

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

DVRPC Board Meeting

Thank you for joining.

June 25, 2026

TIP Actions

June 2026: DVRPC Board

June 25, 2026 | Presented by Jesse Buerk | Presented to the DVRPC Board

5a. Philadelphia Vision Zero Capital Plan Implementation Project (SS4A '22)

City of Philadelphia | Increase Project Cost and Update Description

Action Proposed	Increase FFY26 CON Phase by $9.188 M LOC, increasing project cost from $37.5 M to $46.688 M, shift $1.5 M ($1.2 M SS4A/$300,000 LOC) from FD to PE, and update project description.
Reason for Action	Due to extended timeframe required to finalize and execute grant agreement, updated cost estimates were prepared to reflect price escalation and to ensure project schedule accurately reflected current delivery assumptions.
Project Overview	Advance City of Philadelphia's Vision Zero Capital Plan by delivering safety improvements along several priority High Injury Network corridors.

Background Information on Project

- Includes development of Vision Zero Capital Plan Phase II and creation of Safe System Analysis Tool, a citywide database and analytical framework to evaluate roadway risk and inform countermeasure selection.

- Consists of four subprojects:
  - 1: Design and construct safety upgrades along North Broad Street between Cecil B. Moore Avenue and Allegheny Avenue, and Cecil B. Moore Avenue between 10th and 17th Streets.
    - Raised pedestrian crossings, medians and refuge islands, curb extensions, signal upgrades, sidewalk improvements, concrete-protected bicycle lanes, roadway upgrades, and transit boarding islands.
  - 2, 3, 4: Advance planning and design for safety improvements on East Market Street, six additional High Injury Network corridors, and Old York Road.

5b. Safe, Clean, and Secure Program

SEPTA | Decrease ERC Phase

Action Proposed	Decrease FFY26 ERC Phase by $10.824 M Section 5307 from $25.143 M Section 5307 to $14.319 M Section 5307.
Reason for Action	Help SEPTA align total Section 5307 funding to actual FFY 2026 Federal Transit Administration (FTA) apportionments.
Project Overview	Make system safer, cleaner, and more secure for riders by maintaining cleanliness of SEPTA facilities and incorporating life safety assessments, facility and vehicle safety, and security measures

5c. Substations and Power Improvements

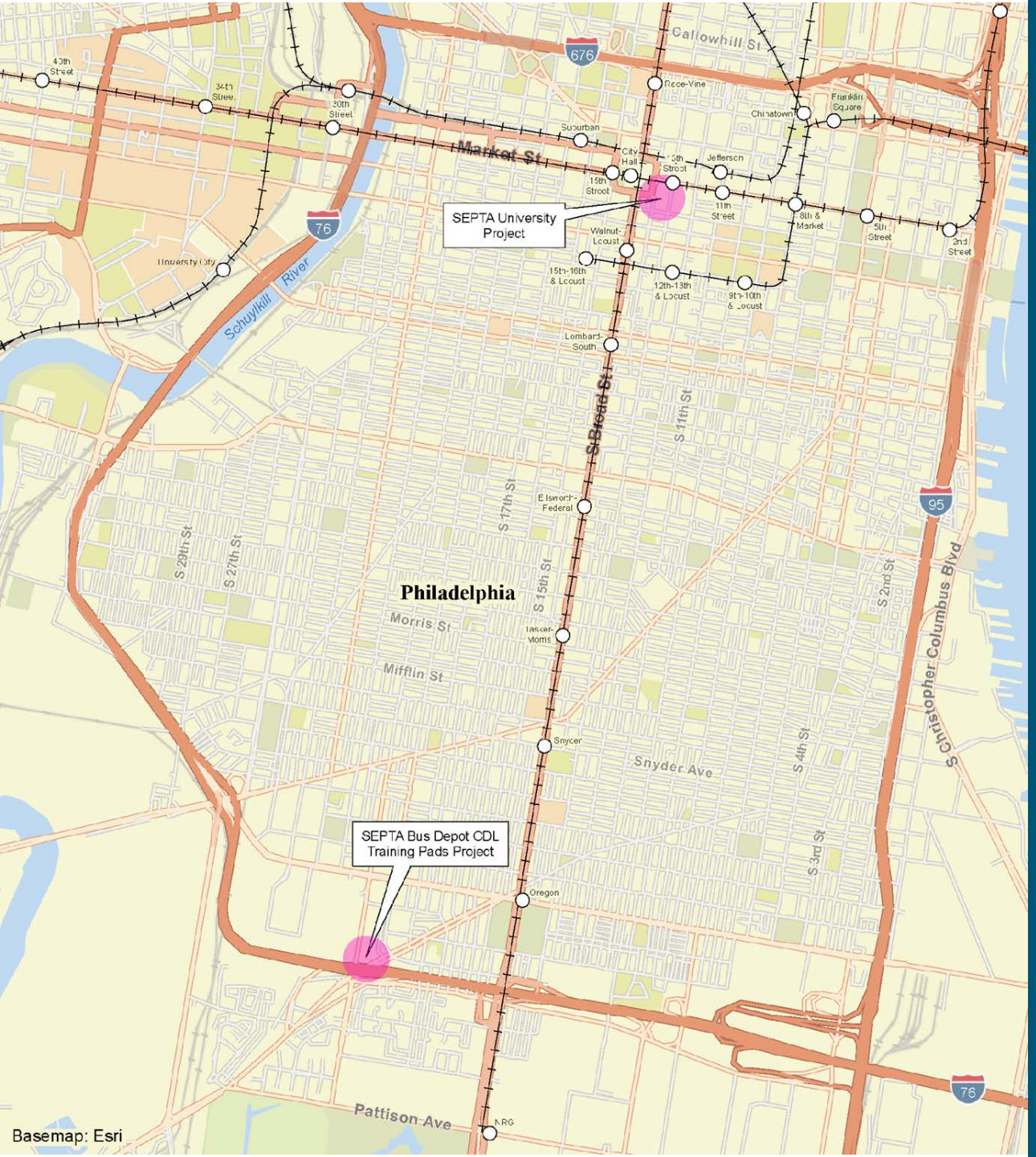
SEPTA | Decrease ERC Phase

Action Proposed	Decrease FFY26 ERC Phase by $8.36 M Section 5337 from $40.048 M Section 5337 to $31.688 M Section 5337.
Reason for Action	Help SEPTA align total Section 5337 funding to actual FFY 2026 FTA apportionments.
Project Overview	Replace existing equipment with modern indoor switchgear and state-of-the-art industry safety systems to provide additional power and reliability.

5d. Maintenance and Transportation Facilities

SEPTA | Add New Projects to the Program

Action Proposed	Add SEPTA University Project and SEPTA Bus Depot Commercial Driver's License (CDL) Training Pads Project to program.
Reason for Action	Due to timing of SEPTA's FY 2027 PennDOT grant award and adoption of FFY 2027 PA TIP, SEPTA requests inclusion of these new projects for pre-award authority purposes only.
Project Overview	SEPTA University Project will establish a new SEPTA training headquarters in Center City's Wanamaker Building. SEPTA Bus Depot CDL Training Pads Project will construct a training site for CDL training, practice, and skills development efforts for bus operators.



5d. Maintenance and Transportation Facilities

Locations in Philadelphia

- SEPTA University Project: Center City
- SEPTA Bus Depot CDL Training Pads Project: South Philadelphia

Scopes of Work

- SEPTA University Project: Host administrative officers and deliver training for staff.
- SEPTA Bus Depot CDL Training Pads Project: Replace the current facilities at Frontier District and the Xfinity Mobile Arena

Funding: Funding will remain the same

5e. Resiliency and Sustainability Program

SEPTA | Add New Project to the Program

Action Proposed	Add Waterproofing Program Project to program.
Reason for Action	Due to timing of SEPTA's FY 2027 PennDOT grant award and adoption of FFY 2027 PA TIP, SEPTA requests inclusion of these new projects for pre-award authority purposes only.
Project Overview	Implement systemwide waterproofing program to protect SEPTA's legacy infrastructure, prevent damage, reduce costs, and enhance resilience against flooding.

TIP Actions

5a. Philadelphia Vision Zero Capital Plan Implementation Project (SS4A ’22)

Increase FFY26 CON Phase by $9.188 M LOC, increasing project cost from $37.5 M to $46.688 M, shift $1.5 M ($1.2 M SS4A/$300,000 LOC) from FD to PE, and update project description.

5b. Safe, Clean, and Secure Program

Decrease FFY26 ERC Phase by $10.824 M Section 5307 from $25.143 M Section 5307 to $14.319 M Section 5307.

5c. Substations and Power Improvements

Decrease FFY26 ERC Phase by $8.36 M Section 5337 from $40.048 M Section 5337 to $31.688 M Section 5337.

TIP Actions

(Continued)

5d. Maintenance and Transportation Facilities

Add SEPTA University Project and SEPTA Bus Depot Commercial Driver's License (CDL) Training Pads Project to program.

5e. Resiliency and Sustainability Program

Add Waterproofing Program Project to program.

5f. Route 295/42/76, Direct Connection, Contract 4

Camden County | Advance and Increase CON Phase

Action Proposed	Advance CON Phase to FFY26 and increase CON Phase by $29.846 M from $371.154 M to $401 M.
Reason for Action	Increase in cost of construction materials. Advancing CON Phase so project can start construction when Direct Connection Contract 3 is complete.
Project Overview	Relieve existing bottleneck at interchange by constructing direct connection on I-295 and other highway improvements to reduce congestion and enhance traffic operations and safety throughout project area.



5f. Route 295/42/76, Direct Connection, Contract 4

Location: Bellmawr Borough and Mount Ephraim Borough, Camden County

Scope of Work:

- Reconstruct I-76 and Route 42 along project limits
- Complete new Ramps C & F
- Complete new I-295 Northbound direct connection

Funding: $29. 846M ($60.198 M NHFP-HWY increase, $30.352 M NHPP decrease)

5g. Electric Vehicle Infrastructure Program

Statewide | Add Program Back into S/TIP

Action Proposed	Add program back into S/TIP for ERC in amount of $34 M NEVFP in FFY26.
Reason for Action	Fund authorizations for two National Electric Vehicle Infrastructure (NEVI) Contracts, NEVI–North and NEVI–South.
Project Overview	Deployment of electric vehicle charging infrastructure included in NEVI–North and NEVI–South contracts achieves the NEVI program's core objectives ensuring a convenient, affordable, and reliable charging experience for all users.

