Delaware	\$75.0	T2: 100%

MRP ID	Facility	Project Scope	Location	Cost (Millions of \$2025)	Project Categories
		requiring grading, bridge modifications, and crossover installation within available ROW.			
PAT063	Major Grade Crossings Along the Media Wawa Line	Grade-separate rail crossings and reconfigure nearby intersections at Morton and Secane stations to reduce traffic conflicts and improve safety on the Media/Wawa Line.	Delaware	\$100.0	T1: 100%
PAT064	Lansdale Doylestown Line Station and ROW Rehabilitation	Upgrade all stations on the Lansdale/Doylestown Line with full-length high platforms and accessible routes, and rehabilitate track, power, and signal infrastructure to improve reliability and reduce delays.	Montgomery	\$599.0	T1: 100%
PAT065	Lansdale Station	Reconfigure tracks and platforms at Lansdale Station to improve speeds, provide accessible platforms, and reduce freight conflicts, supporting more efficient and reliable service within the existing ROW.	Bucks, Montgomery	\$60.0	T1: 100%
PAT066	Doylestown Line Double	Add double-track segments near 9th Street, New Britain, and Delaware Valley University to improve reliability and allow more frequent service on the Lansdale–Doylestown Line. Build new high-level platforms where needed; final track and station designs depend on further analysis. Add a second platform at Doylestown Station to support all-day two-way service—may require relocating train storage to Lansdale.	Bucks	\$145.0	T2: 100%
PAT067	Glenside/Lansdale Yard	Develop a new yard and maintenance facility with crew reporting capabilities between Glenside and Lansdale to support expanded service. Location and scope to be determined through further analysis.	Montgomery	\$150.0	T1: 100%

MRP ID	Facility	Project Scope	Location	Cost (Millions of \$2025)	Project Categories
PAT069	Villanova Turnback and Church Interlocking	Support implementation of the Amtrak Keystone Master Plan in coordination with PennDOT and Amtrak. Includes new interlocking and pocket track west of Villanova to enable 15-minute service and ADA improvements, and new crossovers east of Ardmore to reduce conflicts between Amtrak and SEPTA trains.	Montgomery	\$80.0	T2: 100%
PAT070	Overbrook Yard Flyover	Construct or rehabilitate the Stiles Flyover to reduce train conflicts between SEPTA and Amtrak and improve access to Overbrook Yard. Includes a new Cynwyd Line connection to the shop. Requires coordination with Amtrak and PennDOT, and construction over active tracks.	Philadelphia	\$300.0	T2: 100%
PAT072	Trenton Line Stations and ROW Rehabilitation	Upgrade Trenton Line stations with full-length high platforms and accessible routes for faster, more reliable service. Rehabilitate track, bridges, and signals in coordination with Amtrak and the NEC Commission. Requires overnight work or temporary closures and joint planning on Amtrak ROW.	Bucks, Mercer	\$126.0	T1: 100%
PAT073	Grundy Interlocking Upgrades	Upgrade Grundy Interlocking in coordination with Amtrak to improve operations and convert an existing unused siding into an electrified turnback pocket for SEPTA trains. Part of <i>NEC Connect 2037</i> , requires further alternatives analysis and interagency coordination.	All PA Counties	\$50.0	T2: 100%
PAT074	Mantua Quadruple Track	Add a new southbound track connecting to Mantua Interlocking, eliminating a key bottleneck where SEPTA and Amtrak services currently merge, to improve reliability and capacity through this segment.	Philadelphia	\$50.0	T2: 100%