5h. Bridge Deck/Superstructure Replacement Program

Statewide | Decrease ERC Phase

Action Proposed	Decrease FFY26 ERC Phase of program by $18.847 M NHPP from $23.847 M NHPP to $5 M NHPP.
Reason for Action	Programmed funds will not be utilized on current projects and can be directed to other FFY26 projects and programs.
Project Overview	Provide funding for design and construction of deck preservation, deck replacement, and superstructure replacement projects in various locations throughout state.

5i. Bridge Replacement, Future Projects

Statewide | Decrease ERC Phase

Action Proposed	Decrease the FFY26 ERC Phase by $15.362 M NHPP from $15.362 M NHPP to $0 M NHPP.
Reason for Action	Programmed funds will not be utilized on current projects and can be directed to other FFY26 projects and programs.
Project Overview	Provide funding for future projects related to bridge rehabilitations and replacements.

5j. Delaware & Raritan Canal Bridges

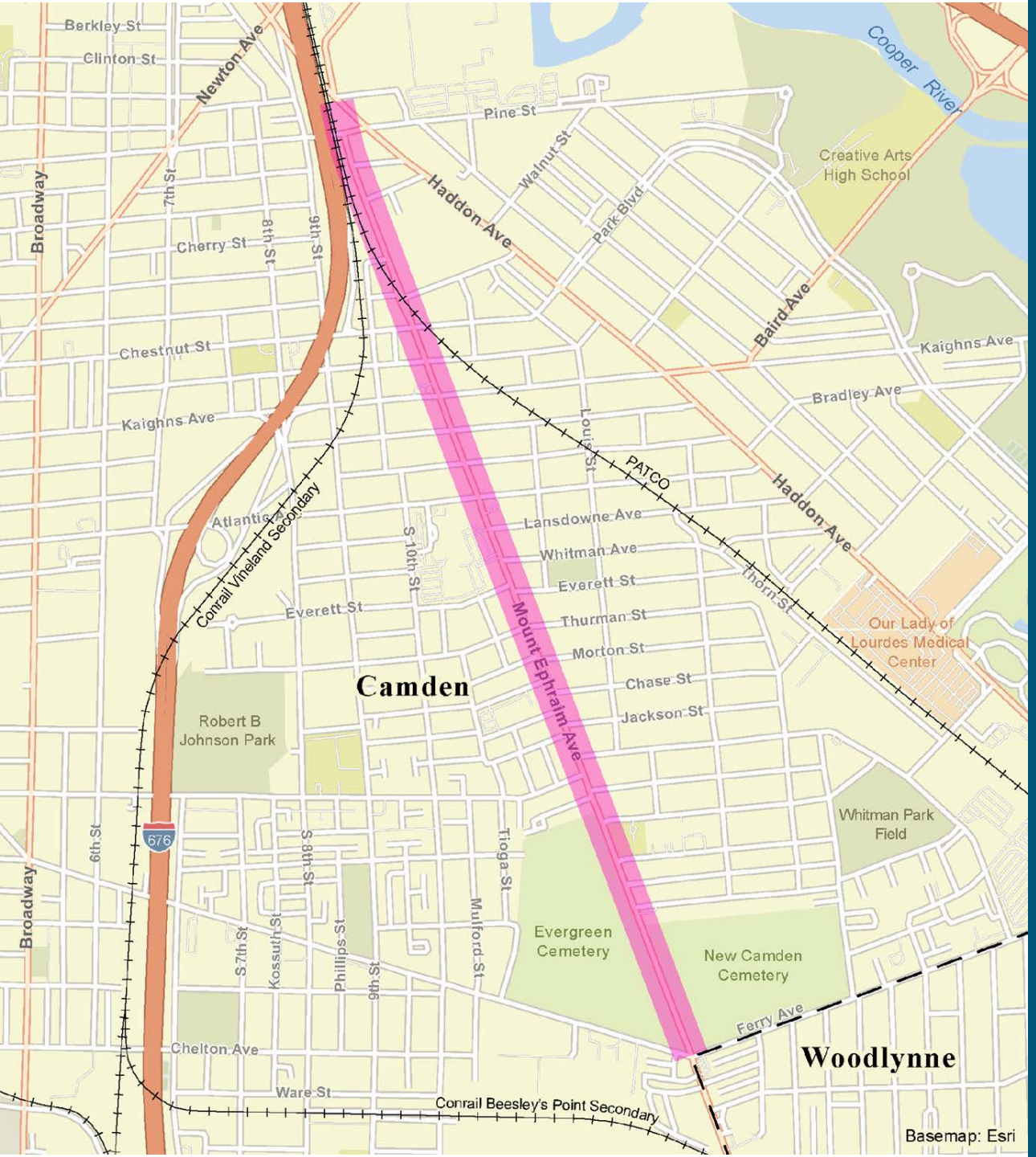
Statewide | Decrease ERC Phase

Action Proposed	Decrease the FFY26 ERC Phase by $16.805 M STBGP-FLEX from $27.085 M STBGP-FLEX to $10.28 M STBGP-FLEX.
Reason for Action	Programmed funds can go towards other projects/programs after accounting for remaining FFY26 authorization (Chapel Drive and Griggstown Causeway Bridges over the D&R Canal in Somerset County).
Project Overview	Program provides funding for improvements to structures along the Delaware and Raritan (D&R) Canal.

5k. Local Safety/High Risk Rural Roads Program

Statewide | Increase ERC Phase

Action Proposed	Increase FFY26 ERC Phase by $14.2 M HSIP from $3 M HSIP to $17.2 M HSIP.
Reason for Action	Fund Mount Ephraim Avenue Safety Improvements (Ferry Avenue (CR 603) to Haddon Avenue (CR 561) project located in City of Camden.
Project Overview	Utilize three roadway cross sections to address safety deficiencies along corridor, including pedestrian visibility, lack of safe crossings, and lack of shoulders to improve safety for all users.



5k. Local Safety/High Risk Rural Roads Program

Location: Section 1- Pine Street to Chestnut Street, Section 2 - Chestnut Street to Decatur Street, Section 3 - Dayton Street to Ferry Avenue

Scope of Work: Expand travel lanes for pedestrians and bicyclists

Funding: $17.2 M HSIP, project moved into line item in January 2024

5I. Mobility and Systems Engineering Program

Statewide | Increase EC Phase

Action Proposed	Increase FFY26 EC Phase by $12.389 M NHPP from $17.25 M NHPP to $29.639 M NHPP.
Reason for Action	Fund remaining projects that are included in a $14 M ITS Job Order Contractor 2026 project.
Project Overview	Address maintenance needs for ageing ITS infrastructure, including a full refresh of the Road Weather Information System and handling emergencies which in-house staff cannot take on.

5m. Safety Programs

Statewide | Increase ERC Phase

Action Proposed	Increase FFY26 ERC Phase by $39.52 M ($36.928 M HSIP/$2.592 M HSIP-VRUS) from $14.361 M HSIP to $51.289 M HSIP and from $12.028 M HSIP-VRUS to $14.62 M HSIP-VRUS.
Reason for Action	Fund remaining FFY26 authorizations under line item.
Project Overview	Support eligible Safety Improvement Projects and Pedestrian Safety Improvement Projects intended to reduce fatalities and serious injuries on New Jersey roadways using both hotspot and systemic projects.

5n. Bridge Preventive Maintenance

Statewide | Increase EC Phase

Action Proposed	Increase FFY26 EC Phase by $43.5 M ($36 M STBGP-OS-BRDG/$7.5 M STBGP-FLEX) from $0.0 M BFPP-OS-BRDG to $36 M BFP-OS-BRDG and from $15 M STBGP-FLEX to $22.5 M STBGP-FLEX.
Reason for Action	Fund remaining FFY26 authorizations under line item.
Project Overview	Provide funding for statewide bridge preservation activities including painting, deck repairs, and substructure repairs, as a means of extending structure life.

TIP Actions

5f. Route 295/42/I-76, Direct Connection, Contract 4

Advance CON Phase to FFY26 and increase CON Phase by $29.846 M from $371.154 M to $401 M.

- FFY26 CON Phase will increase by $22.732 M NHFP-HWY from $0 NHFP-HWY to $22.732 M NHFP-HWY
- FFY27 CON Phase will increase by $37.466 M NHFP-HWY from $0 NHFP-HWY to $37.466 M NHFP-HWY
- FFY32 CON Phase will decrease by $30.352 M NHPP from $64.461 M NHPP to $34.109 M NHPP

5g. Electric Vehicle Infrastructure Program

Add program back into S/TIP for ERC in amount of $34 M NEVFP in FFY26.

TIP Actions

(Continued)

5h. Bridge Deck/Superstructure Replacement Program

Decrease FFY26 ERC Phase of program by $18.847 M NHPP from $23.847 M NHPP to $5 M NHPP.

5i. Bridge Replacement, Future Projects

Decrease the FFY26 ERC Phase by $15.362 M NHPP from $15.362 M NHPP to $0 M NHPP.

5j. Delaware & Raritan Canal Bridges

Decrease the FFY26 ERC Phase by $16.805 M STBGP-FLEX from $27.085 M STBGP-FLEX to $10.28 M STBGP-FLEX.

5k. Local Safety/High Risk Rural Roads Program

Increase FFY26 ERC Phase by $14.2 M HSIP from $3 M HSIP to $17.2 M HSIP.

TIP Actions
(Continued)

5l. Mobility and Systems Engineering Program

Increase FFY26 EC Phase by $12.389 M NHPP from $17.25 M NHPP to $29.639 M NHPP.

5m. Safety Programs

Increase FFY26 ERC Phase by $39.52 M ($36.928 M HSIP/$2.592 M HSIP-VRUS) from $14.361 M HSIP to $51.289 M HSIP and from $12.028 M HSIP-VRUS to $14.62 M HSIP-VRUS.

5n. Bridge Preventive Maintenance

Increase FFY26 EC Phase by $43.5 M ($36 M STBGP-OS-BRDG/$7.5 M STBGP-FLEX) from $0.0 M BFPP-OS-BRDG to $36 M BFP-OS-BRDG and from $15 M STBGP-FLEX to $22.5 M STBGP-FLEX.

Thank You.

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

DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related nondiscrimination mandates in all activities.
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Funding & Assistance

DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

TCDI

Transportation & Community Development Initiative

FY27 PA Program

June 25, 2026
DVRPC Board

Spencer Gober | sgober@dvrpc.org

About TCDI

A funding opportunity for local planning initiatives that have a transportation nexus and help advance the goals of the Long-Range Plan.

Since 2002, TCDI has funded planning, analysis, and design initiatives that:

- Build municipal capacity
- Enhance the transportation network
- Foster greater regional resilience
- Improve overall quality of life
- Promote and encourages the use of transit, bike, and pedestrian transportation modes
- Protect the environment

Program Overview

- No match required
- Five Pennsylvania counties only
- Eligible entities include municipal and county governments, and transit agencies
- Up to $1.4 million available
- Minimum award amount $100,000
- Soft maximum award amount of $300,000

Programmatic and Administrative Changes in FY27

Project Solicitation

Increase participation from lower-resourced communities and fund more multi-municipal projects

Consultant Procurement

Streamline the procurement process and support municipalities with less capacity

Grant Administration

Require two check-in meetings with DVRPC staff to keep projects on track and aligned with regional priorities throughout project execution

Program Implementation

Project Solicitation

- Informational webinar held on January 8
- Project ideas received January 9–March 13
- TCDI Advisory Committee met April 14 to determine recommended projects
- June RTC and Board approval

Consultant Procurement

- Staff will administer consultant procurement through a competitive RFP process
- Only prequalified consultants are eligible to compete
- DVRPC will contract directly with chosen consultants

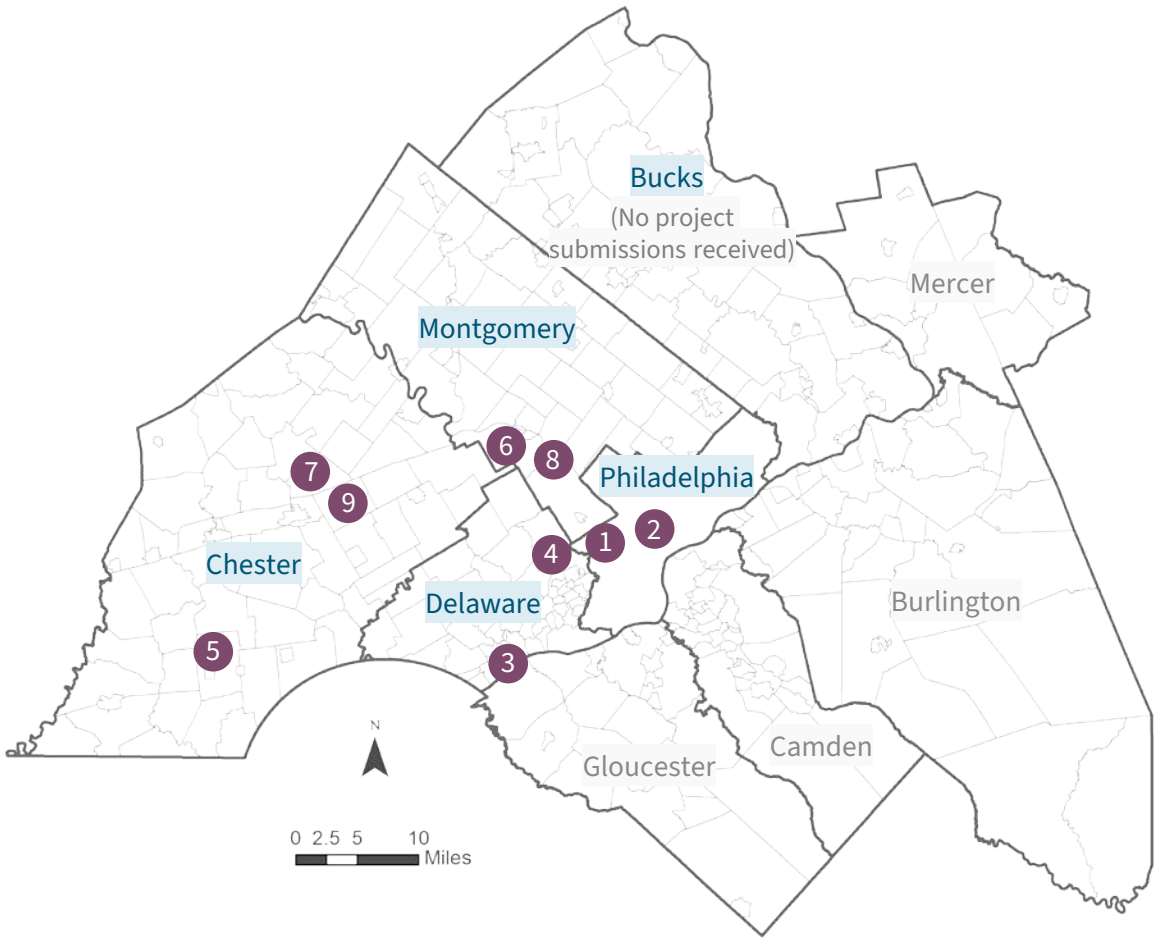
Grant Administration

- Funds available July 1, 2026
- Online grant management portal
- Project completion deadline June 30, 2028

Project Submissions

21	Total project submissions
$3.14M	Total funds requested

Recommended Projects



Nine projects totaling $1.4 million:

1. City of Philadelphia (PCPC): *Cobbs Creek Trail Extension: Forge to Refuge Trail Advanced Feasibility Study*, $150,000
2. City of Philadelphia (Streets): *Transportation Facilities Master Plan*, $200,000
3. Delaware County: *Chester City Microtransit Feasibility Study*, $170,000
4. Haverford & Upper Darby Townships: *Feasibility Study for Naylor's Run and Pennsy Trails*, $120,000
5. London Grove Township: *Route 41 Corridor and Community Visioning Plan*, $200,000
6. Upper Merion Township: *Valley Forge Gateway Trail Feasibility Study*, $115,000
7. Uwchlan Township: *Comprehensive Active Transportation Plan*, $125,000
8. West Conshohocken Borough: *Schuylkill River Pedestrian and Cyclist Bridge Feasibility Study*, $170,000
9. West Whiteland Township: *Exton Streetscape and Mobility Plan*, $150,000

Recommended Projects

City of Philadelphia (PCPC):

Forge to Refuge Trail Advanced Feasibility Study

$150,000

Assessment of feasible alignments for the Cobbs Creek Trail from 63rd and Market Streets north to City Avenue to expand access to transportation and green space and close a critical gap in the regional Circuit Trails network.

City of Philadelphia (Streets):

Transportation Facilities Master Plan

$200,000

Transportation Facilities Master Plan development to guide capital investments in transportation operations and maintenance facilities over the next decade.

Recommended Projects

Delaware County Planning Department:

Chester City Microtransit Feasibility Study

$170,000

Assessment of feasibility of intracity microtransit in Chester City; compare against improving SEPTA fixed-route service frequency; evaluate technical, financial, and operational options using TOP grant survey data.

Haverford & Upper Darby Townships:

Feasibility Study for Naylor's Run and Pennsy Trails

$120,000

Feasibility study of trail connections between Naylor's Run Trail (Upper Darby) and Pennsy Trail (Haverford), closing a critical 1-mile Circuit Trails gap. Focus on safe multimodal routes through high-traffic corridors and improved access for surrounding communities.

Recommended Projects

London Grove Township: *Route 41 Corridor and Community Visioning Plan* $200,000	Multi-municipal Route 41 corridor visioning plan across five municipalities (Avondale Borough; Kennett, London Grove, Londonderry, and New Garden Townships). Stakeholder-driven process producing a unified corridor plan linking transportation, land use, and community identity.
Upper Merion Township: *Valley Forge Gateway Trail* $115,000	Feasibility and early-phase planning for final Valley Forge Gateway Trail segment connecting Schuylkill River Trail and Chester Valley Trail through King of Prussia. Evaluate alignments, structural concepts, permitting needs, and preliminary costs.

Recommended Projects

Uwchlan Township:

Comprehensive Active Transportation Plan

$125,000

Identification and prioritization of multimodal improvements and policies to address safety gaps and reduce barriers to walking and biking. Focus on connected networks linking neighborhoods, schools, parks, commercial areas, and transit corridors.

West Conshohocken Borough:

Schuylkill River Pedestrian and Cyclist Bridge Feasibility Study

$170,000

Study of multimodal crossing options over the Schuylkill River between Conshohocken and West Conshohocken, focused on a pedestrian/bicycle facility on the Matsonford Road Bridge. Improve safety, multimodal access, and SEPTA Regional Rail connections.

Recommended Projects

West Whiteland Township:

Exton Streetscape and Mobility Plan

$150,000

Identification of multimodal and Complete Streets improvements, placemaking strategies, and concept-level designs with funding-ready implementation priorities for a more walkable Exton Crossroads town center.

Action

Approve the list of recommended FY 2027 Pennsylvania TCDI projects for a total amount of $1.4 million:

- Philadelphia (PCPC): *Cobbs Creek Trail Extension: Forge to Refuge Trail Advanced Feasibility Study*, $150,000
- Philadelphia (Streets): *Transportation Facilities Master Plan*, $200,000
- Delaware County: *Chester City Microtransit Feasibility Study*, $170,000
- Haverford & Upper Darby Townships: *Feasibility Study for Naylor's Run and Pennsy Trails*, $120,000
- London Grove Township: *Route 41 Corridor and Community Visioning Plan*, $200,000
- Upper Merion Township: *Valley Forge Gateway Trail Feasibility Study*, $115,000
- Uwchlan Township: *Comprehensive Active Transportation Plan*, $125,000
- West Conshohocken Borough: *Schuylkill River Pedestrian and Cyclist Bridge Feasibility Study*, $170,000
- West Whiteland Township: *Exton Streetscape and Mobility Plan*, $150,000



DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Photo by: G. Krykewycz, DVRPC

Regional Trails Program

Recommended 2026 Awards

June 25, 2026 | Presented by Shawn Megill Legendre | Presented to the DVRPC Board

Regional Trails Program

The Regional Trails Program is DVRPC's capital and technical assistance program for developing multi-use trails in Greater Philadelphia.