MRP ID	Facility	Project Scope	Location	Cost (Millions of \$2025)	Project Categories
PAT075	Trenton Yard	New yard and maintenance facility in Trenton—potentially in partnership with Amtrak or NJ Transit—would reduce long deadhead trips, improve operations on the Trenton Line, and support a new fleet; site location to be determined through further study.	Mercer	\$50.0	T1: 100%
PAT076	Warminster Line Stations and ROW Rehabilitation	Fully rehabilitate the Warminster Line—upgrading track, power, signals, drainage, bridges, and crossings—and build high platforms with accessible routes at all stations to improve reliability, speed, and accessibility.	All PA Counties	\$312.0	T1: 100%
PAT077	Warminster Line Double Track	Extend double track from Ardsley through Roslyn and expand the siding through Willow Grove, rebuild affected stations with high platforms, and add a second platform at Warminster Station to eliminate operational constraints.	Montgomery	\$50.0	T2: 100%
PAT078	West Trenton Line Stations and ROW Rehabilitation	Fully rebuild the West Trenton Line—modernizing track, power, signals, bridges, drainage, and crossings—and construct high platforms with accessible routes at all stations to improve reliability, speed, and accessibility.	Bucks, Mercer, Montgomery, Philadelphia	\$664.0	T2: 100%
PAT079	Wilmington/Newark Line Stations and ROW Rehabilitation	Rehabilitate track, signals, bridges, and overhead wire on the Wilmington/Newark Line and rebuild 14 stations with high-level platforms and accessible routes to improve reliability, passenger experience, and service frequency.	All PA Counties	\$252.0	T1: 100%
PAT080	Wilmington Third Track	Add a third track through the single-track segments south of Claymont and Wilmington to separate SEPTA service from Amtrak, enabling more frequent trains	Delaware, Philadelphia	\$720.0	T2: 100%

MRP ID	Facility	Project Scope	Location	Cost (Millions of \$2025)	Project Categories
		and reducing conflicts, with further study and coordination needed.			
PAT081	Hook Interlocking Improvements	Build a turnback pocket off the Northeast Corridor near Marcus Hook station, with upgraded signals at Hook Interlocking to improve capacity by allowing trains to lay over off the mainline, while studying other alternatives.	Delaware	\$46.0	T2: 100%
PAT082	Wilmington/Newark Yard	Build a new yard and shop in Delaware with maintenance and crew facilities to reduce deadhead moves and support new fleet operations, with the location to be determined through further study and requiring acquisition of a suitable parcel.	Delaware, Philadelphia	\$50.0	T2: 100%
PAT083	Cynwyd Line Stations and ROW Rehabilitation	Rehabilitate the Cynwyd Line's aging track, bridges, power, and signals, and add a second track plus two high-level platforms at Cynwyd station to improve reliability, accessibility, and capacity, with other alternatives to be studied.	Montgomery, Philadelphia	\$79.0	T1: 100%
PAT084	Roberts Yard and Powelton Yard Reconstruction	Rebuild Roberts and Powelton yards with modern maintenance and crew facilities to accommodate future fleet needs.	Philadelphia	\$200.0	T1: 100%
PAT088	Delaware Avenue Line	New transit service within Philadelphia.	Philadelphia	\$1,139.8	T3: 100%
PAT089	Atglen Line Extension	Rail Line Extension from Thorndale to Atglen.	Chester	\$21.2	T3: 100%
PAT090	Roosevelt Boulevard Line	New high-capacity transit along Roosevelt Boulevard.	Bucks, Philadelphia	\$5,000.0	T3: 100%

Source: DVRPC, 2025.

Table F-31: New Jersey MRPs—Unfunded

MRP ID	Facility	Project Scope	Location	Cost (Millions of \$2025)	Project Categories
Unfunded New Jersey Roadway					
NJR001	NJ 29 from U.S. 1 to Sullivan Way	Convert NJ 29 to an Urban Boulevard from U.S. 1 to Sullivan Way.	Mercer	\$545.3	R3: 50%, R6: 50%
NJR015	Trenton City Traffic Signal Upgrades	Comprehensive upgrades and interconnect 127 urban traffic signals; remove unwarranted signals.	Mercer	\$98.0	R4: 100%
NJR016	U.S. 1 and NJ 129 Direct Connection	Add missing move that currently directs heavy trucks through residential neighborhoods.	Mercer	\$178.9	R3: 50%, R4: 50%
NJR017	I-195 Active Traffic Management	Dynamic speed limit, dynamic lane assignment, and queue warning between New Jersey Turnpike and I-295.	Mercer	\$31.3	R4: 100%
NJR018	I-295 and Route 168 Interchange	Dynamic speed limit, dynamic lane assignment, and queue warning between New Jersey Turnpike and I-295.	Camden	\$235.0	R4: 75%, R5: 25%
NJR023	Route 130 Delaware Avenue/Florence-Columbus Road (CR-655)	Reconstruct the intersection, add a new connector roadway, and install a traffic signal to improve traffic flow and reduce congestion at a key truck route near Interstate 295 and NJ Turnpike Exit 6A, addressing growing traffic demands.	Burlington	\$47.0	R2: 100%
NJR024	Route 322 Widening	Widen U.S. Route 322 to four lanes from the Woolwich border in Harrison township to county route 609 Barnsboro road.	Gloucester	\$103.0	R2: 100%
Unfunded New Jersey Transit					
NJT001	Atlantic City Line Investments for Added Frequency	Infrastructure improvements for increased service frequency.	Camden	\$214.8	T1: 50%, T2: 50%

MRP ID	Facility	Project Scope	Location	Cost (Millions of \$2025)	Project Categories
NJT006	PATCO extension to University City	Transit Extension to University City.	Philadelphia,	\$3,409.5	T3: 100%
NJT009	Hydrogen Fuel Vehicle Procurement	Procure ~400 hydrogen fuel buses to serve lower New Jersey.	All NJ Counties	\$40.0	T1: 100%
NJT010	U.S. 1 BRT	Express bus network serving the U.S. 1 corridor and providing access from Somerset County on U.S. 206, Monmouth County on CR 571, Burlington County on I-295, and Bucks County on I-95.	Mercer	\$366.8	T3: 100%
NJT011	Glassboro-Camden Line	Construct new transit line from Camden to Gloucester County with 14 stations from Walter Rand Transportation Center to Glassboro.	Camden, Gloucester	\$1,800.0	T3: 100%
NJT012	Extend River Line to NJ State House	On-street service from Trenton Transit Center to West State Street.	Mercer	\$38.4	T3: 100%
NJT013	South Jersey BRT	New BRT from Avondale Park and Ride and Delsea Drive to Center City, Philadelphia.	Camden, Philadelphia	\$121.8	T3: 100%
NJT014	West Trenton Line and Station Restoration	Re-establish passenger service on the West Trenton Line (CSX) to Newark and Secaucus (From West Trenton Station to Bridgewater, NJ). Would serve three stations in the region, including Hopewell Borough, Hopewell Township, and West Trenton Ewing Township).	Mercer	\$796.0	T3: 100%

Source: DVRPC, 2025.

Air Quality Conformity and System Expansion

The air quality conformity process ensures that long-range transportation plans support continued progress toward meeting federal air quality standards. Projects are funded in the fiscally constrained Plan or TIP that are deemed air quality significant if they could affect regional transportation air pollution. Examples of air quality significant projects include:

- Capacity-expanding roadway projects (such as new travel lanes, new interchanges, new movements at existing interchanges, or part-time shoulder use or flex lanes)
- Major transit projects (such as new rail lines, extensions to existing lines, or changes to station-area parking facilities)
- Projects that make specific operational improvements (such as interconnected traffic signals, roundabouts, new turn lanes at intersections, new grade-separated intersections, or removing lanes for a road diet)

Air quality significant projects must undergo an air quality conformity analysis. Conformity is a federally required process that ensures transportation investments are consistent with air quality goals in State Implementation Plans (SIPs) to meet National Ambient Air Quality Standards (NAAQS). The analysis results in a Transportation Conformity Determination, which assesses whether planned investments will help the region meet targets for six EPA-regulated pollutants: ozone, PM_{2.5}, CO, sulfur dioxide, nitrogen dioxide, and lead. MPOs must demonstrate conformity at least once every four years, or whenever they

adopt or amend a Plan or TIP to include, modify, or remove a regionally significant, non-exempt project.