We offer grants, technical assistance, and regional coordination to trail developers across the region.

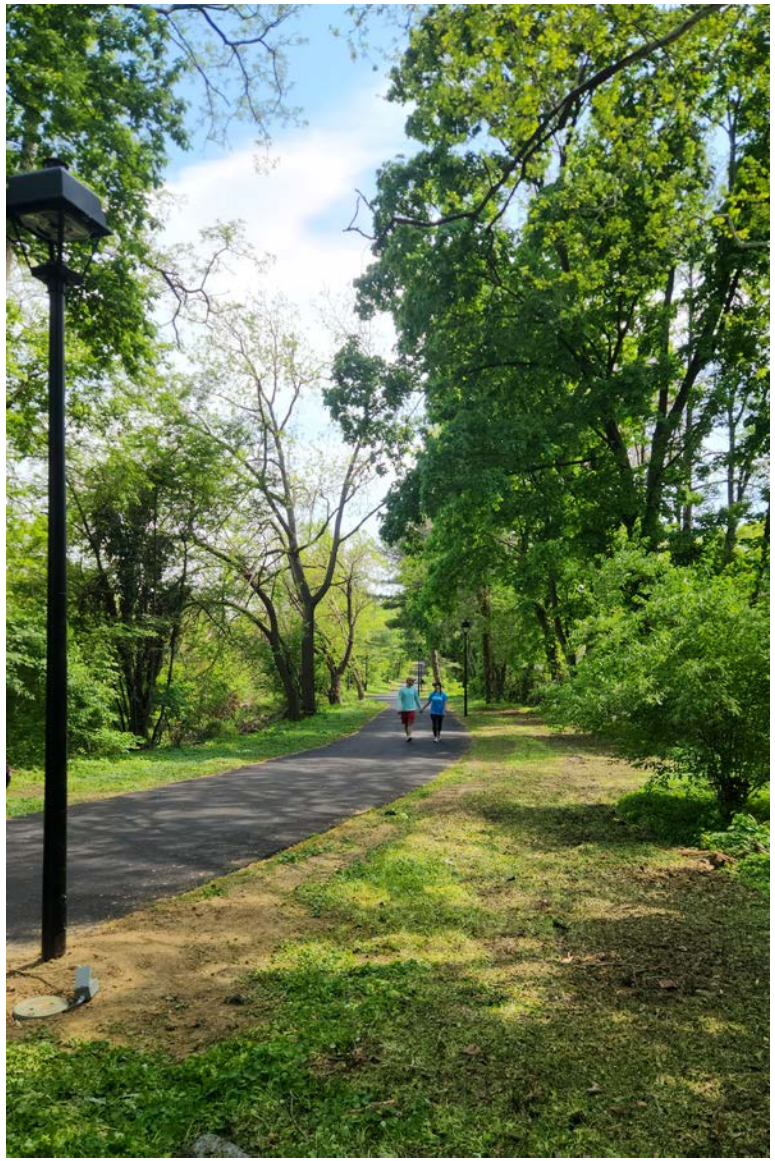
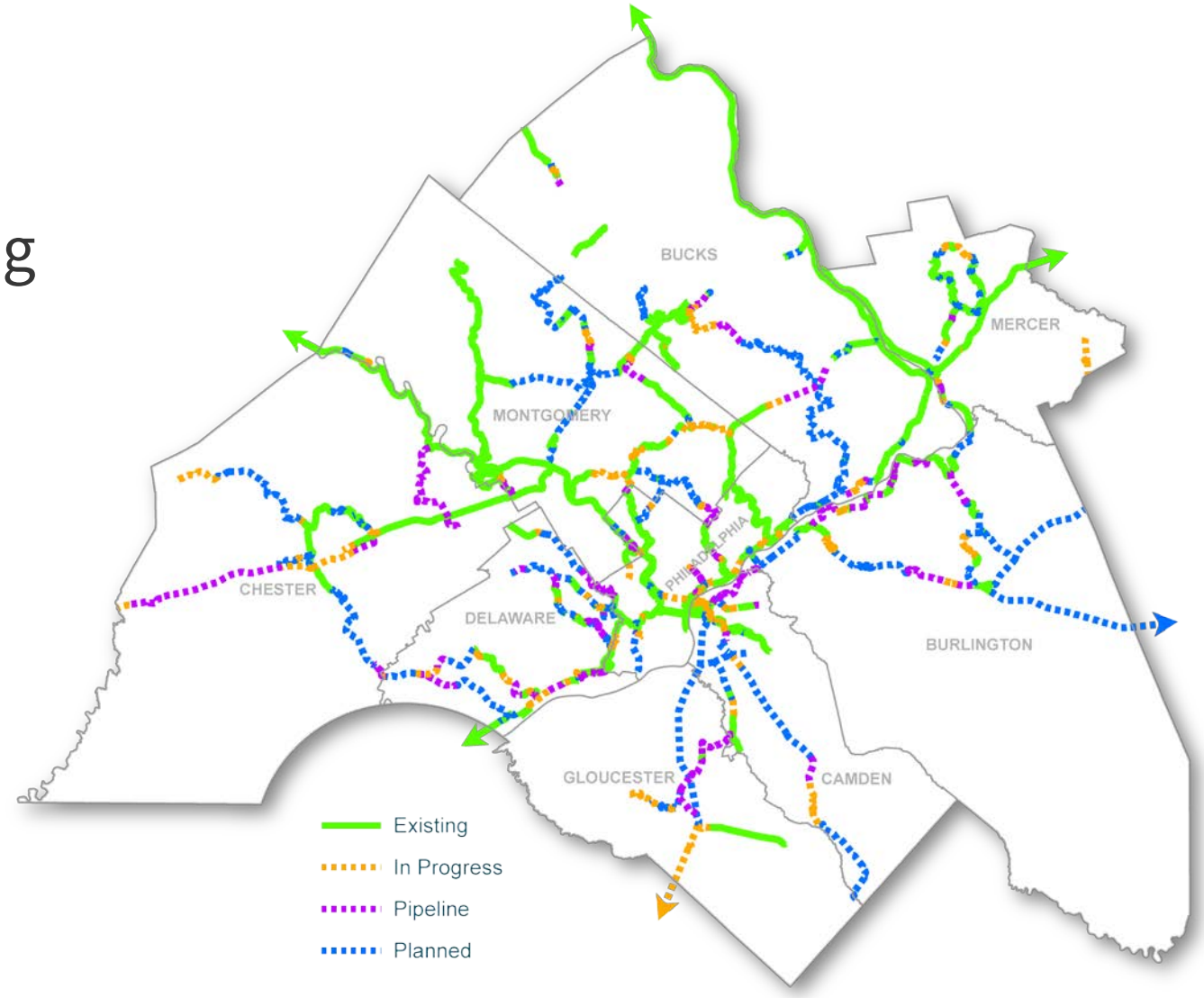


Photo by: S. Legendre, DVRPC

The Circuit Trails

Greater Philadelphia's planned multi-use trail network connecting communities, employment centers, natural areas, and other destinations throughout the region.

Implementation of the Circuit Trails is identified as a priority in *Update: Connections 2050*.



Regional Trails Program Guidelines

- Award cap: $400,000
- No match required
- Eligible applicants: State, county, or municipal agencies; non-profits; or other trail developers
- Eligible activities: Any phase of development for a Circuit Trail or connection
- Eligible geographies: Nine-county DVRPC region and Berks County in Pennsylvania

Regional Trails Program Timeline

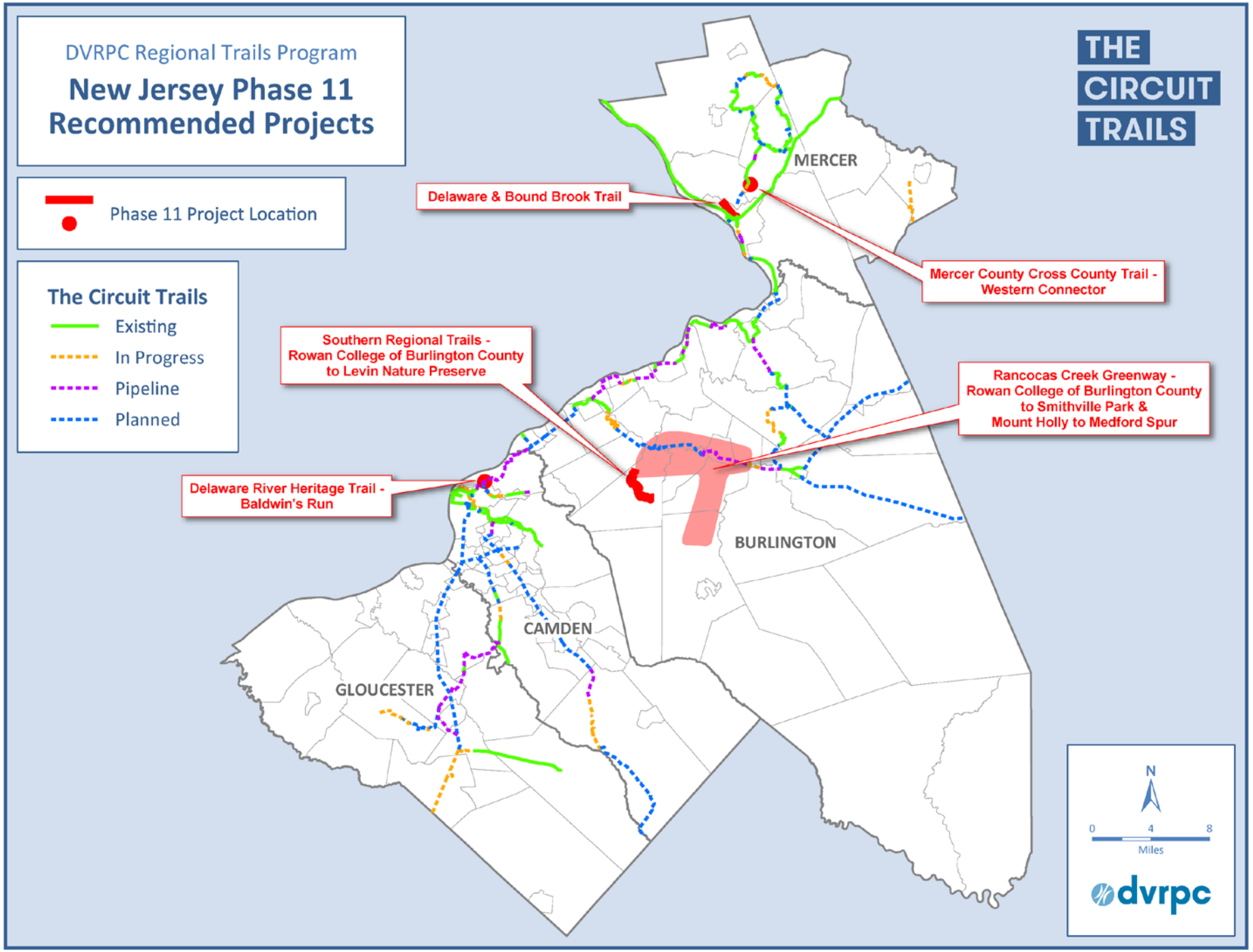


Recommended Awards – Overview

- Seventeen projects
  - 5 in NJ and 12 in PA
  - 2 acquisition (0.3 miles)
  - 5 planning (19.6 miles)
  - 8 design (10.8 miles); and
  - 2 construction (0.7 miles)
- $4.55 million
  - $1.485 million in NJ
  - $3.065 million in PA

Recommended Awards – New Jersey

- Rancocas Creek Greenway - Rowan College of Burlington County to Smithville Park & Mount Holly to Medford Spur - $85,000
- Southern Regional Trails - Rowan College of Burlington County to Levin Nature Preserve - $400,000
- Delaware River Heritage Trail - Baldwin's Run - $400,000
- Delaware & Bound Brook Trail - $200,000
- Mercer County Cross County Trail - Western Connector - $400,000

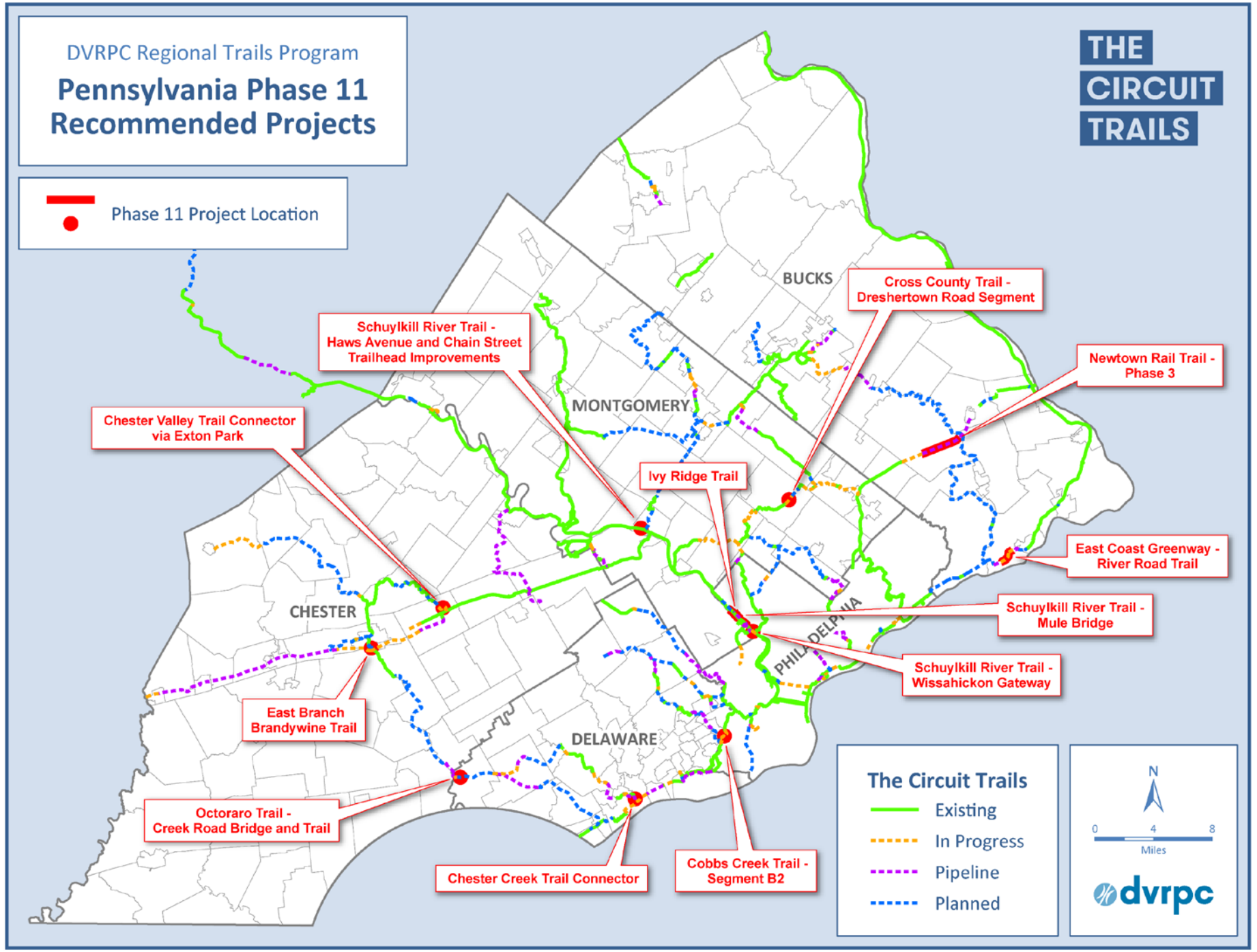

DVRPC Regional Trails Program
New Jersey Phase 11 Recommended Projects
Phase 11 Project Location
The Circuit Trails
Existing
In Progress
Pipeline
Planned
THE CIRCUIT TRAILS
MERCER
BURLINGTON
CAMDEN
GLOUCESTER
Delaware & Bound Brook Trail
Mercer County Cross County Trail - Western Connector
Southern Regional Trails - Rowan College of Burlington County to Levin Nature Preserve
Rancocas Creek Greenway - Rowan College of Burlington County to Smithville Park & Mount Holly to Medford Spur
Delaware River Heritage Trail - Baldwin's Run
N
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4
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Recommended Awards – Pennsylvania

- East Coast Greenway - River Road Trail - $312,200
- Newtown Rail Trail – Phase 3 - $400,000
- Chester Valley Trail Connector via Exton Park - $400,000
- East Branch Brandywine Trail - $100,000
- Chester Creek Trail Connector in Chester, PA - $400,000
- Octoraro Trail - Creek Road Bridge and Trail - $200,000
- Cross County Trail - Dreshertown Road Segment - $400,000
- Schuylkill River Trail - Haws Avenue and Chain Street Trailhead Improvements - $200,000

Recommended Awards – Pennsylvania

- Cobbs Creek Trail – Phase B2 - $129,913
- Ivy Ridge Trail - $200,000
- Schuylkill River Trail - Mule Bridge - $38,587
- Schuylkill River Trail - Wissahickon Gateway - $284,300


DVRPC Regional Trails Program
Pennsylvania Phase 11 Recommended Projects
Phase 11 Project Location
THE CIRCUIT TRAILS
BUCKS
MONTGOMERY
CHESTER
DELAWARE
PHILADELPHIA
Cross County Trail - Dreshertown Road Segment
Schuylkill River Trail - Haws Avenue and Chain Street Trailhead Improvements
Newtown Rail Trail - Phase 3
Chester Valley Trail Connector via Exton Park
Ivy Ridge Trail
East Coast Greenway - River Road Trail
Schuylkill River Trail - Mule Bridge
Schuylkill River Trail - Wissahickon Gateway
East Branch Brandywine Trail
Octoraro Trail - Creek Road Bridge and Trail
Chester Creek Trail Connector
Cobbs Creek Trail - Segment B2
The Circuit Trails
Existing
In Progress
Pipeline
Planned
N
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Miles
dvrpc

Action

Approve the list of seventeen (17) recommended awards for the 2026 Regional Trails Program grant round totaling $4.55 million.



DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Thank You.

slegendre@dvrpc.org | www.dvrpc.org

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Getty Images

PM3 Congestion Mitigation Air Quality (CMAQ) Traffic Congestion Measures: Setting 2- and 4-Year Targets

Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita and Percent non-SOV Travel Measures

June 25, 2026 | Thomas K. Edinger, AICP | DVRPC Board

PM3 CMAQ Traffic Congestion Measures

Transportation Performance Management (TPM)

- Measures
  - Percent non-Single Occupant Vehicle (non-SOV) travel
  - Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita
- Urban Areas (UAs) - DVRPC MPO leads efforts in developing unified targets for
  - Philadelphia, PA-NJ-DE-MD UA
  - Trenton, NJ UA
- Performance Period
  - Establish two- and four-year targets for the first year of a four-year performance period
  - Review progress every two years, and during the mid performance period evaluate adjusting four-year targets
- Report Progress and Targets to FHWA
  - CMAQ Baseline, Mid Performance, and Full Performance Plans - MPOs
  - Performance Management Forms - State DOTs

Setting Targets for the 3rd Performance Period (2026-2029)
Philadelphia, PA-NJ-DE-MD UA

Philadelphia, PA-NJ-DE-MD UA — Two- and Four-Year Targets Percent Non-SOV Travel Measure

Performance Period	Baseline	Two-Year		Four-Year		Adjusted Four-Year Target
		Performance	Target	Performance	Target	
2018-2021	27.9%	28.2%	28.0%	30.6%	28.1%	No Adj.
2022-2025	30.6%	32.8%*	30.0%	32.8%*	30.0%	33.0%
2026-2029	38.1%	n/a	36.0%	n/a	36.1%	n/a

**Frozen performance in 2021 due to changes in urban area boundaries between 2010 and 2020*

Source: DVRPC 2026

Philadelphia, PA-NJ-DE-MD UA — Two- and Four-Year Targets Annual Hours of PHED Per Capita Measure

Performance Period	Baseline	Two-Year		Four-Year	
		Performance	Target	Performance	Target
2018-2021	16.1	14.6	17.0	13.1	17.2
2022-2025	13.1	13.9	15.2	15.6	15.1
2026-2029	15.6	n/a	16.9	n/a	16.8

Source: DVRPC 2026

Setting Targets for the 3rd Performance Period (2026-2029)

Trenton, NJ UA

Trenton, NJ UA — Two- and Four-Year Targets
Percent Non-SOV Travel Measure

Performance Period	Baseline	Two-Year		Four-Year		Adjusted Four-Year Target
		Performance	Target	Performance	Target	
2022-2025	26.4%	30.0%*	26.5%	30.0%*	26.8%	30.0%
2026-2029	37.1%	n/a	35.0%	n/a	35.1%	n/a

**Frozen performance in 2021 due to changes in urban area boundaries between 2010 and 2020*

Source: DVRPC 2026

Trenton, NJ UA — Two- and Four-Year Targets
Annual Hours of PHED Per Capita Measure

Performance Period	Baseline	Two-Year		Four-Year	
		Performance	Target	Performance	Target
2022-2025	3.4	4.4	5.7	6.8	5.7
2026-2029	8.4	n/a	10.0	n/a	9.9

Source: DVRPC 2026

Action

Approve the PM3 CMAQ Traffic Congestion two- and four-year targets for the percent non-SOV travel and the annual hours of peak hour excessive delay (PHED) per capita measures for the Philadelphia, PA-NJ-DE-MD and Trenton, NJ Urban Areas for the third reporting period (2026-2029).