Under the federal Clean Air Act, geographic areas are designated based on their compliance with NAAQS. The nine-county DVRPC region falls within the following nonattainment areas (which do not meet NAAQS) and maintenance areas (which previously did not) for one specific pollutant:

- Philadelphia-Wilmington-Atlantic City Ozone Nonattainment Area
- Philadelphia-Wilmington, PA-NJ-DE PM_{2.5} Maintenance Area
- New York - Northern New Jersey - Long Island, NY-NJ-CT PM_{2.5} Maintenance Area
- Delaware County PM_{2.5} Maintenance Area

DVRPC conducts conformity analysis using a regional travel demand model to estimate air pollutants from non-exempt projects in the Plan and TIP. These air pollutants are then compared to allowable limits, or “budgets,” established by state air quality agencies. The process involves coordination with an interagency consultation group—comprising state and federal environmental and transportation agencies—and includes a 30-day public comment period. DVRPC holds two public meetings on conformity findings. For *Update: Connections 2050*, these were scheduled alongside the release of the FY2026 TIP for New Jersey.

DVRPC has successfully demonstrated conformity of the *Update: Connections 2050* Plan, meeting state implementation plans and Clean Air Act requirements. The transportation

conformity analysis meets all applicable conformity criteria, including, but not limited to:

- the Plan is fiscally constrained [40 CFR 93.108];
- this determination is based on the latest planning assumptions [40 CFR 93.110];
- this determination is based on the latest air pollutants estimation model available [40 CFR 93.111];
- DVRPC has made the determination according to the applicable consultation procedures [40 CFR 93.112];
- the Plan does not interfere with the timely implementation of transportation control measures (TCMs)¹ [40 CFR 93.113]; and
- the Plan is consistent with the MVEBs in the applicable SIPs [40 CFR 93.118].

More details, including a list of non-exempt MRPs, are available at www.dvrpc.org/AirQuality/Conformity/.

Externally Funded MRPs

In addition to those projects receiving federal and state transportation dollars, *Update: Connections 2050* includes a list of externally funded projects due to their impacts on the regional network. If they are determined to be air quality significant, they are included in the conformity analysis. These projects are generally funded through toll revenues, but some will be funded from other non-federal sources. They are largely developed outside the regional planning process, and roadway system

expansion projects in this category are excluded from the Needs Assessment and the 4 percent cap on roadway system expansion investments.

Several externally funded projects are funded for the first time in the *Update: Connections 2050* Plan. The *Philadelphia 30th Street District Plan* (PAX023) is a collaborative effort led by Amtrak in partnership with Brandywine Realty Trust, Drexel University, PennDOT, and SEPTA, and will help Amtrak reach its goals of doubling ridership by 2040 and achieving net-zero by 2045. In New Jersey, the Walter Rand Transportation Center (NJX002)—first added through Amendment 2 to the *Connections 2050* Plan— is funded through the New Jersey State Debt Defeasance and Prevention Bill ⁴⁹ and will transform the current facility in Camden into a modern, ADA-compliant, and customer-focused transit hub for the entire region. On the roadway side, the Washington Crossing Bridge Replacement (PAX007) will complete replacement of the bridge and reconstruction of the approach roadways in both Bucks and Mercer counties.

Table F-32 identifies MRPs that are externally funded by a sponsoring authority. Since these projects are not funded with regional dollars, they are listed in 2025 dollars rather than YOE. Table F-33 lists MRPs identified for future implementation by a sponsoring authority but are not yet funded. Note: the costs in Table F-32 are for the entire project, rather than just the cost for the project within the region; some of the all-electronic tolling projects extend beyond the region.

⁴⁹ An Act concerning the “New Jersey Debt Defeasance and Prevention Fund,” P.L. 2023, c. 68 (S. 3980), approved June 30, 2023.

Table F-32: Externally Funded MRPs

MRP ID	Facility	Sponsor	Scope	Location	Plan Period*	Cost (Millions of \$2025)
PAX001	Quakertown Interchange Reconfiguration	Pennsylvania Turnpike Commission (PTC)	Reconfiguration of the I-276 and PA 663 (A-43) interchange in Milford Township, including full-depth roadway and infrastructure reconstruction.	Bucks	1–2	\$115.0
PAX002	I-95 at PA Turnpike (Stage 2 Reconstruction and Widening)	PTC	Connection of I-95, I-295, and I-276 (PA Turnpike) and complete remaining planned sections of Turnpike widening and reconstruction.	Bucks, Burlington	1–2	\$550.0
PAX003	I-95 at PA Turnpike (Stage 3 Bridge Replacement)	PTC / New Jersey Turnpike Authority (NJTA)	Replacement of Delaware River Bridge, including an assessment of the existing bridge, widening from four to six lanes, and reconstruction of approach roadways.	Bucks, Burlington	1–4	\$1,477.0
PAX004	PA Turnpike (I-276) Reconstruction and Widening (Section A)	PTC	Reconstruction and widening of the PA Turnpike mainline from approximately one mile west of the Bensalem interchange (#351) to Richlieu Road.	Bucks, Burlington	2–3	\$359.9
PAX005	PA Turnpike (I-276) Reconstruction and Widening (Section C)	PTC	Reconstruction and widening of the PA Turnpike mainline from four to six lanes from Galloway Road to Bensalem Boulevard.	Bucks, Burlington	1–3	\$359.9

MRP ID	Facility	Sponsor	Scope	Location	Plan Period*	Cost (Millions of \$2025)
PAX007	Washington Crossing Bridge Replacement	Delaware River Joint Toll Bridge Commission (DRJTBC)	Complete replacement of the bridge and reconstruction of the approach roadways.	Bucks, Mercer	1–2	\$157.3
PAX009	PA Turnpike (I-76) Reconstruction and Widening, milepost (MP) 320-324	PTC	From four to six lanes for four plus miles from the PA 29 Interchange to the Valley Forge Service Plaza in Tredyffrin Township.	Chester	1–2	\$650.0
PAX010	PA Turnpike (I-76) Reconstruction and Widening, MP 298-302	PTC	Reconstruct and widen to six lanes, from the Morgantown Interchange to just east of Yoder Road.	Chester	1–3	\$356.3
PAX011	PA Turnpike (I-76) Reconstruction and Widening, MP 302-308	PTC	Reconstruct and widen to six lanes, including replacement of 10 overhead bridges, between Yoder Road and Styler Road.	Chester	1–3	\$346.7
PAX012	PA Turnpike (I-76) Reconstruction and Widening, MP 308-312	PTC	Reconstruct and widen to six lanes, including replacement of 10 overhead bridges, between Styler Road and PA 100.	Chester	1–3	\$343.1
PAX013	PA Turnpike (I-76) Reconstruction and Widening, MP 312-316	PTC	Reconstruct and widen to six lanes over four miles between the Downingtown interchange and Valley Hill Road bridge.	Chester	1	\$450.0
PAX014	PA Turnpike (I-76) Reconstruction and Widening, MP 316-319	PTC	Reconstruct and widen to six lanes for four miles from Valley Hill Road bridge to the PA 29 interchange in Charlestown Township.	Chester	1–2	\$304.2

MRP ID	Facility	Sponsor	Scope	Location	Plan Period*	Cost (Millions of \$2025)
PAX020	I-276 / Lafayette Street Interchange Tolling	PTC / Montgomery County	Phases 4 and 5 of a new cashless tolling interchange at the intersection of I-276 / Lafayette Street / Ridge Pike in Plymouth Township (MP 331.6).	Montgomery	1–2	\$95.7
PAX022	I-276 at PA 309 Fort Washington Interchange	Upper Dublin Township	Interchange improvements.	Montgomery	1	\$6.7
PAX023	Philadelphia 30th Street District Plan	Federal Railroad Administration (FRA); Northeast Corridor Commission (NECC)	Short-term improvements to the intermodal transportation hub at 30th Street Station, including realignment and Schuylkill Yards development.	Philadelphia	1	\$800.0
NJX001	NJ Turnpike Interchanges 1–4 Capacity Enhancements	NJTA	Widening of one additional lane in each direction from the base of the Delaware Memorial Bridge at MP 0.0 to just north of the existing interchange 4 at MP 36.5.	Burlington, Camden, Gloucester	1–3	\$3,472.0
NJX002	Walter Rand Transportation Center	NJ Transit	Replacement of the existing facility with an expanded, multipurpose transit center with intermodal connectivity.	Camden	1	\$250.0
NJX003	Atlantic City Expressway Third Lane Widening	South Jersey Transportation Authority (SJTA)	Construction of a third lane in the westbound direction from MP 30.6 to MP 44.	Camden, Gloucester	1–2	\$205.0