Urban Area	PM3 CMAQ Traffic Congestion Measure	Baseline	Two-Year Target (2026-2029)	Four-Year Target (2026-2029)
Philadelphia, PA-NJ-DE-MD	Percent non-SOV Travel	38.1%	36.0%	36.1%
	Annual Hours of PHED Per Capita	15.6	16.9	16.8
Trenton, NJ	Percent non-SOV Travel	37.1%	35.0%	35.1%
	Annual Hours of PHED Per Capita	8.4	10.0	9.9

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Thank You.

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Amendments to FY26 UPWP

Proposing four new projects - NJ CRRSAA funds

June 25, 2026 | Presented by G. Krykewycz | Presented to DVRPC Board

Photo by: DVRPC

Background and Purpose

- In 2023, UPWP project 23-23-080 (Technical Assistance for Member Governments) was amended by adding $8,881,374 in unobligated CRRSAA funds.
- These funds were available to fund transportation planning/analysis and staff augmentation for DVRPC's NJ counties through June 2028 (end of FY28).
- DVRPC coordinates with our NJ counties on study and assistance needs, and then with NJDOT/FHWA-NJ to verify eligibility for the funding source.

Background and Purpose

- To date, $7,915,000 in program funds have been allocated to support 15 discrete efforts.
- Though CRRSAA funds were added to our UPWP in FY23, suballocations for new projects require UPWP amendments.
- DVRPC staff worked with our NJ county partners to identify five new projects and tasks, four of which will require UPWP amendments.
- These projects are proposed to use the full remaining CRRSAA program balance ($966,374).
- NJDOT has reviewed these proposals and confirmed program eligibility.

Proposed New Projects & Tasks

- New projects (FY26 UPWP amendments required)
  - 23-23-360 - Gloucester County Freight Plan (2 years) - $266,374
  - 23-23-370 - Camden City Transportation Planning Services (2 years) - $300,000
  - 23-23-380 - US 130 Access Management Needs Assessment (2 years) - $250,000
  - 23-23-390 - Monroe Township Bike Path Extension Study (2 years) - $150,000

- Proposed task to be funded under project 23-23-081 (Technical Assistance and Coordination of NJ CRRSAA Funding)
  - Acquire and share updated impervious surface GIS data for our New Jersey counties to support county and municipal planning

Action

Approve allocating NJ CRRSAA funds in the amount of $966,374 to support tasks that have been approved by NJDOT, and amend the FY 2026 UPWP to add projects:

- 23-23-360 - Gloucester County Freight Plan (2 years)
- 23-23-370 - Camden City Transportation Planning Services (2 years)
- 23-23-380 - US 130 Access Management Needs Assessment (2 years)
- 23-23-390 - Monroe Township Bike Path Extension Study (2 years)



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Photo by: DVRPC

gkrykewycz@dvrpc.org

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Image Credit:
Getty Images

Greater Philadelphia Regional Infrastructure Accelerator Award

June 25, 2026 | Presented by Michelle Beaulieu | Presented to DVRPC Board

Regional Infrastructure Accelerators (RIA)

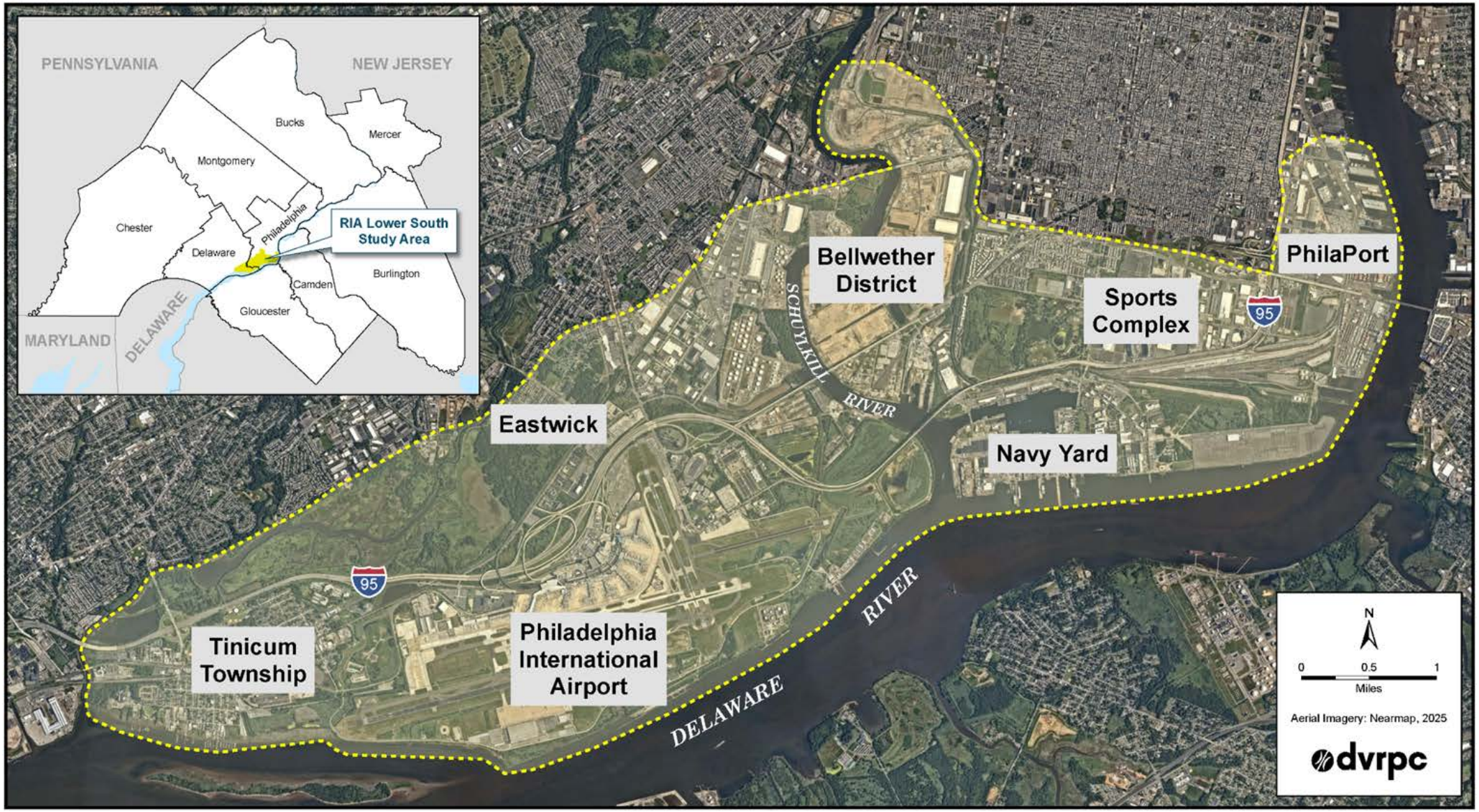
The RIA Program assists entities in **developing improved infrastructure priorities and financing strategies for the accelerated development of a project(s)** that is likely eligible for U.S. Department of Transportation credit assistance.





Accelerators **serve a defined geographic area and act as a resource** to evaluate projects, promote innovative financing methods, and build capacity to involve private investment.

Lower South Study Area



Greater Philadelphia RIA — Lower South

Existing Challenges

Significant **transportation infrastructure and resilience needs** in the Lower South area