MRP ID	Facility	Sponsor	Scope	Location	Plan Period*	Cost (Millions of \$2025)
NJX004	Atlantic City Expressway Bridges	SJTA	General rehabilitation, including deck and superstructure repairs and parapet replacements.	Camden, Gloucester	1–3	\$41.0
NJX005	Atlantic City Expressway Resurfacing	SJTA	Annual Atlantic City Expressway resurfacing program.	Camden, Gloucester	1–4	\$55.0
NJX006	South Jersey Transit Authority (SJTA) Facilities	SJTA	Rehabilitation and improvement of SJTA facilities, including service areas, maintenance yards, parking facilities, and utility systems.	Camden, Gloucester	1–4	\$20.0

Source: DVRPC, 2025.

*See Table F-1 for Plan Period years.

Table F-33: External, Unfunded MRPs

MRP ID	Facility	Scope	Location	Sponsor	Cost (Millions of \$2025)
PAX006	Northeast Corridor Future	Improved facilities and operations in the Mid-Atlantic North region of the Northeast Corridor will support higher speeds and more service, including track upgrades at Trenton, Paoli, and Ardmore.	Bucks, Delaware, Philadelphia, Mercer	FRA; NECC	TBD
PAX008	Trenton - Morrisville (U.S. 1) Toll Bridge and PA Avenue Interchange Improvements	Removal of Toll Plaza in support of all electronic tolling and reconfiguration of the Pennsylvania Avenue Interchange.	Bucks, Mercer	DRJTBC	\$25.10
PAX015	Norristown Line Extension to Reading	Restore Amtrak passenger train service from Reading to Philadelphia.	Chester, Montgomery, Philadelphia	FRA; NECC; SRPA	\$250.00
PAX016	Amtrak Service at Chester Transportation Center	Reinstitute intercity services to Chester, PA.	Delaware	FRA; NECC	TBD
PAX017	I-276 / I-76 Valley Forge Interchange	Modifications.	Montgomery	PTC	\$41.60
PAX018	I-276 and Virginia Drive Full Movements	New interchange with full movements.	Montgomery	PTC	\$27.40
PAX019	I-276 and Henderson Road Interchange	New interchange.	Montgomery	PTC	\$32.50
PAX021	I-276 and PA 63 Welsh Road	New interchange.	Montgomery	PTC	\$54.60

Source: DVRPC, 2025.

Demonstration of Fiscal Constraint

DVRPC maintains fiscal constraint of its financial plan. Fiscal constraint requires that total transportation expenditures outlined in the Long-Range Plan do not exceed the reasonably expected funding for the region over the life of the Plan and within each individual funding period.

In March 2025, DVRPC extracted programming data from the FFY 2025 PA TIP database as it was maintained at that time. This “date of analysis” establishes the baseline for project costs, as agreed upon by state DOTs and county planning partners, ensuring consistency across agencies, alignment with federally mandated timelines, and a clear reference point for this analysis. In April 2025, DVRPC held follow-up meetings with PennDOT and NJDOT to incorporate necessary cost corrections. At that stage, project costs were locked to generate fiscal constraint scenarios for review by the Financial Planning Subcommittee. Cost estimates in the Plan begin in FFY 2026; therefore, any costs obligated in FFY 2025 are excluded. Project costs are

updated regularly through plan amendments, with the next amendment anticipated in summer 2026.

Tables F-34 and F-35 show how much funding has been allocated to MRPs in the Plan and other TIP projects, as well as a balance to be programmed for future projects as they are identified in successive TIPs for each state subregion. DVRPC aims to have a substantial balance of available funds in each project category after programmed TIP and fiscally constrained projects in the Plan are accounted for. The proposed funding allocation leaves a balance of 35 and 25 percent of funds over the life of the Plan for Pennsylvania roadway and transit projects, respectively. It leaves a balance of 45.8 and 32.9 percent of funds over the life of the Plan for smaller-scale New Jersey roadway and transit projects that will be identified in the current and future TIPs between 2026 and 2050. Balances to be programmed can also be used to advance system preservation and bike and pedestrian projects listed as Illustrative in this document.

Table F-34: Pennsylvania Funding Allocation Over the Life of the Plan

Mode	Funding Category	Allocated Revenue	MRP Expenditure	Non-MRP TIP Expenditure	Balance
Roadway	R1. Pavement Preservation & Modernization	\$8.22 B	(\$2.92 B)	(\$2.55 B)	\$2.77 B
	R2. Bridge Preservation	\$14.28 B	(\$8.61B)	(\$0.78 B)	\$4.89 B
	R3. Substantive Safety	\$1.89 B	(\$1.14 B)	(\$0.01 B)	\$0.75 B
	R4. Mobility Operational Improvements	\$3.21 B	(\$1.65 B)	(\$1.07 B)	\$0.48 B
	R5. Roadway System Expansion	\$1.28 B	(\$1.19 B)	*(\$0.00 B)	\$0.10 B
	R6. Green Transportation	\$3.21 B	(\$1.30 B)	(\$0.59 B)	\$1.32 B
	Highway Subtotal	\$32.10 B	(\$16.81 B)	(\$5.01 B)	\$10.29 B
Transit	T1. Transit Preservation & Modernization	\$12.88 B	(\$10.23B)	(\$2.45 B)	\$0.20 B
	T2. Transit Operational Improvements	\$1.54 B	(\$1.40 B)	(\$0.01 B)	\$0.13 B
	T3. Transit System Expansion	\$0.75 B	(\$0.44 B)	(\$0.01 B)	\$0.29 B
	T4. Transit Other	\$7.83 B	(\$0.00 B)	(\$7.20 B)	\$0.63 B
	Transit Subtotal	\$23.00 B	(\$11.50 B)	(\$6.05 B)	\$5.45 B
PA Sub-region Total		\$55.10 B	(\$28.08 B)	(\$11.06 B)	\$15.96 B

All figures in billions of YOE dollars. Figures may not add up due to rounding.

* All roadway system expansion costs in the TIP are included in the Major Regional Projects Expenditure.

Source: DVRPC, 2025.

Table F-35: New Jersey Funding Allocation Over the Life of the Plan

Mode	Funding Category	Allocated Revenue	MRP Expenditure	Non-MRP TIP Expenditure	Balance
Roadway	R1. Pavement Preservation & Modernization	\$5.78 B	(\$1.37 B)	(\$0.02 B)	\$4.38 B
	R2. Bridge Preservation	\$3.14 B	(\$0.90 B)	(\$0.28 B)	\$1.96 B
	R3. Substantive Safety	\$0.33 B	(\$0.0 B)	(\$0.06 B)	\$0.27 B
	R4. Mobility Operational Improvements	\$2.31 B	(\$1.94 B)	(\$0.05 B)	\$0.32 B
	R5. Roadway System Expansion	\$0.66 B	(\$0.47 B)	(\$0.0 B)	\$0.19 B
	R6. Green Transportation	\$4.29 B	(\$0.98 B)	(\$0.73 B)	\$2.59 B
	Highway Subtotal	\$16.5 B	(\$5.65 B)	(\$1.14 B)	\$9.71 B
Transit	T1. Transit Preservation & Modernization	\$5.16 B	(\$2.50 B)	(\$1.63 B)	\$1.04 B
	T2. Transit Operational Improvements	\$0.56 B	(\$0.0 B)	(\$0.21 B)	\$0.34 B
	T3. Transit System Expansion	\$0.77 B	(\$0.0 B)	(\$0.06 B)	\$0.70 B
	T4. Transit Other	\$0.32 B	(\$0.0 B)	(\$0.16 B)	\$0.15 B
	Transit Subtotal	\$6.8 B	(\$2.5 B)	(\$2.06 B)	\$2.24 B
NJ Sub-region Total		\$23.3 B	(\$8.14 B)	(\$3.21 B)	\$11.95 B

All figures in billions of YOE dollars. Figures may not add up due to rounding.

Source: DVRPC, 2025.