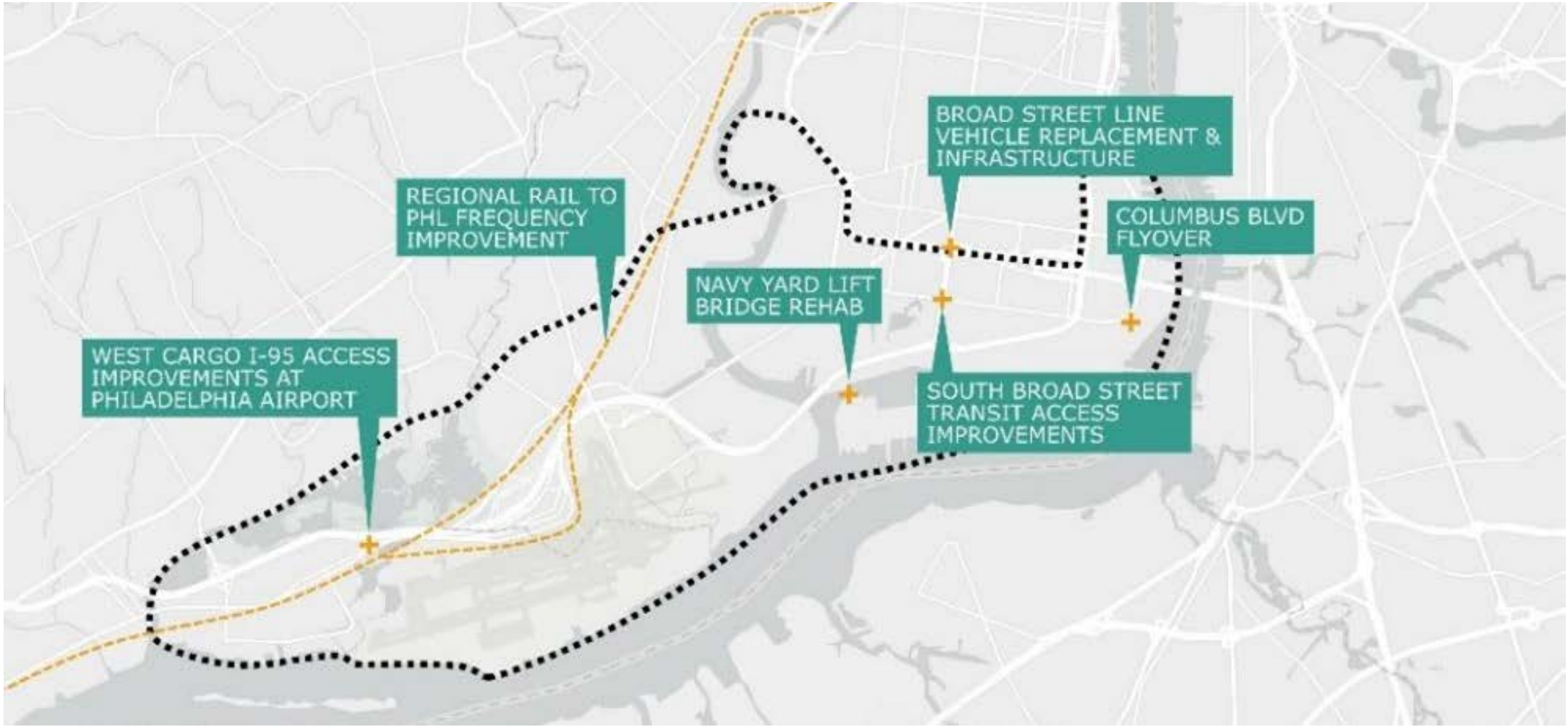
Limited capital and **limited regional experience** with innovative financing and project delivery

Desired Outcomes

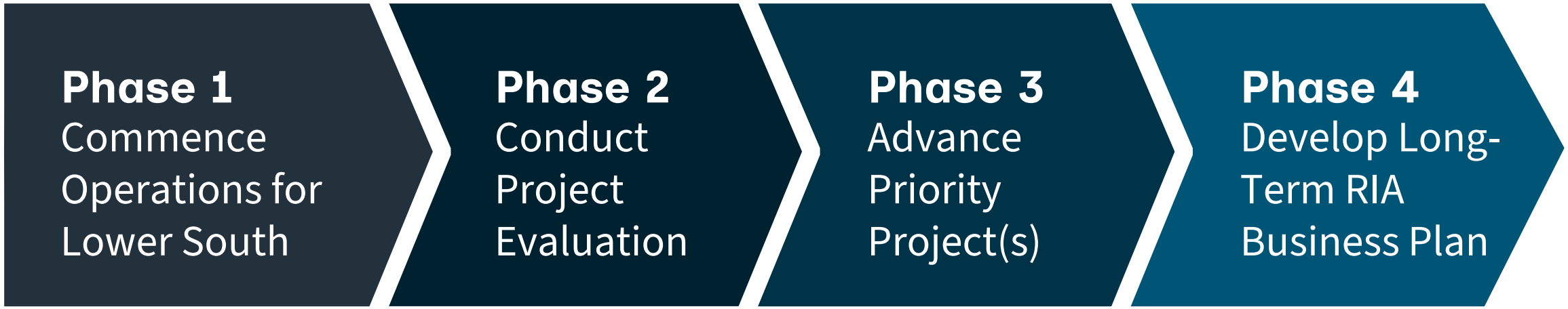
An **accelerated path forward** for the most promising pipeline of projects

A **self-sustaining, scaled Greater Philadelphia RIA** to support future regional needs

Initial Pipeline of Potential Projects



RIA Two-Year Project Performance Period



Procure consultant services and develop detailed work plan and engagement strategy

Establish project prioritization framework and assess projects

Conduct deeper analysis of priority projects and advance efforts to finance them through selected methods

Consider what is necessary to continue and scale RIA services

Action

Amend the FY 2027 Unified Planning Work Program to add project 27-34-300 - Greater Philadelphia Regional Infrastructure Accelerator – Lower South.

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Photo by Getty Images

FY 2027 Executive Committee Officer Slate

June 25, 2026 | Presented to the DVRPC Board

Proposed FY 2027 Executive Officer Slate

Chair	Vice Chair	Secretary	Treasurer
Anthony Luker *PA Governor's Policy Office*	Priya Jain *NJ DOT Commissioner*	Mark Squilla *City of Philadelphia Councilmember*	Dan Benson *Mercer County County Executive*



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Image Credit:
Getty Images

Board Discussion

Draft FFY 2027 PA TIP, Amendment 1, and Future Transportation Investment Priorities

June 25, 2026 | Rick Murphy & Jackie Davis | DVRPC Board

Transportation Improvement Program (TIP) & Long-Range Plan (LRP) Amendment 1 Explained

PA FFY 2027 TIP

PA and NJ TIPs updated every other year

PA Twelve Year Program (TYP) updated every other year by state law

Amendment 1 to UC2050
(current LRP)

Major changes ($10M or 20% cost) to MRPs necessitate an amendment to maintain alignment with the TIP/STIPs.

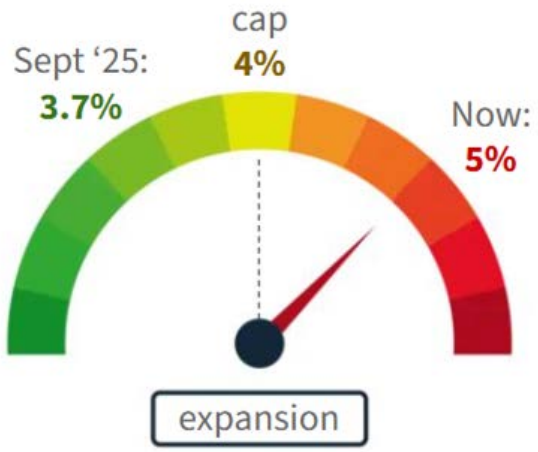
Public comment period required for non-AQ-exempt.

Why a Discussion?

Increasing Costs, Limited Resources, and Future Transportation Priorities



TIP project phases being deferred



Plan exceeding allocation targets & cap



An opportunity to prioritize together

Draft FFY 2027 TIP for PA Overview

344 Projects ($8.22 Billon benefit to the region)

- 293 regional FHWA-funded projects ($2.844 Billion)
- 19 Interstate Management Program (IMP) projects ($1.063 Billion)
- 32 FTS-funded program ($4.313 Billion)

New PA TIP Projects (FHWA-Funded)

Regionally Funded

- Regional ITS Maintenance
  - $6M Regionwide
- 5 new Bridge Preservation projects
  - $5M CON each county
- 7 new HSIP (safety) projects
  - Partially funded with regional funds and statewide funds

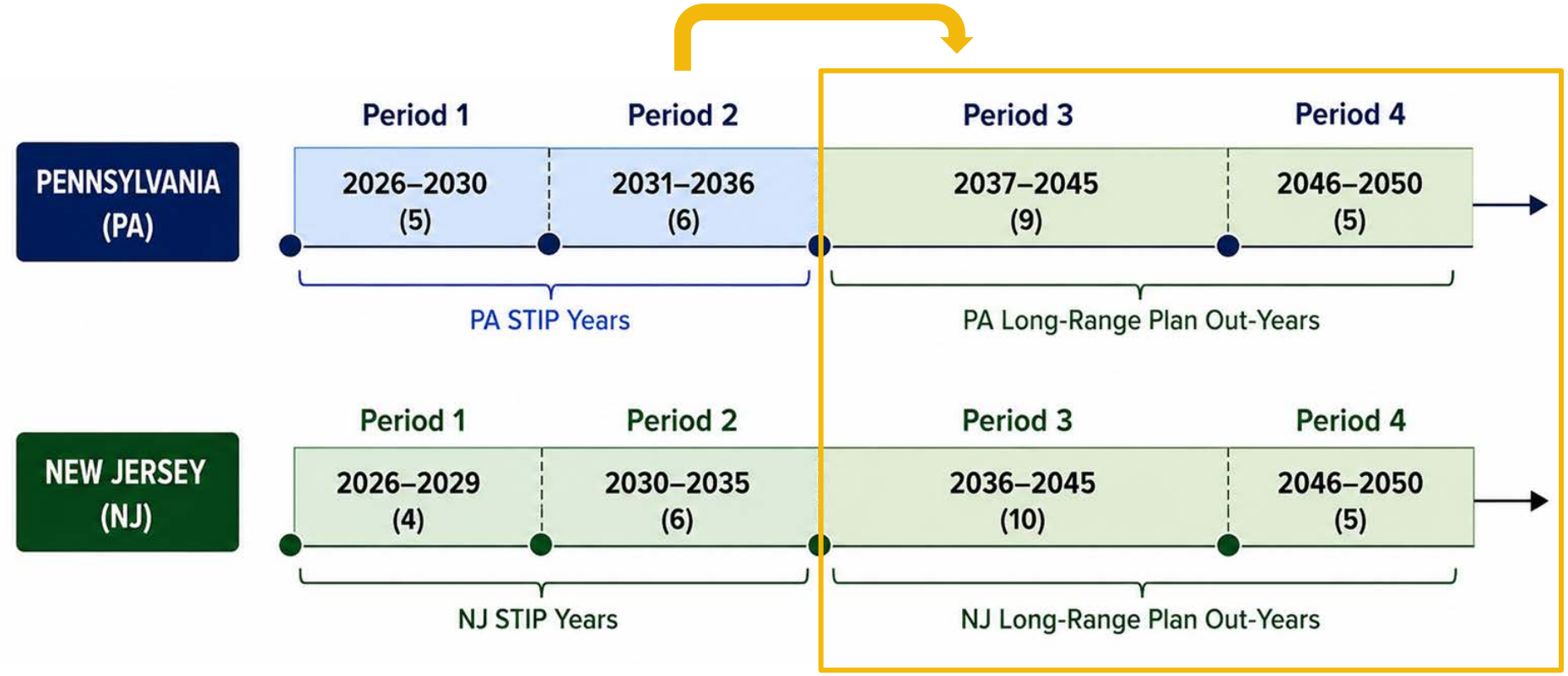
Statewide Funded

- 22 new TASA awarded projects
- 10 new MTF awarded projects
- 10 new Statewide HSIP (safety) project
- 1 new TSMO award

Deferred Project Construction

- **Bucks County**
  - Route 1 Improvements Frontage Corridor – Section RC3
- **Chester County**
  - US 1 Expressway Reconstruction: PA/MD Line to PA 472
  - US 30, Coatesville Downingtown Bypass – CER-Eastern Section
- **Delaware County**
  - US 1 and PA 352 Interchange, Intersection, and Roadway Improvements
- **Montgomery County**
  - Belmont Avenue Railroad Replacement
  - Henderson/Gulph Road Widening near I-76 Ramps
- **City of Philadelphia**
  - Citywide 3R Betterments Line Item
  - 25th Street: Washington Avenue to Passyunk Avenue
  - Aramingo/Harbison: Church Street to Amtrak – Section BS3

Deferred Projects Increase Costs



3% annual inflation rate to reflect YOE for projects outside the TIP/STIP

		UC2050 Adoption		Amendment 1
Example Project Impacts:	U.S. 1 at PA 352 and 452 Interchange	$257.8 M	+$295 M	$553.4 M
	U.S. 30/ Coatesville- Downingtown Bypass (Eastern)	$1,047.4 M	+$250 M	$1,298.0 M

UC2050 Amendment 1:

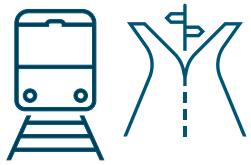
27 projects



7 New
20 Revisions



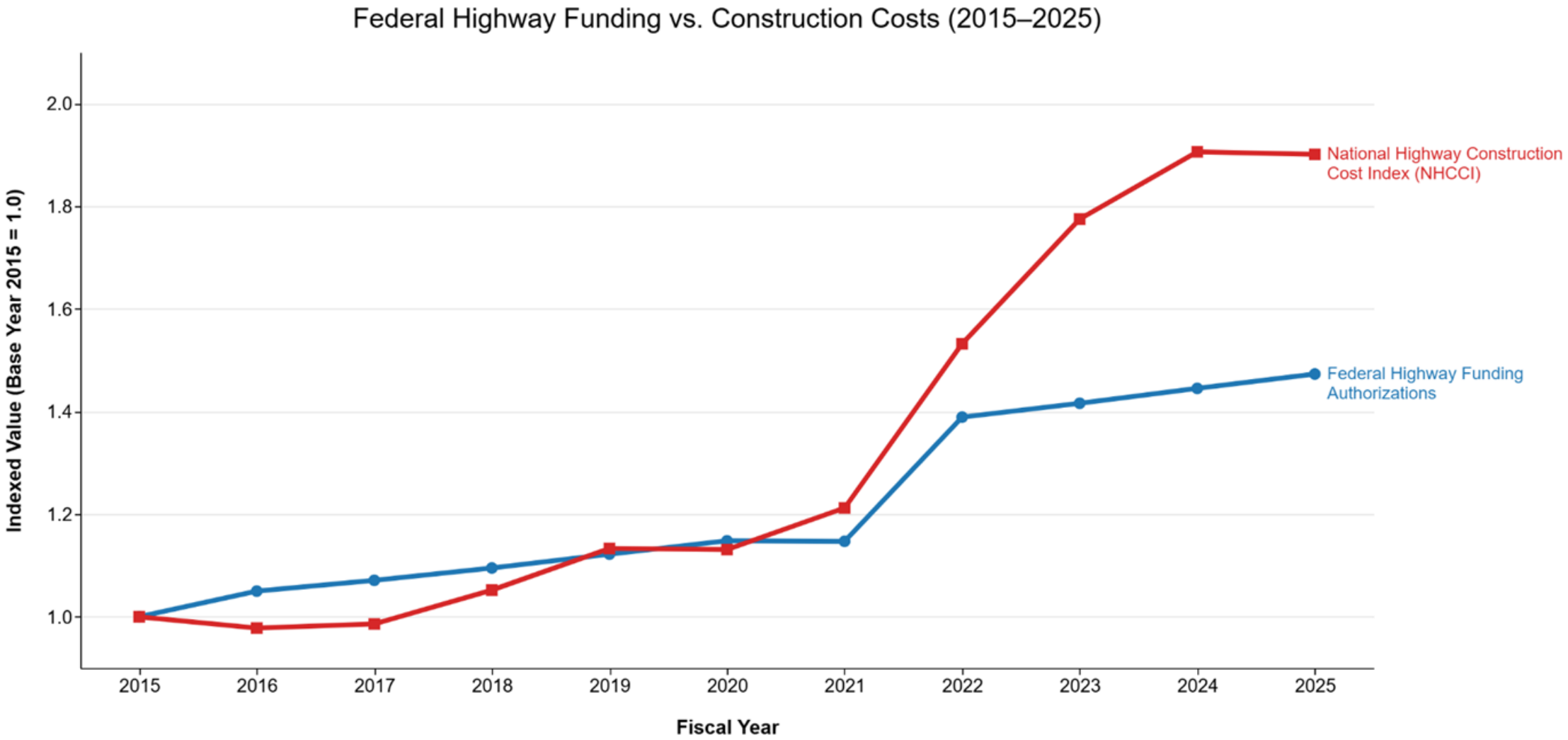
25 Pennsylvania
2 New Jersey



6 Transit
21 Roadway

- Remain fiscally constrained across all four financial plans (PA & NJ, Roadway & Transit)
- Maintain Plan-TIP Alignment
- Now exceeds the agreed 4% cap on roadway system expansion (PA)

Costs are Rising much faster than Revenues



Source: DVRPC analysis of FHWA FAST Act and IIJA/BIL Federal-aid highway apportionment sources and FHWA National Highway Construction Cost Index data. Both series indexed to 2015 = 1.0; NHCCI annual values calculated from quarterly averages.

Looking Ahead

Current trajectory:

- ↘ More delays
- ↘ Higher costs
- ↘ More projects pushed out

Optimal outcomes:

- ↗ Earlier delivery
- ↗ Cost efficient investments
- ↗ Greater impact

What do we want to accomplish with the resources we have?

Discussion

Objective: to establish a shared understanding of the region's fiscal realities and begin discussing how available resources can be aligned with regional priorities.

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The first step in a broader conversation that will help shape:

- How projects are evaluated
- How limited resources are prioritized
- Future TIP development
- The next Long-Range Plan update

Question 1

Why do we have to defer projects cycle after cycle?

Question 2

What could, or should, the region do differently?



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Thank You.

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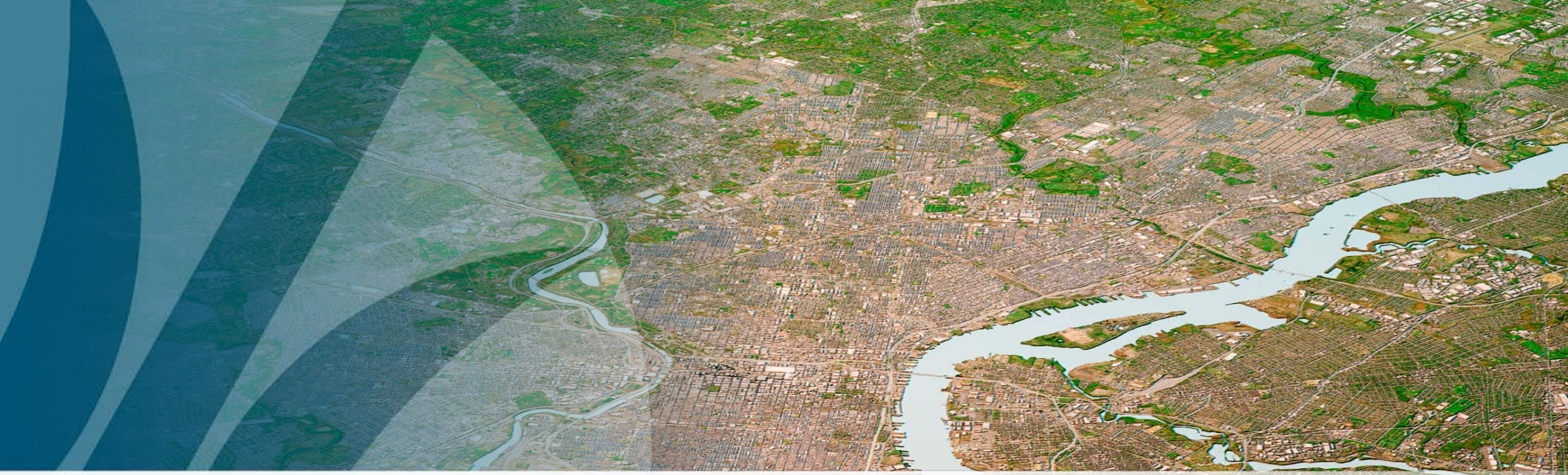


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Executive Committee Meeting

Immediately Following Board

June 25, 2026



DELAWARE VALLEY dvrpc REGIONAL PLANNING COMMISSION

Executive Committee

Contract Authorization

Presented by Jason Crouch | June 25, 2026 | jcrouch@dvrpc.org

Contract Authorization

FY27 New Jersey Regional Signal Retiming

RFP Process

- Date Released: March 27, 2026
- Posted: OpenGov.com
- Date Closed: April 27, 2026
- Proposals Received: Two (2)
- Top-Ranked Firm: Iteris, Inc.
- Proposed Cost: $950,000

Action

Authorize the Executive Director to enter into and execute a contract with Iteris, Inc., with a not-to-exceed amount of $950,000, for an initial term of four (4) years. Subject to satisfactory performance of the Services and the availability of funding, DVRPC may retain Iteris, Inc. to perform related work for up to two (2) years, with costs to be determined at that time.



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